

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report	✓	Final report	
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(Tick as appropriate)

1. Title of plan, policy or strategy being assessed

George Street and First New Town Public Realm Design

2. What will change as a result of this proposal?

The design aims to create a vibrant street environment around George Street, Castle Street, Frederick Street and Hanover Street – one that is safe for all users and which significantly enhances its use for pedestrians while prioritising active travel and accessibility for people of all ages and abilities. The reallocation of road space will help to improve the operation and visual quality of the street leading to a calmer, more people friendly environment for people to shop, relax and do business.

3. Briefly describe public involvement in this proposal to date and planned

The initial concept design builds on input from residents, local community groups, businesses and the wider public. A public consultation on the draft design concept was held from November 2018 to January 2019. A wide range of stakeholder engagement events have been undertaken including an online survey, an exhibition of the proposals, drop in events, social media, outreach sessions with school geography classes and equalities workshops. In addition, several focused events with key stakeholders, including representatives from heritage, mobility and business, have also been undertaken. A substantial engagement programme will continue throughout the duration of the project.

4. Date of IIA

An initial meeting was held on 13 May 2019 resulting in the production of an IIA. This IIA has been subject to further regular review and most recently updated during March 2020.

5. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

Name	Job Title	Date of IIA training	Email
Anna Herriman (no longer employed by CEC)	City Centre Programme Manager		
Jamie Robertson	Senior Project Manager (Major Projects)		Jamie.robertson@edinburgh.gov.uk
Andrew Caldwell	Economic Development Officer		Andrew.caldwell@edinburgh.gov.uk
Eileen Hewitt (Facilitator and IIA Report Author)	Transport Officer (Active Travel)	9/05/2019	Eileen.hewitt@edinburgh.gov.uk
Most recent review undertaken in March 2020			
Jamie Robertson (Lead Officer)	Strategic Transport Planning and Projects Development Manager		Jamie.robertson@edinburgh.gov.uk
Tony Holsgrove	Senior Project Manager		Tony.holsgrove@edinburgh.gov.uk

6. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Census 2011 National Records for Scotland 2017 Mid year estimates Scottish Index of Multiple Deprivation (SIMD) Joint Strategic Needs Assessment (CEC, 2015)	<p>City of Edinburgh has one of the fastest growing populations of any city in the UK. Although the city has a lower share of its population over 65 years of age (12%), the wider city region has a significantly higher share (22%) than Edinburgh and Scotland (19%).</p> <p>Based on 2011 Census Data the wards with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%).</p>
Data on service uptake/access	Census 2011	<p>Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010 of the 191,000 people living and working in Edinburgh, 63,500 commuted to work by car and a further 63,300 commuted by car from other local authority areas.</p> <p>Transport accessibility is lowest around the periphery areas of Edinburgh, for example Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.</p>
Data on equality outcomes	Bike Life (Sustrans 2017)	<p>In a 2017 survey, 24.5% of school pupils, stated they normally travelled to school using only private motorised mode of travel compared with 48.8% who normally use active modes.</p> <p>2017 data from Transport Scotland indicates that women were more likely than men to walk or catch the bus to work and men were more likely to cycle to work or travel by rail. In Scotland twice as many men as women cycle once or twice a week for transport.</p> <p>In addition, people in lower income households were more likely to walk or take the bus whereas people in higher income households</p>

Evidence	Available?	Comments: what does the evidence tell you?
		<p>were more likely to drive.</p> <p>7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017. In the city black and minority ethnic (BAME) communities, women and over 65s are underrepresented when it comes to cycling.</p> <ul style="list-style-type: none"> • Female – 37% • Over 65 – 6% • BAME – 3% (8% of City population)
Research/literature evidence	<ul style="list-style-type: none"> • The Edinburgh Street Design Guidance • The Local Transport Strategy • The Local Development Plan • Edinburgh City Centre Transformation 	<p>The Council has approved policies, strategies and guidance which support the protection and enhancement of the public realm. The George Street and First New Town Project supports these policies and seeks to deliver an exceptional street environment that is welcoming and accessible for all users.</p>
Public/patient/client experience information	<p>Ongoing including public consultation (Nov 2018 – Jan 2019)</p> <p>Stakeholder Engagement</p>	<ul style="list-style-type: none"> • Stakeholder feedback reveals broad support for the concept design. • Strong support for wider pavements, outdoor seating and removal of street clutter • Some concerns regarding the potential for the displacement of traffic, pedestrian safety adjacent to a cycle way • A general concern is noted that the needs of elderly and disabled people must be taken into account • Two workshops held in July and November 2019 with key stakeholder user and representative groups has helped gather further opinion on proposals and highlights key areas where more in-depth consideration is required (such as the proposed introduction of plaza spaces). Feedback collected at these workshops will inform the development of the final design during the next stages of the project. • Structured engagement sessions with businesses and residents held over 6 weeks during October and November

Evidence	Available?	Comments: what does the evidence tell you?
		2019 has helped to better inform operational requirements (such as, parking, loading and servicing). Feedback gathered at these sessions will be further discussed and considered during the next stages of the project.
Evidence of inclusive engagement of service users and involvement findings	<p>Equalities workshop held in April 2019 with representatives from mobility and access groups to explore aspects of the design</p> <p>Outreach sessions with geography pupils from 2 local high schools Dec 2019</p>	<ul style="list-style-type: none"> • Concerns about impacts of shared space on people with sensory disabilities • Road space re-allocation to pavements benefits disabled. • Advantages of clear waymarking (including of accessible routes) • Support for more places to sit and socialise, event space where they feel safe and near public transport connections.
Evidence of unmet need	Yes	As above
Good practice guidelines	Yes	The project seeks to follow best practice such as Designing Streets and Edinburgh Street Design Guidance, National Standards of Community Engagement and Council's consultation framework.
Environmental data	<p>Strategic Environment Assessment</p> <p>George Street Public Life Assessment</p>	<p>GNT is a project within City Centre Transformation (CCT) Details will be provided as part of a separate Strategic Environmental Assessment (SEA) which was published alongside the CCT Strategy in September 2019</p> <p>A public life study, assessing existing conditions for street users, has been undertaken. Key assessment findings were:</p> <ol style="list-style-type: none"> 1 Need to improve pedestrian priority and safety. Currently vehicles are dominant in the study area 2 General lack of public seating 3 The current street layout does not fully align with desired pedestrian movement 4 Hanover St South experiences the highest footfall in the study area 5 Need to rationalise street clutter
Risk from cumulative impacts	Yes	Cumulative impacts may come about as a result of Low Emission Zone, City Mobility Plan and

Evidence	Available?	Comments: what does the evidence tell you?
		City Plan 2030 policies which are being developed in parallel with City Centre Transformation. Cumulative impacts from this work will be included in due course once impact assessments of these are undertaken as part of the SEA and IIA for City Centre Transformation was reported to Transport and Environment Committee on 12 September 2019
Other (please specify)	Edinburgh City Centre Transformation (ECCT)	The GNT project is one of a number of projects in and around the city centre which feeds into the new City Centre Transformation Strategy and proposals. A key part of the GNT project team's work so far has been to ensure the design and project objectives are fully aligned to this important wider context. The Final City Centre Transformation Strategy (CCT), was agreed at Transport and Environment Committee on 12 September 2019
Additional evidence required		

7. In summary, what impacts were identified and which groups will they affect?

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Positive</p> <p>The concept design aims to create an equitable public realm on par with other great global cities which facilitates access for all citizens by improving accessibility and the pedestrian experience.</p> <p>Positive impacts are expected to disabled and older people through interventions such as increasing the width of pavements, eliminating street clutter, retention of blue badge parking and creating spaces where people can sit, rest and relax on the street with significantly more seating available. Upgrading footway surfacing and crossing quality will also accommodate the needs of wheelchair users, people with pushchairs and those with visual</p>	<p>Cyclists, pedestrians, disabled people, older people</p>

<p>impairment.</p> <p>It is expected that improvements to the walking and cycling infrastructure will encourage more people to walk and cycle leading to better physical and mental health.</p> <p>Maintaining access of public transport lines/stops is of benefit to people from lower socioeconomic backgrounds and people travelling from rural areas. Investment in improving conditions for cycling and walking provides a low cost transport option to people on low incomes.</p> <p>Creating a more welcoming and cohesive street environment has the potential to improve the quality of life of people with learning disabilities or mental health issues.</p> <p>Negative</p> <p>Safety concerns about shared space have been expressed through the consultation process. Care will be required in the design of the segregated two way cycle path to minimise potential conflict between pedestrians and cyclists and ensure that access for people with mobility issues or sensory impairments are maintained and not adversely affected. Similarly, care will be required to ensure the plaza areas and junctions are safe and accessible for all.</p> <p>There is potential that some older people who do not have a blue badge and struggle to use public transport may find it more difficult to access George Street.</p> <p>Members of the St Andrew’s and St George Church West may have to walk further to get to church if travelling by car or bus.</p>	<p>Deprived communities, disabled, elderly, young people</p> <p>Disabled, cyclists and pedestrians</p> <p>Older people</p> <p>Older people</p>
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<p>Environment and Sustainability</p> <p>Positive</p> <p>The design aims to promote a healthy and sustainable environment. Through interventions such as the removal of central parking and the introduction of greenery, it is expected that this will help to improve air quality and reduce carbon emissions.</p> <p>There is potential to restrict servicing and loading to key times of day and encourage more sustainable forms of servicing to reduce vehicle dominance and pedestrian/vehicle conflicts whilst still allowing the function of businesses.</p>	<p>Affected populations</p> <p>All users of George Streets and the First New Town.</p> <p>GNT businesses</p>
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A range of communication methods will be used to reach out to different types of people. Community involvement (listening to and acting on stakeholder views) will remain a key element of the development of a preliminary design. Formats will be designed to be understood by a range of population groups. Residents are encouraged to use our translation service if they have language/visual requirements.

10. Does the policy concern agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use? If yes, an SEA should be completed, and the impacts identified in the IIA should be included in this.

An SEA has been undertaken for the Edinburgh City Centre Transformation Project which the GNT project feeds into.

11. Additional Information and Evidence Required

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

Further engagement will be undertaken with specific user groups on those aspects of the design where further consideration is needed before finalising the preliminary design.

12. Recommendations (these should be drawn from 6 – 11 above)

- Blue badge spaces to be retained for disabled ease of access to the area with additional spaces being introduced and prioritised
- Current controlled and pedestrian crossings to be retained to facilitate pedestrian movements
- Cycleways and footpaths to be segregated for the safety of both users
- Removal of existing street clutter
- Creation of spaces where people can rest and relax with public seating also provided
- Extended footways to enhance pedestrian movement flow
- Bus stops to be retained in their current approximate locations preserving public transport within the street.

13. Specific to this IIA only, what actions have been, or will be, undertaken and by when? Please complete:

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and contact details)	Deadline for progressing	Review date
Further engagement will be undertaken with specific user groups on those aspects of the design where further consideration is needed before finalising a preliminary design.	The Council GNT Project Team supported by the project consultants (once appointed) georgestreetdesign@edinburgh.gov.uk	30/08/2020	Ongoing
Issues identified for mitigation from the consultation process will be taken forward for further review.	Council GNT Project Team supported by the project consultants (once appointed) georgestreetdesign@edinburgh.gov.uk	Ongoing	Annual

14. How will you monitor how this policy, plan or strategy affects different groups, including people with protected characteristics?

Post implementation research will identify whether the scheme has improved the travel experience of equality groups. CEC will periodically review data to determine any substantial demographic changes in the area over time. Pedestrian and cycle counts will be

undertaken at strategic counts on the network to collect data and interpret the effect of the design on footfall and cycle lane usage.

15. Sign off by Head of Service/ Project Lead

**Name Jamie Robertson, Strategic Transport Planning and Projects
Development Manager**

Date 11/03/2020