

## INTEGRATED IMPACT ASSESSMENT SUMMARY REPORT TEMPLATE FOR EMERGENCY DECISIONS

Please complete as many of these sections as possible

### 1. Title of proposal

Creating Safe Spaces for Walking and Cycling

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

The COVID 19 pandemic has significantly changed the way in which people work and live. Unprecedented measures to help people stay safe, with instructions to stay at home to prevent the spread of the infection, and to maintain physical distance when outside home (whether for work or exercise) have been in place since 23 March 2020 and some restrictions are expected to remain in place for a significant period of time to come.

During this period of restriction, cycling and walking are estimated to have increased but congestion on walking and cycling routes, and at access points to green and open spaces, is putting people at increased risk of infection, as physical distancing measures are compromised. As restrictions begin to be relaxed, supporting people to continue to be able to walk and cycle safely is an important policy objective.

Transport will play a central role in emerging plans for how the city will adapt and renew as COVID 19 restrictions change and are relaxed. The Council has already taken some early action taken to create safer spaces for walking and cycling and the committee report includes criteria which will be used to develop further schemes. The Council has been granted £5m from the Transport Scotland Spaces for People Fund administered by Sustrans to help deliver measures.

Measures which are proposed aim to:

- Make space for people to exercise.
- Make space for people to travel safely around the city.
- Reduce risk to people who use the carriageway for travel or exercise.
- Make space for people in shopping streets and in the city centre.

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

We need to put temporary measures in quickly as our priority is to protect the health and wellbeing of our residents and support businesses. While this means we're not able to follow a full engagement process, we are listening to communities and we encouraged people to submit their views on the Spaces for People initiative via the Commonplace website which attracted more than 4000.

We are also notifying key community representatives and organisations as we propose temporary measures. This includes:

- councillors
- community councils
- business representatives
- emergency services

- active travel and equality organisations including Spokes, Living Streets, the Edinburgh Access Panel, RNIB and NFBUK.

Ward councillors and community councils will also have a key role in sharing information to communities.

The statutory notification process will continue to be undertaken for all measures as part of the Temporary Traffic Regulation Order (TTRO) process, which includes emergency services, community councils and ward councillors.

Measures will be reviewed regularly as appropriate and refined as necessary in response to local feedback.

Feedback from the Commonplace website has allowed the public to highlight any areas where they feel that interventions should be targeted.

#### 4. Date of IIA

6 October 2020

#### 5. Who was involved in carrying out the IIA? (please list lead officer and other staff)

Name	Job Title
Lorna Henderson	Transport Officer
Eileen Hewitt	Transport Officer
Andy Edwards	Transport Officer

#### 6. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you about different groups who may be affected?
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>The 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> <p>The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you about different groups who may be affected?
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 Scotland is monitoring transport trends during the COVID-19 outbreak. This information provides a snapshot of travel across main modes. For the period 27 April - 3 May we saw:</p> <ul style="list-style-type: none"> <li>• Concessionary bus journeys up by 5%</li> <li>• Rail journeys down by 55%</li> <li>• Ferry journeys down by 15%</li> <li>• Plane journeys down by 20%</li> <li>• Car journeys up by 20%</li> <li>• Cycling journeys by up 35%</li> <li>• Walking journeys up by 20%</li> </ul>
Data on socio-economic disadvantage e.g. low income, material/area-based deprivation.	Scottish Index of Multiple Deprivation (SIMD)	<p>Transport accessibility is lowest around the periphery of the city, 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 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"> <li>• Female – 37%</li> <li>• Over 65 – 6%</li> <li>• BAME – 3% (8% of City population)</li> </ul>

<b>Evidence</b>	<b>Available – detail source</b>	<b>Comments: what does the evidence tell you about different groups who may be affected?</b>
Research/literature evidence	As above	As above
Public/patient/client experience information	n/a	n/a
Insight from public / service user engagement	In progress	Local feedback received as measures are implemented will be used to refine schemes. Feedback from the Commonplace website will help to highlight areas where interventions should be targeted.
Evidence of unmet need	In progress	Local feedback received as measures are implemented will be used to inform this.
Good practice guidelines	Designing Streets (2010)  Edinburgh Street Design Guidance (2015)  National Standards of Community Engagement  Mobility and Access Committee for Scotland (MACS)	The strategy has sought to follow best practice guidance such as Designing Streets and Edinburgh Street Design Guidance.  In addition, an extensive international benchmarking exercise was undertaken to learn from cities similar in scale to Edinburgh, with broadly recognised good practice in city planning, and recent and most significant interventions in terms of quality of life.  The National Standards for Community Engagement are good-practice principles designed to support and inform the process of community engagement.  Temporary Street measures during Coronavirus crisis.
Carbon emissions generated/reduced	Air Quality Monitoring Stations  Scottish Government Monitoring	In general, daily NO2 concentrations have reduced at all the different types of automatic monitoring stations in the Edinburgh area.  Scottish Government is monitoring the impact of COVID 19 social distancing and lockdown actions, which includes air quality.  Evidence will continue to be collected on carbon emissions/air quality by the Council and Scottish Government as lock down measures are relaxed.
Environmental data	As above	As above
Risk from cumulative impacts	Low Emission Zone, City Mobility Plan, City Plan 2030	Cumulative impacts may come about as a result of Low Emission Zone, City Mobility Plan, City Plan 2030 and Edinburgh City Centre

Evidence	Available – detail source	Comments: what does the evidence tell you about different groups who may be affected?
	and Edinburgh City Centre Transformation	Transformation. Cumulative impacts from this work will be included in due course once impact assessments of these policies/proposals have been undertaken.
Other (please specify)		
Additional evidence required?		

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

<b>Equality, Health and Wellbeing and Human Rights</b>	<b>Affected populations</b>
<p><b>Positive</b> The proposals may have potential positive impacts for all members of the public, which include:</p> <ul style="list-style-type: none"> <li>• Reduced risk of infection from COVID by creating increased space for walking, cycling, running and wheeling, to allow physical distancing.</li> <li>• Improved mental and physical health due to increased uptake in active travel</li> <li>• Street will have more space so will be easier to navigate.</li> <li>• Physical security – street closures and segregated cyclepaths permits people to go out and use public spaces safely without fear of traffic conditions and vehicle conflict.</li> <li>• Improved access to schools by creating safer streets and allowing pupils who are able to walk and cycle</li> <li>• Introduction of segregated cycleways will encourage a greater number of people to switch from car to bike . Providing segregated cyclepaths will reduce risk of accident</li> <li>• Better crossing facilities for those who can't walk too far to find a safe crossing through an increase in crossing points</li> </ul>	<p>All, particularly older people and those with underlying health conditions</p> <p>All</p> <p>All, particularly relevant for people with disabilities and mobility challenges, older people, partially sighted or blind people and people with pushchairs.</p> <p>All, particularly cyclists and pedestrians</p> <p>Young People</p> <p>All</p> <p>Older people, people with mobility impairments</p>

<ul style="list-style-type: none"> <li>• Introduction of slower speeds restrictions will help improve road safety, encourage people to walk, cycle and make streets more people friendly</li> </ul>	All
<p><b>Negative</b></p> <p>The proposals may negatively impact specific groups; impacts include:</p>	People with disabilities who are reliant on private transport.
<ul style="list-style-type: none"> <li>• People with disabilities who are reliant on private transport, closing streets may restrict parking for blue badge holders and taxi drop off/pick up.</li> </ul>	Partially sighted or blind people, people with low literacy or people with English as a second language.
<ul style="list-style-type: none"> <li>• Partially sighted or blind people, people with low literacy or people with English as a second language may not be fully informed of the changes, depending of method of communication used to advise.</li> </ul>	All, particularly relevant for people with mobility challenges.
<ul style="list-style-type: none"> <li>• If accessibility is not fully considered at the design stage, easy access could be impaired.</li> </ul>	All
<ul style="list-style-type: none"> <li>• Potential negative impacts associated with the displacement of traffic, congestion and pollution on people’s health.</li> </ul>	All
<ul style="list-style-type: none"> <li>• Some of the cycle segregation schemes include floating bus stops which means people having to cross the cyclepath to access buses</li> </ul>	All
<ul style="list-style-type: none"> <li>• Reduced parking provision and reduced road width (and consequent restrictions on waiting) will make access to the streets more difficult for those dependent on the car. This is a particular issue on streets such as Comiston Road where a disabled parking space is located in the idle of the road.</li> </ul>	Motorist especially disabled users reliant on the car
<ul style="list-style-type: none"> <li>• Temporary infrastructure such as temporary kerbs, rubber blocks and bollards can be trip hazards</li> </ul>	Partially sighted, disabled people and older people
<ul style="list-style-type: none"> <li>• Removal of guardrail can result in people feeling less safe and protected against traffic</li> </ul>	Younger, Partially sighted, disabled people and older people

<p><u>Suggested Mitigation</u></p> <p>Parking - These impacts will depend on the location of any measures and could be mitigated by the provision of dedicated disabled parking in close proximity.</p> <p>Attention should be given to making sure enforcement (for example of traffic speed, parking/cycling on pavements) is effective.</p> <p>Floating bus stops – The designs will be based on the layouts in the Edinburgh Street Design Guidance which have been through detailed risk assessment. A fundamental principle of the floating bus stops is that cyclists will be clearly indicated to give way to people embarking/alighting buses.</p> <p>Guardrail – All temporary measures are subject to a detailed design and risk assessment process being followed. It is Council policy to remove any unnecessary guardrail.</p> <p>Representatives of appropriate organisations should be contacted to dispense information to members.</p> <p>Ensure designs follow relevant design guidelines to maximise access.</p> <p>Ensure designs consider impact on the wider road network</p>	
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<p><b>Environment and Sustainability including climate change emissions and impacts</b></p> <p><b>Positive</b></p> <p>The proposals may reduce greenhouse gas emissions and pollution as a result of reduced traffic and increased active travel.</p> <p>The proposals may help plan for the future climate change/achieving carbon neutrality by Edinburgh’s target of 2030 and promote sustainable forms of transport as modal shift may be achieved to more sustainable modes</p> <p><b>Negative</b></p> <p>Potential negative impacts associated with the displacement of traffic, congestion and pollution on the environment.</p> <p><u>Suggested Mitigation</u></p> <p>Ensure designs consider impact on the wider road network.</p>	<p><b>Affected populations</b></p> <p>All</p> <p>All</p>
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<b>Economic including socio-economic disadvantage</b>	<b>Affected populations</b>
<p><b>Positive</b></p>	
<p>Improved public transport may reduce income inequality for all by providing improved, safer access to services and employment.</p>	<p>All</p>
<p>The proposals may help people into positive destinations (including open spaces/amenities/workplaces), especially young people who may not have a car.</p>	<p>All, particularly relevant for young people</p>
<p>Improved pavement space (where required) being provided outside of shops will support the local economy in recovering as quickly as possible and improving confidence in the local economy.</p>	<p>Local businesses</p>
<p>It is envisaged that the SFP Programme will have a positive impact on retail in line with similar projects delivered elsewhere.</p>	<p>Local Businesses</p>
<p><b>Negative</b></p>	
<p>May negatively impact the viability of businesses who currently carry out loading on bus lanes.</p>	<p>Local Businesses</p>
<p>Loss of parking.</p>	<p>All</p>
<p><u>Suggested Mitigation</u></p>	
<p>To mitigate this negative impact, local businesses will be notified, and any feedback will be used to inform potential changes to schemes to mitigate impacts.</p>	
<p>Use of temporary materials such as cones during initial period of implementation may have a negative impact on retail in the area. Temporary materials are now being replaced with more robust and visually attractive materials.</p>	

**8. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so how will equality, human right, including socio-economic disadvantage, environmental and sustainability issues be addressed?**

The majority of actions in the plan will be carried out by in-house Council services. Where contractors are used, as part of the Council's procurement process due regard is required to be given to all equalities and right, environmental and sustainability impacts when undertaking work on behalf of the Council.

**9. Describe how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language?**



Given the urgent nature of these works, normal expectations about community engagement cannot be fulfilled.

A communications plan is under development and will use a range of communication methods to reach out to different types of people. Communication will be in plain English and designed to be understood by a range of population groups.

Communication channels include media promotion, press releases, outdoor advertising and lamp post banners. General updates are added to Council Twitter and Facebook with links to a dedicated page on the Council [website](#). This provides a cost-effective way of empowering residents in Edinburgh to share with friends and enable wide distribution of information.

We are planning a partnership approach with key stakeholders, such as RNIB, Living Streets, Spokes and Edinburgh Access Panel, to ensure different target audiences are reached and that key messages are appropriately tailored.

**10. Is the policy likely to result in significant environmental effects, either positive or negative?** If yes, it is likely that a Strategic Environmental Assessment (SEA) will be required and the impacts identified in the IIA should be included in this.

No

**11. What, if any, actions are recommended in response to the impacts identified above?** This can include keeping the proposal under review, gathering more data, or specific actions to mitigate identified impacts.

Specific actions (as a result of the IIA which may include responding to financial implications, mitigating negative impacts, action to manage the risk of cumulative impacts)	Who will take them forward (name and job title)	Deadline for progressing	Review date
Take forward measures to sustain a safe environment for walking and cycling on the road network in response to COVID-19	The Council's Spaces for People Incident Management Team	Subject to Committee Approval and awards of funding from Spaces for People Programme	Subject to Approval
Continue to monitor the impact of the new measures	As above	As above	As above

**12. Are there any negative impacts in section 7 for which there are no identified mitigating actions?**

Not anticipated

**13. How will you monitor how this proposal affects different groups, including people with protected characteristics?**

Feedback on measures implemented will be monitored and refinements made as necessary.

The measures are regularly reviewed and the feedback is also used for this purpose.

There is a monitoring package that has been produced in partnership with Sustrans to ascertain how people are using the measures.

**14. Sign off by Head of Service**

**Name**

Gareth Barwell

**Date**

**15. Publication**

Completed and signed IIAs should be sent to [strategyandbusinessplanning@edinburgh.gov.uk](mailto:strategyandbusinessplanning@edinburgh.gov.uk) to be published on the IIA directory on the Council website [www.edinburgh.gov.uk/impactassessments](http://www.edinburgh.gov.uk/impactassessments)