

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 – Lanark Road

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.

This proposal will install segregated cycle lanes on Lanark Road and Longstone Road with the aim of:

- Providing space for people to exercise.
- Providing space for people to travel safely around the city by bike.
- Reduce risk to people who use the carriageway for travel or exercise.
- Reduce pressure on the adjacent routes along the canal and Water of Leith.

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.

Key community representatives and organisations have been notified and have provided input. Organisation notified include:

- 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

9 11 2020

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

Name	Job Title
Rurighd McMeddes	Active Travel Officer
Martyn Lings	Senior Project Manager, Active Travel
Andrew MacFarlane	Senior Engineer
Jose Almendros	Senior Engineer

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)	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%). 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.
Data on service uptake/access	Census 2011	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. Transport Scotland is monitoring transport trends during the COVID-19 outbreak. This

Evidence	Available – detail source	Comments: what does the evidence tell you about different groups who may be affected?
		<p>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"> • Concessionary bus journeys up by 5% • Rail journeys down by 55% • Ferry journeys down by 15% • Plane journeys down by 20% • Car journeys up by 20% • Cycling journeys by up 35% • Walking journeys up by 20%
Data on socio-economic disadvantage e.g. low income, material/area-based deprivation.	Scottish Index of Multiple Deprivation (SIMD)	Transport accessibility is lowest around the periphery of the city, for example, Niddrie, Baberton, Clermiston and Granton. This includes areas of Wester Hales and Longstone which are adjacent to the project area and will be connected to the city centre by the proposed scheme. Many of these are areas of high deprivation as ranked by the SIMD.
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"> • Female – 37% • Over 65 – 6% • BAME – 3% (8% of City population)
Research/literature evidence	As above	As above
Public/patient/client experience information	n/a	n/a

Evidence	Available – detail source	Comments: what does the evidence tell you about different groups who may be affected?
Insight from public / service user engagement	In progress	Local feedback received during notification has fed into the design process and various changes have been made. Proposals are in line with feedback from the Commonplace website.
Evidence of unmet need	In progress	Local feedback received as measures are implemented will be used to inform this.
Good practice guidelines	<p>Designing Streets (2010)</p> <p>Edinburgh Street Design Guidance (2015)</p> <p>Spaces for People Temporary Factsheets</p> <p>National Standards of Community Engagement</p> <p>Mobility and Access Committee for Scotland (MACS)</p>	<p>The strategy has sought to follow best practice guidance such as Designing Streets and Edinburgh Street Design Guidance.</p> <p>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.</p> <p>Produced by Sustrans Scotland and ATKINS these factsheets provide guidance for the design of temporary infrastructure.</p> <p>The National Standards for Community Engagement are good-practice principles designed to support and inform the process of community engagement. Engagement has taken place for the overall SfP programme through Commonplace and for this scheme by Stakeholder Notification due to the urgent nature of the works.</p> <p>Temporary Street measures during Coronavirus crisis.</p>
Carbon emissions generated/reduced	<p>Air Quality Monitoring Stations</p> <p>Scottish Government Monitoring</p>	<p>In general, daily NO2 concentrations have reduced at all the different types of automatic monitoring stations in the Edinburgh area.</p> <p>Scottish Government is monitoring the impact of COVID 19 social distancing and lockdown actions, which includes air quality.</p> <p>Evidence will continue to be collected on carbon emissions/air quality by the Council and Scottish Government as lock down measures are relaxed.</p>
Environmental data	As above	As above

Evidence	Available – detail source	Comments: what does the evidence tell you about different groups who may be affected?
Risk from cumulative impacts	Low Emission Zone, City Mobility Plan, City Plan 2030 and Edinburgh City Centre Transformation	Cumulative impacts may come about as a result of Low Emission Zone, City Mobility Plan, City Plan 2030 and Edinburgh City Centre 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?	Speed limits and speed habits	Speed limits are being reduced – should carry out monitoring to understand

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

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Positive The proposals may have potential positive impacts for all members of the public, which include:</p> <ul style="list-style-type: none"> • Reduced risk of infection from COVID by creating increased space for walking, cycling, running and wheeling, to allow physical distancing. • Reducing strain on alternative walking routes – Canal Towpath and Water of Leith Walkway – both of which are busy and shared by Cycles and Pedestrians leading to conflict • Provides more direct routes for cycling than existing alternatives which is likely to encourage additional journeys by bike with benefits for health • Improving facilities for non-car transport (esp Bus and Cycle) which benefits people from more deprived neighbourhoods who are less likely to have access to cars in accessing services • Noise reduction – by reducing speed limits on residential roads traffic noise will be reduced with benefits for health and wellbeing • Improved mental and physical health due to increased uptake in active travel • Street will have more space so will be easier to navigate. 	<p>All, particularly older people and those with underlying health conditions</p> <p>All</p> <p>All</p> <p>Communities of multiple deprivation, households without access to a car</p> <p>All</p> <p>All</p> <p>All, particularly relevant for people with disabilities and</p>

<ul style="list-style-type: none"> • 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. • Additionally, by providing a route on a main and well lit street those users who may feel uncomfortable on unlit or non-overlooked paths (such as the Canal and Water of Leith) are likely to feel safe using this infrastructure. This will especially benefit women and over 65s. • Removal of significant amount of parking availability will reduce the attractiveness of using Lanark and Longstone Road for ‘park and ride’ or long stay parking activities, which may reduce through traffic in the area and ensure spaces are available for local residents. • Improved independence for young people – young people can’t access car transport. Proposals provide improvements to non car transport thus aiding independence in accessing eg: workplaces, recreation facilities • Improved access to schools by creating safer streets and allowing pupils who are able to walk and cycle • 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 • Enabling crossing of the road easier for those who can’t walk too far to find a safe crossing through narrowing the active carriageway and reducing radii on side roads • Introduction of slower speeds restrictions will help improve road safety, encourage people to walk, cycle and make streets more people friendly 	<p>mobility challenges, older people, partially sighted or blind people and people with pushchairs.</p> <p>All, particularly cyclists and pedestrians</p> <p>Women and over-65s</p> <p>All</p> <p>Young People</p> <p>Young People</p> <p>All</p> <p>Older people, people with mobility impairments</p> <p>All</p>
<p>Negative</p> <p>The proposals may negatively impact specific groups; impacts include:</p>	<p>Partially sighted or blind people, people with low</p>

<ul style="list-style-type: none"> • 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. • If accessibility is not fully considered at the design stage, easy access could be impaired. • Potential negative impacts associated with the displacement of traffic, congestion and pollution on people’s health. These are likely to be limited as displacement of traffic is not expected. • Potential displacement of parking into side streets. This is likely to have only a limited impact on overall traffic or people’s health in affected streets. • Difficulty accessing driveways due to visibility, ease of access may particularly affect those who rely on a car • The proposed bus-stop-bypasses will require that people cross a cycle lane in order to access public transport. This may be difficult, especially for older people, and those with mobility or visual impairments. • 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. • Temporary infrastructure such as temporary kerbs, rubber blocks and bollards can be trip hazards. • Removal of guardrail can result in people feeling less safe and protected against traffic 	<p>literacy or people with English as a second language.</p> <p>All, particularly relevant for people with mobility challenges.</p> <p>All</p> <p>Residents</p> <p>Disabled people who rely on private transport</p> <p>Over 65s, people with mobility or visual impairments</p> <p>All</p> <p>All</p> <p>Motorist especially disabled users reliant on the car</p> <p>Partially sighted, disabled people and older people</p> <p>Younger, Partially sighted, disabled people and older people</p>
<p><u>Suggested Mitigation</u></p> <p>Parking - These impacts have been minimised in the designs as far as practicable with parking and/or loading retained wherever this can safely be included. Particular focus has been paid to areas of high demand eg: at nurseries and at Dovecot Park for football, as well as areas where residential properties do not have driveways.</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. The Council is working in partnership with Sustrans on the development of a dedicated Factsheet on temporary Bus Stop Bypasses and this will include a workshop with concerned groups. BSBs will only be introduced on this scheme following a review and Stage 2 Road Safety Audit.</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> <p>Consideration of improving the visibility of the Cycle Lane Defenders with reflective strips etc.</p>	
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<p>Environment and Sustainability including climate change emissions and impacts</p> <p>Positive</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>By using recycled rubber Cycle Lane Defenders this project is supporting green jobs and encouraging recycling as part of its supply chain activities.</p> <p>Negative</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>Such impacts are likely to be very minor – no traffic displacement is expected as a result of this project.</p>	<p>Affected populations</p> <p>All</p> <p>All</p> <p>All</p> <p>All</p>
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Economic including socio-economic disadvantage	Affected populations
<p>Positive Improved public transport may reduce income inequality for all by providing improved, safer access to services and employment.</p>	All
<p>The proposals may help people into positive destinations (including open spaces/amenities/workplaces), especially young people who may not have a car.</p>	All, particularly relevant for young people
<p>Improving facilities for cycling which benefits people from more deprived neighbourhoods who are less likely to have access to cars in accessing employment opportunities and businesses</p>	All
<p>Introduction of segregated cycling facilities provides access to local businesses and can help support the local economic recovery from Covid as customers who cycle tend to shop more regularly from local shops</p>	Local Businesses
<p>Negative May negatively impact the viability of businesses who currently carry out loading on bus lanes.</p>	Local Businesses
<p>Loss of parking may negatively affect those businesses whose customer base relies on accessing them by car (eg: iron-mongers/ building merchants/ hotels/ etc).</p>	All
<p><u>Suggested Mitigation</u></p>	
<p>To mitigate this negative impact, local businesses have been notified, and on the basis of feedback that has been received the designs have been amended to ensure that access to businesses by car is retained as far as reasonably practicable.</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	Subject to Approval

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
		People Programme	
Continue to monitor the impact of the new measures	As above	As above	As above
Project proposals will continue to be reviewed by Project Lead and updated by design team on the basis of input from affected communities up to and throughout construction, and thereafter.	Rurighd McMeddes, Active Travel Officer	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



Date

12 January 2021

15. Publication

Completed and signed IIAs should be sent to strategyandbusinessplanning@edinburgh.gov.uk to be published on the IIA directory on the Council website www.edinburgh.gov.uk/impactassessments

