

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report	<input type="checkbox"/>	Final report	<input checked="" type="checkbox"/>	(Tick as appropriate)
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1. Title of proposal

Trams to Newhaven Project

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

Timetabled to carry the first passengers in Spring 2023, Trams to Newhaven will add nearly three miles of track to the existing route, connecting Leith and Newhaven to the city centre and onward to Edinburgh Airport.

Not only will the completed line deliver a high capacity light rail service to this densely populated part of the city, but it will be pivotal to the city's ambitious transport, mobility and climate-related goals.

Large capacity trams, each carrying up to 250 passengers, offer a reliable, clean alternative to private car journeys. Their increased use, alongside the city's excellent bus service, will be central to cutting congestion, driving down air pollution and achieving our zero carbon 2030 target.

Delivering trams to the north of Edinburgh will unlock a swathe of the city for development, employment and economic opportunities. Its delivery will align closely with our proposed City Mobility Plan, which envisions accessible, affordable and sustainable travel in the city, and Edinburgh City Centre Transformation, our bold plan to create a truly people-friendly city centre. As part of construction, we're taking every opportunity to enhance public spaces, cycling infrastructure and pedestrian routes, helping people to walk, cycle and spend time in their local communities too.

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

Ahead of the development of the Final Business Case in March 2019 where the decision to proceed with the project was agreed by Councillors, extensive consultation took place during 2018 to share our plans with residents, businesses and stakeholders. [A report detailing the methodology and changes as a result of the consultation undertaken is available to view.](#)

A Communications and Stakeholder strategy was developed and approved by the Project Board in August 2019. This detailed how residents, businesses and stakeholders would be kept up to date on construction progress. This included the setting up of a dedicated contact centre that to date has dealt with over 6,000 individual queries from members of the public. In addition, the project has dedicated customer liaison officers who deal with queries that businesses and residents raise on the ground. There are five logistic hubs located on the route that engage with businesses on a daily basis regarding deliveries and despatches.

4. Is the proposal considered strategic under the [Fairer Scotland Duty](#)?

The Trams to Newhaven project will play a key role in the city’s bid to tackle inequalities and will deliver a green, sustainable and affordable form of transport to residents and visitors. [The Final Business Case approved by full Council in March 2019 highlighted the social, economic and environmental benefits of the project.](#)

As a result it would be deemed strategic under the Fairer Scotland Duty.

5. Date of IIA

2nd December 2020

6. 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
Suzanne Hunter	Transport Officer	2020
Hannah Ross	Senior Responsible Officer – Trams to Newhaven project	
Robert Armstrong	Senior Interface Manager – Trams to Newhaven project	
Denise Pryde	Senior Accountant – Trams to Newhaven project.	
Chris Wilson	Communications and Stakeholder Manager – Trams to Newhaven project	

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Data on populations in need	<p>Census 2011</p> <p>National Records for Scotland – Scotland’s Population 2020</p> <p>National Records for Scotland 2017 Mid year estimates</p> <p>Scottish Index of Multiple Deprivation (SIMD)</p> <p>Joint Strategic Needs Assessment (CEC, 2015)</p> <p>Edinburgh by Numbers 2019</p> <p>Edinburgh Poverty Commission 2020</p>	<p>The City of Edinburgh has one of the fastest growing populations of any city in the UK and the city is projected to grow by a further 6.6% by 2026. 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>
Data on service uptake/access	<p>Census 2011</p> <p>Tram patronage 2018</p> <p>Lothian Buses patronage</p> <p>Active travel (Edinburgh by Numbers 2019 / Edinburgh People Survey 2018)</p>	<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>Tram patronage data for 2018 showed that over 7.3m passengers used the trams, up 10% on the previous year.</p> <p>The final business case predicted over 14m users in the first year of operation (pre-COVID)</p> <p>121m passengers used Lothian Buses in 2017.</p> <p>Almost 80% of people in 2018 cited the bus and trams as their main mode for travel and 87% said they were satisfied with the public transport provision. The number of people using a car decreased by 2% to 42% year on</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>year whereas across Scotland this rose by 1% over the same period.</p> <p>Congestion in Edinburgh is higher than in most other UK cities, including London.</p>
<p>Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.</p>	<p>Scottish Index of Multiple Deprivation (SIMD)</p>	<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> <p>Leith has a high % of younger working population (25 – 44): 46% compared to 34% in Edinburgh.</p> <p>86% of Leith is tenement flats compared to 64% for Edinburgh as a whole</p> <p>48% of people in Leith don't have a car (54% on Leith Walk) compared to 40% in Edinburgh as a whole.</p> <p>The average Leith income is almost 10% lower than that of Edinburgh as a whole.</p> <p>Almost 1 in 5 children in Leith live in poverty compared with 1 in 4 for Edinburgh.</p>
<p>Data on equality outcomes</p>	<p>Bike Life (Sustrans, 2017)</p>	<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>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<ul style="list-style-type: none"> • Female – 37% • Over 65 – 6% BAME – 3% (8% of City population)
Research/literature evidence	As above	As above plus: The Council has approved policies, strategies and guidance which support improvements to public transport. Key citywide documents include: <ul style="list-style-type: none"> • Edinburgh’s Public Realm Strategy • The Economic Strategy • City Plan 2030 • City Centre Transformation • Low Emission Zones • City Mobility Plan • The Edinburgh Street Design Guidance • National Transport Strategy • 2050 City Vision • The Edinburgh Design Guidance Making public transport accessible is a key component of these policies.
Public / patient / client experience information	Edinburgh by Numbers 2019 2018 Consultation	87% of residents in Edinburgh are satisfied with the public transport provision in the city, including trams.
Evidence of inclusive engagement of people who use the service and involvement findings	2018 consultation	2018 consultation data and methodology incorporating Scottish Government guidance National Standards for Community Engagement - The National Standards for Community Engagement are good-practice principles designed to support and inform the process of community engagement and improve what happens as a result. Over 7.3m people use the current trams.
Evidence of unmet need	Contact centre details	Monthly reporting of queries through the project’s contact centre.

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Good practice guidelines	2018 Consultation Contact centre details Code of Construction Practice Final Business Case	<p>2018 consultation report highlights engagement with public, businesses and stakeholders.</p> <p>The Logistics Hubs, set up as part of the Support for Business package, has been nominated for an ‘Innovation’ award by Considerate Contractor Scheme.</p> <p>The Code of Construction Practice outlines clearly how construction on the project will be undertaken. This is enshrined in the 2006 Act of Parliament.</p> <p>The Final Business Case outlines the social, environmental and economic benefits of the Trams to Newhaven project. It also details the management and governance arrangements that reflects lessons learnt from phase one of the project.</p>
Carbon emissions generated/reduced data	Final Business Case	<p>The social, environmental and economic benefits of the Trams to Newhaven project is outlined in the Final Business Case</p>
Environmental data	Final Business Case Air Quality Data	<p>The social, environmental and economic benefits of the Trams to Newhaven project is outlined in the Final Business Case</p> <p>Air quality data for Edinburgh shows the importance of a green and clean public transport system.</p>
Risk from cumulative impacts	Low Emission Zone City Mobility Plan City Plan 2030 Edinburgh City Centre Transformation	<p>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.</p>
Other (please specify)		
Additional evidence required		

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

Equality, Health and Wellbeing and Human Rights	Affected populations #
<p>Positive <u>Post construction</u></p> <ul style="list-style-type: none"> • Increased public transport provision which promotes a healthier lifestyle and reduces the need to use private cars. • Greater accessibility • Free travel for older people • Less reliance on private vehicles • Easier for those with prams and pushchairs to access public transport as the Trams have more space for accommodate prams and pushchairs • Quieter forms of transport • Improved public realm as part of the construction of the Trams, making the area easier for walking • Safer form of transport with CCTV and Customer Liaison Officers on board • Greater integration with Lothian Buses, delivering an integrated transport system for the city. • Continuous footpaths make it easier for those who are visually impaired and wheelchair users as there are no kerbs to navigate. • Links to key areas of employment in the city which will help those experiencing barriers to employment. • Faster journey times making travel more efficient. • Less congestion as the need to use private vehicles is reduced. • Advertising opportunities to promote healthier lifestyles on the trams • Greater understanding of the history of Leith • Re-introduction of London Road clock, Elm Row Bronze Pigeons, refurbishment of Robert Burns statute, refurbishment of South Leith Parish Church monuments. <p><u>During construction</u></p> <ul style="list-style-type: none"> • Employment opportunities (internships, placements, traineeships as outlined in the project’s procurement contract). • Learning opportunities (placements, archaeology, etc) • Community benefit initiatives <p>Negative <u>Post construction</u></p> <ul style="list-style-type: none"> • Changes to road layout may lead to confusion for some residents. 	<p>Older people Men Women Young people Disabled people Ethnic minorities Refugees People affected by poverty Coastal communities Businesses Council staff LGBTQI+</p>

- Tram stops further apart than buses – bus stops are c. 400m apart while tram stops are c. 800m apart.
- Less parking / loading available for businesses and their customers
- Health and safety concerns for cyclists and pedestrians

Mitigation:

- Traffic Regulation Order will take place in early 2021 to allow residents, businesses and stakeholders feed into the final road designs. All submissions will need to be reviewed as part of this statutory process and responded to.
- The closer integration between trams and bus means that there will be more forms of transport available which will negate the issue of tram stop spacing.
- TRO process gives residents and businesses an opportunity to give their views on proposed parking and loading provision.
- Operational protocols will be used by Edinburgh Trams to minimise risk to pedestrians and cyclists. Lessons learnt and cyclist campaign advertising how to cycle safety around trams.

During construction

- Increased noise and vibration
- Reduced parking / loading provision
- Speed of cyclists using the temporary bi-directional cycleway
- Reduced footpaths as a result of the construction site
- Changes to traffic management arrangements
- Increased dust as a result of construction
- Less street cleansing
- Difficulty finding information on progress
- Reduced footfall affects businesses
- Out of hours working
- Removal of CCTV

Mitigation:

- The project conforms to the [Code of Construction Practice](#) which is enshrined in the Trams Act 2006 and outlines how construction must stay within limits stipulated in the Act.
- Temporary parking and loading bays have been constructed within the construction site to support local businesses. In addition, five logistic hubs are situated on the route to help businesses and residents with deliveries and despatches.

<ul style="list-style-type: none"> • A dedicated bi-directional cycle lane has been created on the north side of Leith Walk with signage that encourages cyclists to slow down. This is continuously monitored by the project. • Pedestrian access is maintained at all times whenever possible. If this is not possible, a suitable alternative is provided. • The construction strategy adopted on the project means that major changes to traffic management is minimal. • Dust barriers are erected at key times during construction • The project has employed additional provision to ensure the area remains as clean and as tidy as is possible. • A Communications and Stakeholder Strategy has been developed that uses a number of ways for residents and businesses to find out how the project is progressing and its impact on them. • A £2.4m Support for Business package has been established as part of the project. Initiatives include local vouchers scheme, a business hardship fund and open for business advertising campaigns. • Out of hours working is by exception and is only allowed following discussion with the Council’s Environmental Health team. • CCTV being re-installed on Constitution Street and Lorne Street in discussion with local community representatives and Police Scotland. 	
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<p>Environment and Sustainability including climate change emissions and impacts</p> <p>Positive</p> <p><u>Post construction</u></p> <ul style="list-style-type: none"> • Less reliance on private car use • Dedicated cycleways being delivered on both sides of Leith Walk as part of the project to encourage cycling. • Development of cycle provision from Foot of the Walk to Ocean Terminal as a supplementary project. • Improved public realm that encourages walking. • Quieter, greener mode of transport • Increased number of trees in the vicinity of the route – where trees have to be removed as part of the construction they are replaced on a 2 for 1 basis. 	<p>Affected populations</p> <p>Older people Men Women Young people Disabled people Ethnic minorities Refugees People affected by poverty Coastal communities Businesses Council staff LGBTQI+</p>
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<ul style="list-style-type: none"> • Use of technology (eg: tap tap phones) to reduce use of plastic <p><u>During construction</u></p> <ul style="list-style-type: none"> • Reduction in traffic in the area as a result of construction works • Increase in active travel as a result of the construction works <p>Negative</p> <p><u>Post construction</u></p> <ul style="list-style-type: none"> • Trees not where they had previously been • Increased housing / business development within the area <p>Mitigation:</p> <ul style="list-style-type: none"> • The Code of Construction Practice stipulates that, in the event of a tree being removed, it must be replaced on a 2 for 1 basis with a tree of similar stature within the vicinity. • The Council has committed to building 20,000 affordable homes over the next decade. A percentage of these (25-50%) will form part of any development within the Leith area. <p><u>During construction</u></p> <ul style="list-style-type: none"> • Increase in construction traffic in the area • Noise, vibration and dust • Removal of trees during construction • Spills on site <p>Mitigation:</p> <ul style="list-style-type: none"> • Discussion on-going with our contractors to ensure traffic movements are kept to a minimum and that certain routes are not used. This is reviewed on a regular basis. • All works must conform to the Construction Code of Practice in relation to noise, vibration and dust. Sound or dust barriers to be used at key points of construction. • Any tree that has to be removed will be replaced on a 2 for 1 basis with a tree of similar stature in the vicinity. • Clear Health and Safety procedure in place to deal with these events. Clear instruction through the Construction Code of Practice. 	
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<p>Economic including socio-economic disadvantage</p> <p>Positive</p> <p><u>Post construction</u></p>	<p>Affected populations</p> <p>Older people Men Women Young people Disabled people</p>
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<ul style="list-style-type: none"> • Employment opportunities – links to key employment areas in the city and increased economic activity and opportunities within the Leith area. • Development of housing provision in the Leith area will include 25-50% affordable housing. • A cheap, green and sustainable addition to the city’s transport system. This will improve connectivity for those in the city that do not own or have access to a car. <p><u>During construction</u></p> <ul style="list-style-type: none"> • Employment opportunities during construction through both contractors. • Trams to Newhaven workers buying from local businesses • Community benefits workstream supporting various initiatives in the area including Leith Gives and Leith Chooses. <p>Negative</p> <ul style="list-style-type: none"> • The introduction of improved transport infrastructure can result in the increase in house prices in the area. • The introduction of improved transport infrastructure can result in the increase in rental costs in the area. • The introduction of improved transport infrastructure can result in the increase in businesses costs in the area. <p>Mitigation</p> <ul style="list-style-type: none"> • The City of Edinburgh Council has committed to building 20,000 affordable homes over the next decade. 25 -50% of any development in the area will be affordable housing • Increase in the provision of build to rent accommodation in the area. • The construction of the Trams to Newhaven project will increase footfall in the area and make it more accessible to people from across the city. This has the potential to increase business turnover in order to mitigate against any increase. 	<p>Ethnic minorities Refugees People affected by poverty Coastal communities Businesses Council staff LGBTQI+</p>
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9. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so how will equality, human rights including children’s rights, environmental and sustainability issues be addressed?

Yes, done through the contract that was issued through the Council and in line with the policies outlined in the [Code of Construction Practice](#).

10. Consider 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? Please provide a summary of the communications plan.

The project has developed a Communication and Stakeholder Strategy to inform residents, businesses and stakeholders of progress on all workstreams. These communications are undertaken in the following way:

- a) Project website
- b) Social media channels (twitter, Instagram and LinkedIn)
- c) Fortnightly digital newsletter
- d) Fortnightly physical newsletter
- e) Information boards around the site
- f) On-street Customer Liaison Officers
- g) Dedicated contact centre (phone, email, live chat and social media)
- h) 'Happy to Translate' availability

11. 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.

There is no requirement for a Strategic Environmental Assessment as the project is being carried out under the 2006 Tram Act legislation.

12. 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.

13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) 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 job title)	Deadline for progressing	Review date
Traffic Regulation Order will take place in early 2021 to allow residents, businesses and stakeholders feed into the final road designs. All submissions will need to be reviewed as part of this statutory process and responded to. Less parking / loading available for businesses and their customers	Chris Wilson, Communications and Stakeholder Manager	March 2021	April 2021

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 job title)	Deadline for progressing	Review date
CCTV being re-installed on Constitution Street and Lorne Street in discussion with local community representatives and Police Scotland.	Robert Armstrong, Senior Interface Manager, Chris Wilson, Stakeholder and Communications Manager	26 February 2021	8 February 2021

14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?

No

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

This Integrated Impact Assessment will be continuously monitored with a formal review every quarter.

16. Sign off by Head of Service/ NHS Project Lead

Name



Date

19 February 2021

17. 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