

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report		Final report	x
----------------	--	--------------	---

(Tick as appropriate)

1. Title of plan, policy or strategy being assessed

20mph Network Implementation

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

The project aims to improve road safety, encourage active travel and create a more people friendly environment leading to:

- Reduction in speeds
- Reduction in numbers and severity of road casualties
- Increases in walking and cycling
- Streets that are attractive, social and people friendly

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

Stakeholder and public engagement has continued throughout the duration of the project to raise awareness and encourage behaviour change. The input of stakeholders, including local residents and groups, businesses, interest groups, people with protected characteristics and the general public has been gathered at each stage of the development of the project.

It is planned to take forward a range of measures to sustain a culture of 20mph city driving. We will continue to work closely with Police Scotland and other partners to encourage compliance through high profile engagement activity and social media

4. Date of IIA

1 December 2014

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
Craig Wood	20mph Programme Manager		No longer employed by CEC
Lorna Henderson	Road Safety Officer	9/05/2019	Lorna.henderson@edinburgh.gov.uk
Eileen Hewitt	Transport Officer (Active Travel)	09/05/2019	Eileen.hewitt@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	City of Edinburgh has one of the fastest growing population of any city in the UK. Although the city has a lower share of its population over 65 year of age (12%), the wider city region has a significantly higher share (22%) than Edinburgh and Scotland (19%)
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	<p>1. Scottish Census 2011 Data, National Records of Scotland: https://www.scotlandscensus.gov.uk/ods</p>	<ul style="list-style-type: none"> Physical activity declines with age – only 20% of those aged 65 – 74 years and 8% of those aged 75 and over meet physical activity recommendations.² Young people are more likely to walk to work or travel by bus.^{1,2}

Evidence	Available?	Comments: what does the evidence tell you?
	<p>-web</p> <p>2. Scottish Household Survey 2017, Scottish Government: https://www.gov.scot/Topics/Statistics/16002</p> <p>3. Scottish Government Equality Outcomes: Ethnicity Evidence Review 2013: http://www.gov.scot/Resource/0042/00423305.pdf</p>	<p>Nationally, 28% of children are considered an unhealthy weight or obese.²</p> <ul style="list-style-type: none"> • 26.7% of Edinburgh residents have one or more long-term health condition (compared to 29.9% across Scotland)¹ • Obesity is often associated with disability; 34% of people with a limiting long-term condition were obese compared to 30% of those with a non-limiting condition and 24% of those without a condition.⁵ • Bike Life survey findings found that only 3% of Black and Minority Ethnic groups ride a bike⁶. • Adults from minority ethnic groups are less likely to hold a driving license; 48% compared to 68% for white ethnic groups.³
Research/literature evidence	<ul style="list-style-type: none"> • Pilot Project in South Edinburgh • The Local Transport Strategy • Edinburgh People's Survey • UK Transport Research Laboratory 	<p>The benefits evidenced from the pilot project include lower vehicle speeds in 85% of the 28 streets that were monitored, perceived improvements of the safety of streets for children, a perception of improved conditions for walking and cycling and strong support from residents for the 20mph limit. These outcomes helped shape the council's Local Transport Strategy 2014-19 and, in particular, its approach to setting speed limits in Edinburgh</p> <p>In 2012 the Edinburgh People's Survey of 5,000 residents revealed strong support in favour of 20 mph limits in residential streets, shopping streets and city centre streets.</p> <p>Lower speed limits help to reduce the risk and severity of road collisions and related casualties. Research by the UK Transport Research Laboratory has shown that every 1 mph reduction in average speeds can result in a 6% fall in the number of collisions. Fewer casualties results in less strain on the NHS and emergency services. In terms of future cost savings, the Department for Transport estimates are as follows per incident: Fatal - £2,053,814; Serious - £237,527; Slight - £</p>

Evidence	Available?	Comments: what does the evidence tell you?
	<ul style="list-style-type: none"> • Research from other 20mph Schemes in the UK • Analysis of household surveys carried to assess public perceptions of 20mph 	<p>24,911. (Road Casualty in Great Britain, Dft2016). In addition to this the emotional impact on the victim and their family and time spent away from school and work must also be taken into account.</p> <p>Evidence from cities such as Portsmouth and Bristol have reported an increase in levels of walking and cycling since the introduction of 20mph.</p> <p>Levels of support for the introduction of 20mph speed limits have increased. Over a third of respondents in the post wave stated that the introduction of 20mph had a positive impact on the quality of life in their neighbourhood. Although early indications of the impact of the 20mph speed restrictions on behaviours are limited, most respondents feel positively towards the scheme.</p>
Public/patient/client experience information	<p>Ongoing including public consultation (June – October 2014)</p> <p>Record of observations, request and comments on specific streets maintained over the implementation period</p> <p>Comments invited from community groups and stakeholders in Dec 2018</p>	<p>The public consultation attracted nearly 3,000 responses from a wide range of individuals and organisations with a majority (60%) supporting or strongly supporting the proposals and 36% opposing or strongly opposing them</p> <p>Requests for 30mph streets to be included in the 20mph network</p> <p>Perception that speeds are not reducing on certain streets and additional measures are required</p> <p>The most commonly observed impacts are in relation to safety and a better environment for walking and cycling. Speeding and lack of enforcement were identified as the areas of greatest concern.</p>
Evidence of inclusive engagement of service users and	The input of stakeholders including local residents and groups, businesses,	<p>Concerns that signage is too small and not visible enough.</p> <p>The location of poles in the wrong place</p>

Evidence	Available?	Comments: what does the evidence tell you?
involvement findings	interest groups, people with protected characteristics and the general public has been gathered at each stage of the development of the project. Meetings have been held in accessible venues. Hard copies of consultation materials have been made available in libraries and other public buildings	obstructed movement of people in wheelchairs and buggies presented a problem in a few instances during implementation but was quickly addressed by contractors.
Evidence of unmet need	Yes	Requests for additional measures to reduce speeds
Good practice guidelines	Yes	The project seeks to follow best practice eg Scottish Government Good Practice Guide on Setting Speed Limits, TSRGD, ESDG, National Standards for Community Engagement and the Council's consultation framework.
Environmental data	Yes	The impacts in relation to the 3 elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered. There is no conclusive evidence to suggest that the proposals to reduce the speed limit will have a positive or negative effect on carbon emissions. However it is expected that the environmental and air quality benefits will be realised if safer road conditions result in increased levels of walking and cycling.
Risk from cumulative impacts	Yes	Cumulative impacts may come about as a result of Low Emission Zone, City Mobility Plan and City Plan 2030 policies which are being developed in parallel with Edinburgh City Centre Transformation
Other (please specify)		
Additional evidence		

Evidence	Available?	Comments: what does the evidence tell you?
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>Reduced speed limits are better for independence and equality, especially amongst vulnerable groups including children, older people, the infirm, and those who are visually, hearing or mobility impaired. A 20mph speed limit contributes to the duty of care, especially for children under 12 who are unable to accurately judge the speed of cars travelling over 20mph. Younger and older people are also more likely to be involved in road traffic collisions. A measure that reduces the number and severity of collisions will therefore have a disproportionately positive impact on people in these age groups.</p> <p>Socio- Economic disadvantage: Children from areas of socio-economic disadvantage have been shown to be more likely to be involved in road traffic collisions.</p> <p>Life: Reducing the speed of traffic increases the chance of a victim of a road traffic collision surviving. Therefore progressing a 20mph network will enhance the right to Life.</p> <p>Health: Reducing the speed of traffic can encourage active travel by walking and cycling. The right to health is therefore enhanced.</p> <p>Quality of life: Creating a more welcoming street environment has the potential to improve the quality of life for people with learning disabilities or mental health issues</p> <p>Physical Security: Reducing the speed of traffic permits people to go out and use public spaces safely and securely without fear of traffic conditions.</p> <p>Reducing speeds on the wider road network will create a more accommodating road environment for other users which will allow more people to use active forms of transport to access work and services than previously</p>	<p>Older people, younger people, disabled people, cyclists.</p> <p>Deprived communities</p> <p>Disabled</p> <p>Cyclists</p>

<p>Negative</p> <p>As part of the implementation programme 34 existing part time 20mph limits were incorporated into the full time 20mph area. Consequently, the signs with flashing lights outside schools signalling the lower speed limit on stretches of 30mph roads were removed as the part time speed limit was no longer in operation. After implementation a small number of schools raised concerns about the changes and the speed of traffic.</p>	<p>Children</p>
--	-----------------

<p>Environment and Sustainability</p> <p>Positive</p> <p>The positive impacts for sustainability relate to the principle that places are for people rather than motor traffic. Reducing speed on our roads helps to create streets which are shared more equally between different road users. It also helps create a safer environment, encouraging people to walk and cycle and enjoy spending time in their neighbourhoods. It is also expected that environmental and air quality benefits will be realised if safer road conditions result in increased levels of walking and cycling. The Edinburgh Street Design Guidance, which brings together previously separate Council guidance on street design to achieve coherence and co-ordination across the city, specifies that all new residential streets in the city should be designed to have a 20mph speed limit.</p> <p>Negative</p> <p>Potential negative impacts associated with the displacement of traffic, congestion and pollution have been identified through the consultation process</p>	<p>Affected populations</p> <p>Pedestrians and cyclists</p>
---	--

<p>Economic</p> <p>Positive</p> <p>Research by the UK Transport Research Laboratory has shown that every 1 mph reduction in average speeds can result in a 6% fall in the number of collisions. Fewer casualties results in less strain on the NHS and emergency services. In terms of future cost savings, the Department for Transport estimates are as follows per incident: Fatal - £2,053,814; Serious - £237,527; Slight - £ 24,911. (Road Casualty in Great Britain, Dft2016). In addition to this the emotional</p>	<p>Affected populations</p>
---	------------------------------------

<p>impact on the victim and their family and time spent away from school and work must also be taken into account.</p> <p>It is considered that businesses will benefit from increased 'liveability' which slower speeds foster for an area with more people attracted to spend time in shopping streets where they feel safer and the environment is generally more pleasant</p> <p>Negative</p> <p>Potential negative impacts associated with increases in journey times were identified in the consultation process but our journey times research has not proven this to be the case.</p>	<p>Businesses</p>
--	-------------------

8. Is any part of this policy/ service to be carried out wholly or partly by contractors and how will equality, human rights including children's rights , environmental and sustainability issues be addressed?

Contractors were responsible for installing 20mph signage. Contact details of 20mph Project Officer were given to contractors and displayed on notices so that the public could get in touch regarding any issues or problems associate with the installation of signage

9. 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.

A range of communication methods were used to reach out to different types of people. Community involvement (listening and acting on stakeholder views) remained a key element of the communication and engagement plan. Publicity and consultation materials were written in plain English and designed to be understood by a range of population groups.

Communication channels included media promotion, outdoor advertising, lamp post banners, bus advertising, radio, leaflets, posters, videos, information packs and community events. General updates, photos, video clips and posts were added to [Council Twitter](#) and 20mph [Facebook](#) with links to the [programme website](#). This provided a cost effective way of empowering residents in Edinburgh to share with friends and enable wide distribution of information.

A partnership approach helped to ensure different target audiences were reached and that key messages were appropriately tailored. Core partners included, Police Scotland, Schools, Living Streets, Spokes, Localities, Sustrans and NHS Lothian.

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.

N/A

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.

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

Review requests for streets to be reduced from 30mph to 20mph

Develop an evidence led methodology for assessment of 20mph streets

Subject to Ctte approval, take forward the statutory process to introduce 20mph on these streets

Establish a list of speed reducing measures for streets where speeds are not reducing to acceptable tolerances

Schools to be given priority when assessing requests for additional measures on streets where speeds are not reducing to acceptable tolerances

Continue to work closely with Police Scotland and partners to encourage compliance through road safety education

Work closely with schools and road safety officers on 20mph and road safety education project

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
Take forward measures to sustain a culture of 20mph city driving	Eileen Hewitt – Active Travel Officer Rebecca Gordon – Communications Officer	March 2021	Annual

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
	Lorna Henderson – Road Safety Officer Supt Bob Paris		
Continue to monitor the 20mph network to determine casualty trends over a longer period of time	Stacey Monteith Skelton	March 2021	Annual

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

The Road Safety Team will continue to monitor speeds and casualties (including vulnerable groups.) The Council reports annually to the Scottish Government on air quality monitoring. Pedestrian and cycle counts will be undertaken as part of the Active Travel Action Plan.

15. Sign off by Head of Service/ Project Lead

J. Andrew Easson

Name Andrew Easson

Date 1 October 2019

16. Publication

Send completed IIA for publication on the relevant website for your organisation. [See Section 5](#) for contacts.

Section 5 Contacts

- **East Lothian Council**

Please send a completed copy of the IIA to equalities@eastlothian.gov.uk and it will be published on the Council website shortly afterwards. Copies of previous assessments are available via

http://www.eastlothian.gov.uk/info/751/equality_diversity_and_citizenship/835/equality_and_diversity

- **Midlothian Council**

Please send a completed copy of the IIA to zoe.graham@midlothian.gov.uk and it will be published on the Council website shortly afterwards. Copies of previous assessments are available via http://www.midlothian.gov.uk/downloads/751/equality_and_diversity

- **NHS Lothian**

Completed IIAs should be forwarded to impactassessments@nhslothian.scot.nhs.uk to be published on the NHS Lothian website and available for auditing purposes. Copies of previous impact assessments are available on the NHS Lothian website under Equality and Diversity.

- **The City of Edinburgh Council**

Completed impact assessments should be forwarded to Strategyandbusinessplanning@edinburgh.gov.uk to be published on the Council website.

- **City of Edinburgh Health and Social Care**

Completed and signed IIAs should be sent to Sarah Bryson at sarah.bryson@edinburgh.gov.uk

- **Edinburgh Integration Joint Board**

Completed and signed IIAs should be sent to Sarah Bryson at sarah.bryson@edinburgh.gov.uk

- **West Lothian Council**

Complete impact assessments should be forwarded to the Equalities Officer.