

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report	<input checked="" type="checkbox"/>	Final report	<input type="checkbox"/>
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 (Tick as appropriate)

1. Title of plan, policy or strategy being assessed

City Centre West to East Cycle Link and Street Improvements Project

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

The City Centre West to East Cycle Link and Street Improvements (CCWEL) project consists of significant street improvements along a 4km route between Roseburn and Picardy Place, which will transform the nature and operation of these streets. The project is being delivered in a number of phases over several financial years.. The project involves an extensive programme of improvements, including:

- 1.1.1 new segregated cycling facilities;
- 1.1.2 improved pedestrian and cycle crossing facilities;
- 1.1.3 reduced road widths and providing raised tables at side road crossings;
- 1.1.4 changes to waiting and loading restrictions;
- 1.1.5 changes to bus lanes and bus stops;
- 1.1.6 changes to taxi stance arrangements at Haymarket railway station;
- 1.1.7 an upgrade of the Roseburn Terrace/Roseburn Street/Russell Road junction;
- 1.1.8 the introduction of a prohibition of entry to Roseburn Terrace from Roseburn Gardens, and a prohibition of entry to Coates Gardens and Rosebery Crescent from Haymarket Terrace;
- 1.1.9 public realm improvements at Murrayfield Place/Old Coltbridge and Haymarket Terrace (at the Apex Hotel);
- 1.1.10 provision of new cycle parking facilities; and removing redundant street furniture and reducing street clutter.

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

The project has involved significant stakeholder and public consultation and engagement as detailed in this and earlier reports. The results of an initial consultation exercise on the Preliminary Designs which was carried out during the winter of 2015/16 have been published on the Council's consultation hub website.

Following this exercise a Stakeholder Working Group was established which met at regular intervals throughout 2016 to develop improved designs which met the needs of all relevant stakeholders – including affected businesses, community councils, and sustainable travel organisations. Several changes were made as part of this process and a decision was taken in December 2016 to move to detailed design, taking on board various improvements to the original proposal.

It is important to note that – although the results of the consultation exercise showed broad support for the proposals, and the Stakeholder Working Group reached a conclusion which allowed the Council to progress with a confirmed preliminary design – there continue to be organisations and individuals who uphold objections to aspects of the scheme. This is especially the case in the Roseburn area, where a number of retailers, individuals, and the local Community Council have stated their opposition to the project, and continue to refute its predicted benefits. The Council has, and does, continue to liaise with all affected stakeholders, however it is accepted that, while all efforts are made to respond to those concerns which are raised, a wholly consensus approach is not attainable.

Since July 2017 a dedicated Stakeholder Liaison Officer (SLO) has been in post for this project. The SLO has been responsible for organising a number of consultation activities, responding to concerns and queries from members of the public, producing regular updates which are published online and distributed to the project mailing list, and meeting with all relevant stakeholders along the length of the route.

The SLO has met with all business owners along the CCWEL Section 1 route, and where appropriate has met with business owners on several occasions. During these visits the SLO has provided updates on the progression of the detailed design progression, as well as the timeline and structure for the statutory processes. All businesses have, where they have expressed an interest, been added to the project's mailing list, and as such have received regular project updates.

All members of the public who responded to the original consultation which took place in 2015/16, and who provided an email address, have also been added to this mailing list. The mailing list contains 2,207 email addresses, and project updates are sent out on a roughly monthly basis.

The SLO has attended various meetings of Murrayfield Community Council since Tuesday 10 October 2017, and will continue to do so as required. The SLO has also

ensured that the West End Community Council are kept up to date with the progress of the project.

In developing the Detailed Designs meetings have been held with Sustrans Scotland, Living Streets, Edinburgh Access Panel, Guide Dogs Scotland, RNIB, Mobility Access Commission Scotland, Murrayfield Community Council and West End Community Council, as well as SPOKES to discuss the detailed design proposals.

A dedicated design workshop was held to discuss the detailed design for differentiating the footway and the carriageway, focussing on Loading Bays. Attendees from Edinburgh Access Panel, SPOKES, Guide Dogs Scotland, RNIB, Murrayfield Community Council, Roseburn Cycle Route Group and Tesco Haymarket took part in determining the type of delineation used throughout the route, and at loading bays in particular.

Three options were presented, and a life-size replica – which could be adapted to show each of the three options – was developed for the session, to allow users to trial the different delineation types (see Figure 1).

Ultimately the agreed layout was for default 50mm chamfered kerbs to delineate footway and cycleway. This will continue through Loading Bays, though localised raised tables will be introduced. The default arrangement may change slightly at special locations (eg: Melville Crescent) where designs focus on Place.



Figure 1 – Segregation Design Workshop

4. Date of IIA

The various aspects of the IIA have been carried out at different times through the delivery of the following pieces of work:

- Project Feasibility Study – October 2014
- Project Justification Report – December 2014
- CCWEL Public Consultation – Winter 2015/16
- CCWEL Stakeholder Working Group – Autumn 2016 (Various Meetings)
- Direct engagement with stakeholder organisations – Throughout 2017/18
- Segregation Design Workshop – 24 July 2018

In addition a full ERIA was carried out for this project, and the most recent version was completed in November 2017. As such the IIA was not carried out in a single session.

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)

As outlined above the various aspects of the IIA have been carried out across different events, and involved various stakeholders, at different times as outlined below.

Name	Job Title	Date of IIA training	Email
Phil Noble	Active Travel Team Leader (Lead Officer)	N/A	Phil.noble@edinburgh.gov.uk
Callum Smith	Project Manager (Facilitator)	N/A	C.Smith@edinburgh.gov.uk
Rurighd McMeddes	Stakeholder Liaison Officer (report writer)	N/A	Rurighd.McMeddes@edinburgh.gov.uk
Daisy Narayanan/ Tom Bishop	Deputy Director of Infrastructure, Sustrans Scotland (Main Stakeholder)		Daisy.Narayanan@sustrans.org.uk
Richard Grant/ Dave du Feu	SPOKES		richardanthonygrant@gmail.com
David Spaven	Living Streets		david@deltix.co.uk
Andy Conway	Edinburgh Trams		Andy.Conway@EdinburghTrams.com
John White	Lothian Buses		jwhite@lothianbuses.co.uk
Tony Kenmuir	Central Taxis		tkenmuir@taxi-edinburgh.co.uk
George Rendall	Roseburn Traders (Art et Facts)		

Robert Smart	Murrayfield Community Council		
Isabel Thom	West End Community Council		planning@edinburghwestendcc.org.uk
Robin Wickes/ John Ballantine	Edinburgh Access Panel		
Cate Vallis	RNIB		Cate.Vallis@rnib.org.uk
Niall Foley	Guide Dogs Scotland		Niall.Foley@guidedogs.org.uk
Keith Robertson	Mobility Access Commission Scotland		
Fiona Rankin	Edinburgh World Heritage		fionarankin@ewht.org.uk
Lynn Gilchrist	Tesco Haymarket		

6. Evidence available at the time of the IIA

Significant evidence has been developed and made available prior to, or as part of the development of the CCWEL project. This includes evidence in the Active Travel Action Plan (2010 and 2016), Project Feasibility Study, Project Justification Report, and subsequent documents, including Edinburgh Bike Life 2015 and 2017, and the Edinburgh Street Design Guidance. The outputs, where relevant, are included below.

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Yes. ATAP, Bike Life 2015/17	Demand for cycling infrastructure is high.
Data on service uptake/access	Yes. ATAP, Bike Life 2015/17	Uptake increases where infrastructure delivered, however access still limited.
Data on equality outcomes	Yes. ATAP, Bike Life 2015/17	Women, BME communities and various other groups with protected characteristics remain less likely to cycle than white male individuals.
Research/literature evidence	No	
Public/patient/client experience information	No	
Evidence of inclusive engagement of service users and involvement findings	Yes. CCWEL Public Consultation.	Proposals met with broad support across the city, though some opposition in immediately affected areas.

Evidence	Available?	Comments: what does the evidence tell you?
Evidence of unmet need	Yes. ATAP, Bike Life 2015/17	Demand for cycling infrastructure is high.
Good practice guidelines	Yes. Edinburgh Street Design Guidance	Best practice guidance for street design to be followed during design.
Environmental data	Yes. EnViver Emissions Modelling	Predicted reduction in overall emissions on Roseburn Terrace.
Risk from cumulative impacts	No	
Other (please specify)	No	
Additional evidence required	No	

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

Equality, Health and Wellbeing and Human Rights Positive:	Affected populations
<ul style="list-style-type: none"> introduction of segregated cycle facilities will encourage a greater number of people to cycle within Edinburgh. Providing protected cycle lanes will reduce the risk of collision with vehicles. safer streets for all, and a reduction in accidents introduction of segregated cycle facilities will encourage a greater number of people to cycle, and street improvements will promote walking and reduce the use of vehicles, thereby improving the health of residents. investment in improving conditions for cycling and walking increases opportunities for people to attain an increased standard of physical and mental health. improved healthy and safe environments allows people to make more positive choices about their form of travel e.g. spending more time in public space physical security of cyclists (particularly younger and older cyclists) will be dramatically improved by creating segregated cycle facilities which will allow less-confident cyclists to use routes that were previously not as safe. street lighting improvements will enhance people's ability or confidence to use public spaces safely and securely. the consultation process will enabled people to participate in decision-making and to have a say in 	<p>All</p> <p>All, especially younger and older people</p> <p>Local Communities</p>

<p>decisions, strengthening local people's input into how their area is managed and how Council resources are used.</p> <ul style="list-style-type: none"> • 'Quiet Routes' off-road cycle route improvements often include new path surfacing, footway widening and the creation of access ramps. All of these improve accessibility of the paths for wheelchair users and will encourage participation by people from this equality group in public life. • Improvement to existing streetscape at areas such as Melville St/Walker St junction will improve the pedestrian aspects of the junction and in turn improve disability access. • Better crossing facilities for those who can't walk too far to find a safe road crossing through an increase in crossing points • Safer pavements for those who use mobility aids, and less trip hazards • Continuous footways provide clear priority for people on foot over vehicular traffic • Segregated routes are designed to be suitable for an unaccompanied 12 year old child to cycle. This will allow children to be more independent. The above points will encourage participation by the identified people from this equality group in public life. • Broad consultation exercise to encourage participation in public life • decluttering of streets will enhance mobility <p>Negative</p> <ul style="list-style-type: none"> • Some traffic may be diverted away from the route and may have a negative impact on the general environment and on health and safety of users of relevant streets in general and local residents in particular. This will particularly affect those with existing health and mobility issues. • While the works are ongoing, there may be a temporary impact on Health, Physical Security and Standard of Living. The works are to be carefully managed to minimise any such impact. On completion of the works, it is envisaged that the enhancement of these rights more than mitigates against any temporary infringements. • introducing segregated cycle facilities will result in an additional section of 'road' space which disabled persons will need to navigate to cross the road, access bus stops or parking/loading bays. • the reduced parking provision and reduced road width (and consequent restrictions on waiting) will make access 	<p>People with mobility impairments</p> <p>Children and young people</p> <p>All People with mobility impairments.</p> <p>Residents on surrounding streets.</p> <p>Users of affected streets</p> <p>People with mobility and visual impairments</p> <p>Motorists, especially disabled users reliant on car</p>
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<p>to the streets more difficult for those dependent on the private car. This is a particular issue on key streets such as Roseburn Terrace, Haymarket Terrace and Melville Street.</p> <ul style="list-style-type: none"> • Segregated facilities introduce a barrier to accessing of bus stops, parking bays and crossing facilities. • Some of the planned cycle improvement schemes contain upgraded sections of shared use path and/or footway. While upgraded paths and footways themselves improve conditions for the disabled, the Edinburgh Access Panel has highlighted shared use paths in general as a particular problem for many disabled people. Their comments indicate that the inconsiderate behavior of some cyclists on shared use paths is a concern to them and can lead to poor relations between this group and cyclists. 	<p>Users of affected streets</p> <p>People with mobility impairments</p>
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<p>Environment and Sustainability</p> <p>Positive:</p> <ul style="list-style-type: none"> • The City Centre West to East cycle scheme is expected to have a positive impact on reducing carbon emissions and improve the city’s resilience to climate change. It will also contribute to sustainable development as the scheme will complete a key link in the QuietRoutes network and enable more journeys to be completed by bike entirely on segregated routes or quieter 20mph streets. • Predicted reduction in tailpipe emissions on Roseburn Terrace is expected to have a positive impact on health and wellbeing, especially for older and younger people who are most affected by poor air quality. • The introduction of additional trees and greenery will have a positive impact, not just on greenhouse gas emissions, but also on local drainage and water management. <p>Negative N/A</p>	<p>Affected populations</p> <p>All</p> <p>All</p> <p>All</p>
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<p>Economic</p> <p>Positive:</p> <ul style="list-style-type: none"> • It is anticipated that this project will have a positive impact on local retail, in line with similar projects delivered elsewhere. 	<p>Affected populations</p> <p>Local businesses</p>
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<ul style="list-style-type: none"> By enabling people to make everyday journeys without the need to use a car this project will help to reduce the cost associated with travel, and open up travel to a greater proportion of the community, thereby aiding access to employment. 	People from deprived backgrounds
<p>Negative</p> <ul style="list-style-type: none"> During construction there may be a negative impact on retail in the local area. Based on evidence from elsewhere this project may inflate house prices in the surrounding area, which may add to the increasing pressure on access to housing in Edinburgh. 	<p>Local businesses</p> <p>Those entering the housing market</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?

Project Design and Construction will be carried out by consultants and contractors. These issues will be dealt with within the terms of the relevant contracts.

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.

The Communications Plan can be summarized as follows.

CCWEL Project Update releases

These bulletins will be issued regularly and will include updates on key project related information, project progress, statutory procedures, and construction information and arrangements.

When construction commences on site, updates will be issued more frequently and will include the latest details of:

- construction timescales and duration of work phases
- contractor working hours
- access arrangements
- traffic management (including road closures, temporary changes to parking and loading, and temporary bus stop changes)
- general construction progress

Community drop-in sessions

Public drop-in sessions will be held at a local, accessible venue prior to the commencement of statutory public consultation associated with the Traffic Regulation Order and Redetermination Order procedures required to deliver the scheme. These drop-in sessions will give local residents and businesses the opportunity to speak to the Council's CCWEL project team about the proposals, and obtain more information on the scheme design in advance of the period for submission of comments/objections.

A large-scale letter drop to all properties along the route will be undertaken to promote the community drop-in sessions, and these will also be publicised in other project communications.

Press releases

Press releases, prepared in conjunction with the Council's Communications team, will be used to convey key pieces of information, such as traffic management measures which may have potential to cause significant disruption.

Project communications (inc. social media and CCWEL webpage)

The dedicated CCWEL project webpage, and Council social media channels will be used to supplement Project Update bulletin releases and provide a range of information to members of the public throughout the life of the project.

Project-specific briefing meetings

Briefing meetings will be held with project stakeholders throughout the project to ensure that relevant parties are kept up to date with scheme progress and design proposals. These meetings will also allow stakeholders to provide feedback on the scheme design.

Statutory advertisement

The period of public consultation for all statutory procedures which are undertaken as part of the scheme will be advertised in line with national legislation. This will include advertisement on the Council Traffic Orders webpage, newspaper advert(s) and the erection of A4 street notices on-site in the areas affected.

- 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 was carried out for the Council's Local Transport Strategy, under which this project falls as part of the Active Travel Action Plan.

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.

N/A

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

- Continue to work with local stakeholders on the ongoing development of project designs.
- Continue to work with stakeholder organisations representing people with mobility impairments, especially:
 - RNIB
 - Guide Dogs Scotland
 - Edinburgh Access Panel
 - Mobility Access Committee Scotland
- Ensure comprehensive and thorough monitoring of project is carried out to develop understanding of impacts on all user groups.

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
Continue close liaison with affected user groups and stakeholder organisations during completion of detailed design and commencement of construction.	<p>Rurighd McMeddes, Project Lead, Rurighd.McMeddes@ edinburgh.gov.uk 0131 469 3606</p> <p>Eileen Hewitt, Active Travel Officer Eileen.Hewitt@ edinburgh.gov.uk 0131 469 3502</p>	<p>Section 3a York Place: End Sep 2019</p> <p>Sections 1 and 2: End December 2019</p>	<p>End December 2019</p> <p>End February 2020</p>

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

We have developed a thorough and comprehensive monitoring plan for this project, which will includes monitoring the impact on people with protected characteristics.

15. Sign off by Head of Service/ Project Lead

Name *E D Kennedy*

Date *20/8/19.*

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.

