

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report	X	Final report		(Tick as appropriate)
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1. Title of plan, policy or strategy being assessed

City of Edinburgh Council – Places for Everyone – West Edinburgh Link

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

The construction of the West Edinburgh Link would represent a step change in the provision of active travel infrastructure in the west of Edinburgh. The proposals include: the construction of segregated cycleways on South Gyle Crescent, Bankhead Avenue, Maybury Drive, and Wester Hailes Road; the provision of segregated footways / paths on South Gyle Access, around the South Gyle Broadway / South Gyle Crescent / Gogarloch Road roundabout, and linking South Gyle Wynd and Meadow Place Road; and the upgrade of the traffic-free path networks between Clovenstone Road and the A70 Lanark Road. The proposals also include the introduction of complementary infrastructure such as improved crossings.

The proposals will involve alteration of the existing junction, road and crossing arrangements, and will result in improved infrastructure and permeability for cyclists and pedestrians. This will make it easier for people in west Edinburgh to undertake utility or leisure trips and to access places of work or study. It is acknowledged that the proposals could result in the drivers of private cars, including some buses being adversely affected in slightly increased journey times, however, over time this will be negligible.

Placemaking and general upgrade of the public realm at some key locations are also part of the proposals. This will in turn provide people with more welcoming public spaces for them to enjoy and develop a sense of community.

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

A substantial programme of engagement was carried out during the first stage of the project. This programme included:

- Attending Community Council meetings to present the project and gather support;
- Consultation with major stakeholders of the project, including: student association from Edinburgh College, local community groups, walking and cycling groups, local businesses, heritage groups and public transport groups amongst others;
- An online survey which received 432 responses; and
- Drop-in events at the Gyle and Westside Plaza, Gyle Park/Gogarloch, South Gyle Crescent and with local community groups.

A report of Stage 1 Engagement has been produced.

The following engagement events were carried out for Stage 2:

- Drop-in events at key locations to gather feedback on proposed placemaking areas: Bughtlin Market, Gyle Park and Gogarloch Parks, Wester Hailes Road at Sighthill Road, Wester Hailes Road/ Murrayburn Road at Canal, and Clovenstone Community Centre.

A report of Stage 1 Engagement has been produced.

4. Is the proposal considered strategic under the Fairer Scotland Duty?

Following review of the Fairer Scotland Duty: guidance for public bodies (August 2022) – the project is not considered a Strategic Decision, in accordance with pages 15 and 16 ‘Defining Strategic Decisions’.

5. Date of IIA

Integrated Impact Assessment drafted on the 14th February 2019 for Stage 1, and revised on the 18th June 2019 in preparation for Stage 2. Consequently updated again prior to Stage 3 in January 2020; January 2021 for end of Stage 3 and January 2023 for Stage 4.

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
Martyn Lings (City of Edinburgh Council)	Active Travel Officer	
Laurence Bonner (Sustrans)	Project Officer	
Chiquita Elvin (Sustrans)	Project Coordinator	
Susanne Mueller (Sustrans)	Behaviour Change Engagement Officer	
Paul Matthews	Principal Engineer	
William Prentice (Facilitator)	Senior Engineer	
Camille Ezel (Report Writer)	Graduate Consultant	

7. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	<ul style="list-style-type: none"> • Scotland's Census • Scottish Index of Multiple Deprivation • Edinburgh Locality and Ward Profiles 	<p>The area is diverse. Some of the areas have an older population and others are younger.</p> <p>The majority of people are of a white Scottish / British ethnicity, but there are pockets of people with different backgrounds, including people of African, Asian and Polish ethnicity.</p> <p>In some areas there are people who speak little to no English, although the vast majority speak English well or very well.</p> <p>There are areas where there are relatively high levels of people who have no access to a car or van (up to 68%).</p>
Data on service uptake/access	<ul style="list-style-type: none"> • Scotland's Census • Edinburgh Locality and Ward Profiles 	
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation	<ul style="list-style-type: none"> • Scottish Index of Multiple Deprivation 	
Data on equality outcomes	<ul style="list-style-type: none"> • Walking and Cycling Index 2021 	<p>https://www.sustrans.org.uk/media/10445/edinburgh-walking-and-cycling-index-2021.pdf</p> <p>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. 7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017.</p>

		<p>In the city black and minority ethnic (BAME) communities, women and over 65s are underrepresented when it comes to cycling</p> <p>Female – 37% Over 65 – 6% BAME – 3% (8% of City population)</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.</p>
<p>Research/literature evidence</p>	<ul style="list-style-type: none"> • Cycling for everyone: A guide for inclusive cycling in cities and towns • Pave the Way – Transport for All (Jan-2021) 	<p>LINK</p> <p>Higher Health/Economic inequalities amongst ethnic minorities than white groups – pg 31</p> <p>More people from ethnic minority groups want to start cycling than any other group – pg 33</p> <p>https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/</p> <p>https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/</p> <p>Whilst predominantly focused on delivery of Low Traffic Neighbourhoods, the recommendations also cover the development and delivery of active travel infrastructure schemes, including:</p> <ul style="list-style-type: none"> • Meaningful engagement with disabled people in the community, including consultation with disabled residents. Meaningful outreach must be done to find these people to speak to and consult. For schemes that have been implemented with no consultation and no EQIA, a retrospective equalities analysis should be undertaken by a professional with expertise in disabled access, and coproduced with disabled residents where possible. The EQIA should be specific to the scheme, and detailed and thorough enough to identify the problematic areas and put forward solutions to mitigate impact.

	<ul style="list-style-type: none"> Walking and Cycling Index 2021 Various Council Policies 	<ul style="list-style-type: none"> Accessibility upgrades to pavements, cycle lanes and roads - as part of any and all streetspace initiatives - as a matter of urgency, and as a priority for all streets. These include: dropped kerbs, flattened and tarmacked pavements, tactile signage. Investment in wider accessibility upgrades to the public realm, so that public transport is an accessible and viable alternative to car-use. These include: a commitment to level boarding for all trains, improvements to signage across all networks, two wheelchair accessible spaces on buses. <p>https://www.sustrans.org.uk/media/10445/edinburgh-walking-and-cycling-index-2021.pdf</p> <p>Results from The Edinburgh Walking and Cycling Index show that 66% of residents walk at least five days a week - more than any other mode of transport, and above the average of 50% for all cities in the Index.</p> <p>However, nearly 71 million journeys of up to three miles, many of which could potentially be walked or cycled, are still driven in Edinburgh each year.</p> <p>Most respondents - 78% - said more shops and everyday services close to home would encourage them to walk and wheel more.</p> <p>The same number supported the creation of more 20-minute neighbourhoods.</p> <p>Twenty-three per cent of residents currently don't cycle but would like to.</p> <p>And 64% say more physically segregated cycle lanes on roads would help them to take up cycling, with access to secure cycle storage at or near home (57%) amongst other incentives to cycling.</p> <p>The Council has approved policies, strategies and guidance which support improvements to both active travel routes and town centre/high street public realm.</p> <p>Key citywide documents include:</p>
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		<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 - Active Travel Action Plan - Circulation Plan
Public/patient/client experience information	<ul style="list-style-type: none"> • Engagement programmes and reports 	Gathered during Stage 1 Engagement and Stage 2 Consultation– all reported in Stage 1 and Stage 2 report, varied views and experiences.
Evidence of inclusive engagement of service users and involvement findings	<ul style="list-style-type: none"> • Engagement programmes and reports 	Gathered during Stage 1 Engagement and Stage 2 Consultation– all reported in Stage 1 and Stage 2 report, varied views and experiences.
Evidence of unmet need	<ul style="list-style-type: none"> • Engagement programmes and reports • Walking and Cycling Index 2021 	<p>Gathered during Stage 1 Engagement and Stage 2 Consultation– all reported in Stage 1 and Stage 2 report, varied views and experiences.</p> <p>https://www.sustrans.org.uk/media/10445/edinburgh-walking-and-cycling-index-2021.pdf</p> <p>Results from The Edinburgh Walking and Cycling Index show that 66% of residents walk at least five days a week - more than any other mode of transport, and above the average of 50% for all cities in the Index.</p> <p>However, nearly 71 million journeys of up to three miles, many of which could potentially be walked or cycled, are still driven in Edinburgh each year.</p> <p>Most respondents - 78% - said more shops and everyday services close to home would encourage them to walk and wheel more.</p>

	<ul style="list-style-type: none"> • City Mobility Plan 2021-30 	<p>The same number supported the creation of more 20-minute neighbourhoods.</p> <p>Twenty-three per cent of residents currently don't cycle but would like to.</p> <p>And 64% say more physically segregated cycle lanes on roads would help them to take up cycling, with access to secure cycle storage at or near home (57%) amongst other incentives to cycling.</p> <p>https://www.edinburgh.gov.uk/city-mobility-plan-1/city-mobility-plan</p>
Good practice guidelines	<ul style="list-style-type: none"> • Edinburgh Street Design Guidance • Cycling by Design 2021 	<p>LINK</p> <p>LINK</p>
Carbon emissions generated/reduced data	<ul style="list-style-type: none"> • Walking and Cycling Index 2021 	<p>https://www.sustrans.org.uk/media/10445/edinburgh-walking-and-cycling-index-2021.pdf</p> <p>Report notes potential to save 38,000 tonnes of greenhouse gas emissions through supporting active travel to meet demand.</p>
Environmental data	<ul style="list-style-type: none"> • CEC Air Quality Action Plan and Action Reports. 	<p>Action Plan: LINK</p> <p>Progress Reports: LINK</p> <p>AQ Action Plan and recent Progress Report (2021) does not have any areas highlighted within the project boundary, or likely to be impacted by the changes.</p>
Risk from cumulative impacts	<ul style="list-style-type: none"> • Wester Hailes Regeneration Framework 	<p>https://www.edinburgh.gov.uk/wester-hailes/wester-hailes-regeneration</p> <p>There is a 10-15 year regeneration plan in the Wester Hailes area which includes:</p> <ul style="list-style-type: none"> • opportunities for education and healthcare provision • community facilities • retail, culture and business space

		<ul style="list-style-type: none"> improved public realm and greenspace. <p>There are significant shared outcomes between the WEL and Regeneration programme and opportunity to enhance the positive impacts in the local area.</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 Positive	Affected Populations
Improved opportunities for access and enhanced places/streets.	Group affected: All population groups (specifically people with sensory impairments and mobility issues, those with degenerative disorders, adults with children).
The access to services in the area would be enhanced by the proposals, and may allow people a greater choice in the services that they use.	Group affected: All population groups
Opportunity to improve quality of services in local areas.	Group affected: All population groups
Opportunity to improve relationships between protected groups and participation in local decision making.	Group affected: All people with protected characteristics
Improving active travel infrastructure, access to public transport, access to local services and amenities, and access to employment opportunities would likely reduce inequality between different population groups.	Group affected: All population groups
Walking and cycling are inclusive activities. Improved infrastructure could encourage greater participation in	Group affected: All population groups

<p>these activities, as well as enabling people to access clubs and recreational facilities.</p>	
<p>There are a number of locations within the study area where people may have personal security concerns, particularly during periods of darkness. Providing improvements such as better lighting and reducing the need to use underpasses through the introduction of at-grade crossings could serve to reduce the fear of crime.</p>	<p>Group affected: All population groups</p>
<p>Increased access to active mobility options to underrepresented groups;</p>	<p>Group affected: All population groups, specifically more vulnerable groups like women, LGBTQ+, children and young people, and specific BAME and religious groups.</p>
<p>The proposed measures would promote physical activity through the promotion of active travel. Provision of better infrastructure for walking and cycling would likely encourage more people to travel in this way, which would have associated benefits over travelling by private car, for example.</p>	<p>Group affected: All population groups</p>
<p>The proposed measures would be complemented by behaviour change measures, which could encourage people to travel by active travel means. This would likely improve the health and wellbeing of those influenced by the behaviour change measures.</p>	<p>Group affected: All population groups</p>
<p>The measures would enhance the accessibility of facilities and groups where health issues can be discussed and individuals can get the help and advice that they need.</p>	<p>Group affected: All population groups</p>
<p>Potential improvements to accessibility and appearance of churches / mosques / places of worship / religious and education centres.</p>	<p>Group affected: People with different religions or beliefs</p>

Negative

The introduction of short sections of shared use path / footway may cause concern or introduce potential conflicts, particularly to those who are less mobile or are impaired.

Group affected: All population groups, specifically older people, children, disabled people.

Action: Engagement with stakeholder groups and access panel on all design proposals. Design in accordance with best practice and aim to minimise any use of shared areas.

Potential adverse impact on parking with the removal of a number of parking spaces (especially along South Gyle Crescent and Bankhead Drive). This could result in people parking in the surrounding residential areas.

Group affected: local residents and those commuting by private car.

Action: A monitoring plan to be developed for parking impacts as a result of South Gyle Crescent changes.

Potential adverse impact on parking with the removal of a number of parking spaces (especially along South Gyle Crescent and Bankhead Drive). This could impact people with mobility needs who use private car to access facilities.

Group affected: people with reduced mobility.

Action: Deliver communications campaign in advance of and during construction targeted to reach those potentially affected by changes to the parking on South Gyle Crescent and

<p>Potential adverse impact on people using and crossing streets coming into conflict with semi-permanent kerbing which is proposed on South Gyle Crescent and Bankhead Avenue. Design will mitigate this through colour contrast and road markings.</p>	<p>through access groups and stakeholders. Provide information on streets affected and options for parking.</p> <p>Group affected: All population groups, specifically older people, children, disabled people and those with visual impairments.</p> <p>Action: Design of temporary kerbing layouts and products to be developed in collaboration with access groups. Design to ensure relevant colour contrasts are in place. Road safety audit to be undertaken prior to implementation.</p>
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<p>Environment and Sustainability</p> <p>Positive</p> <p>Encouraging more people to travel by active travel modes and to not travel by private vehicle would reduce greenhouse gas emissions.</p>	<p>Group affected: All population groups, particularly those residents with private vehicles.</p> <p>Group affected: All population groups,</p>
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<p>Encouraging more people to travel by active travel modes and to not travel by private vehicle would reduce both air and noise pollution.</p> <p>Positive impacts in providing new areas of greenspace and biodiversity.</p> <p>Promoting active travel and providing improved infrastructure would likely encourage more people to travel by a sustainable mode. This would reduce reliance on the private vehicle and thus dependence on petrol / diesel.</p> <p>Promoting active travel and providing improved infrastructure would likely encourage more people to travel by a sustainable mode, and thus result in improved health, fitness and wellbeing.</p> <p>It is likely that the proposed measures would improve safety for people travelling by bike, owing to the introduction of segregated cycleways and reducing the need to travel on the carriageway through the introduction of shared use / segregated paths and footways.</p> <p>The route would promote sustainable forms of travel, walking and cycling in particular. Providing improved infrastructure and promoting active travel over the private vehicle via measures such as allocating carriageway space to bicycles, providing active travel users with priority and improving crossings for pedestrians, and removing parking would benefit those already using sustainable modes of transport and those who would like to be travelling via a sustainable mode.</p> <p>The proposed measures would improve access to green space in the area, including Gyle Park, Wester Hailes Road, Westside Plaza and Sighthill Public Park.</p>	<p>particularly those residents with private vehicles.</p> <p>Group affected: All population groups</p> <p>Group affected: All population groups, particularly those residents with private vehicles.</p> <p>Group affected: All population groups</p> <p>Group affected: All population groups, specifically those who perceive the current network too unsafe.</p> <p>Group affected: All population groups, specifically those who perceive the current network too unsafe.</p> <p>Group affected: All population groups</p>
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<p>Negative</p> <p>Potential negative impact in removing small localised areas of greenspace and trees.</p> <p>People who travel by private vehicle and wish to continue doing so may be adversely affected, as the proposals reallocate carriageway space being allocated to cyclists and the loss of some parking. There could also be increased delays to private vehicle users. Some bus services may be affected in terms of journey times on certain routes, however, this is judged to be negligible over time. The proposals are in-line with City Mobility Plan and Circulation Plan (2022-23).</p>	<p>Group affected: All population groups</p> <p>Action: Project design team to consider re-planting of any tree loss and meeting the Councils targets for replacement ratio.</p> <p>Group affected: Drivers / Riders/Public Transport</p> <p>Action: Deliver communications campaign in advance of and during construction to reach those potentially affected by changes to the road network. Provide information on routes affected and options.</p>
<p>Economic</p> <p>Positive</p> <p>Providing improved infrastructure could allow people to access employment opportunities that they previously did not have access to, which could allow them to maximise their income.</p> <p>The proposals could encourage local people to travel by active travel means or by public transport, which could reduce their expenditure on their private vehicle. Reducing their expenditure would allow them to maximise their income.</p>	<p>Group affected: Young people, lone parents, pensioners, minority ethnic people, refugees and asylum seekers, those vulnerable to falling into poverty.</p> <p>Group affected: All population groups, specifically anyone who owns a private vehicle.</p>

The proposals would facilitate better access to educational facilities / institutions, local amenities (such as libraries, leisure centres), employment opportunities, and recreational facilities.

Group affected: All population groups, but particularly Young people, lone parents, pensioners, minority ethnic people, refugees and asylum seekers, those vulnerable to falling into poverty

The proposed infrastructure improvements could encourage staff at local businesses to travel by bike or on foot, which could lead to them being healthier and less likely to have sick days. It would also lead to the local business becoming more accessible to staff and customers, as well as potential staff and customers.

Group affected: All population groups, but particularly local businesses

Improved access to local centres and economy.

Group affected: All population groups

The proposals would likely lead to employment opportunities that were previously not accessible to those who do not have access to a private vehicle and are unable to travel by public transport becoming accessible, particularly to those who have access to a bicycle.

Group affected: All working age adults/young people, specifically those where access to a private vehicle or public transport is not an option – namely those in poverty or who suffer from transport poverty.

Opportunity to employ people in the development and construction of the project (or voluntary).

Group affected: All working age adults/young people

The proposed measures could aid in revitalising and regenerating the localities within the study area, which could encourage new businesses / amenities to open / relocate. This would improve the local employment opportunities.

Group affected: All population groups

<p>Access to services would be enhanced by the provision of new infrastructure, including segregated cycleways, new crossings, and upgraded paths and footways.</p> <p>Negative</p> <p>Potential to negatively impact businesses during construction works.</p> <ul style="list-style-type: none">• Local business• Local buses	<p>Group affected: All population groups, specifically those where access to private vehicle or public transport is not an option – namely those in poverty, or who suffer from transport poverty</p> <p>Group affected: Businesses and Public Transport operators and passengers.</p> <p>Action: Deliver communications campaign in advance of and during construction to reach those potentially affected by changes to the road network. Provide information on routes affected and options.</p>
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9. 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?

This project provides the Council with the deliverables that are required to progress the project to the next stage. At subsequent stages, there will be elements and actions noted that will be partly outsourced to contractors who will assist City of Edinburgh Council in its delivery. On those occasions, the Council’s Procurement Policy will be followed.

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.

Any communication associated with this project will include the opportunity to have it translated or to be communicated in other formats

The Communications Plan has considered the full spectrum of stakeholders, including internal Council departments and staff, and external decision makers, influencers, partners and stakeholders, including local residents, employees, staff and students of local education institutions and those with mobility or sensory impairments. Both traditional media and social media will be used to convey messages throughout, ensuring that the message is received by as large an audience as possible.

11. Is the plan, programme, strategy or 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. See section 2.10 in the Guidance for further information.

Yes – transport and tourism. However, SEA is not thought appropriate for this level of intervention, as this is a detailed engineering intervention as opposed to a strategy or policy.

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.

Not applicable.

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
Action: Engagement with stakeholder groups and access	Project team	Complete	Complete

panel on all design proposals. Design in accordance with best practice and aim to minimise any use of shared areas.			
Action: A monitoring plan to be developed for parking impacts as a result of South Gyle Crescent changes.	Project team	Complete	Complete
Action: Deliver communications campaign in advance of and during construction targeted to reach those potentially affected by changes to the parking on South Gyle Crescent and through access groups and stakeholders. Provide information on streets affected and options for parking.	Project team	July 2023	July 2023
Action: Design of temporary kerbing layouts and products to be developed in collaboration with access groups. Design to ensure relevant colour contrasts are in place. Road safety audit to be undertaken prior to implementation.	Project team	March 2023	March 2023
Action: Project design team to consider re-planting of any tree loss and meeting the Councils targets for replacement ratio.	Project team	March 2023	March 2023
Action: Deliver communications campaign in advance of and during construction to reach those potentially affected by changes to the road network. Provide information on routes affected and options.	Project team	July 2023	July 2023

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 policy, plan or strategy affects different groups, including people with protected characteristics?

By revisiting this IIA assessment during the next **Stage 5: Construction** to ensure that anticipated impacts have been addressed and mitigated in design.

16. Sign off by Head of Service/ Project Lead

A handwritten signature in blue ink, appearing to read 'Daisy Narayanan', is centered on the page.

Name: Daisy Narayanan

Date: 13/01/2023

17. Publication

Completed and signed IIAs should be sent to:

integratedimpactassessments@edinburgh.gov.uk to be published on the Council website www.edinburgh.gov.uk/impactassessments Edinburgh Integration Joint Board/Health and Social Care sarah.bryson@edinburgh.gov.uk to be published at www.edinburghhsc.scot/the-ijb/integrated-impact-assessments