

Integrated Impact Assessment – Summary Report

Each of the numbered sections below must be completed
Please state if the IIA is interim or final

1. Title of proposal

Concessionary Travel on Tram for under 22s

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

The Council will not extend the temporary funding of free concessionary travel for under 22s on trams beyond 31 March 2023.

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

Nil

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

No

5. Date of IIA

16/01/23

6. Who was present at the IIA? Identify facilitator, lead officer, report writer and any employee representative present and main stakeholder (e.g. Council, NHS)

Name	Job Title	Date of IIA training
Ross Murray	Operations Manager (Facilitator)	05/01/23
Hannah Ross	Senior Responsible Officer – Tram to Newhaven Project	05/01/23
Stuart Lowrie	Public Transport Manager	05/01/23

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 and to the environmental impacts of your proposal
Data on populations in need	<p>Demographic figures - Edinburgh by Numbers 2021</p> <p>Student numbers – Edinburgh by Numbers</p>	<p>Estimated population figures for those living in the city are as follows: Children (0-15) – 79,000</p> <p>45,000 undergraduate students enrolled in higher education in Edinburgh. 20,600 postgrad students.</p>
Data on service uptake/access	<p>Demographic modelling has been conducted for Trams to Newhaven.</p> <p>Data on uptake on under 22 travelcard.</p>	<p>Uptake is likely to be very significant due to high density and age of citizens living in close proximity to the route. 2018 figures estimate 25,000 people living within 800 meters of Leith Walk.</p> <p>July 2022 - 51,784 cards issued in Edinburgh (65% of those eligible). This is the highest of all Scottish local authorities. Patronage for the 11 months from 30 January 22 was at 134,502. Monthly patronage increased throughout the year with the highest patronage being recorded in June to November. Patronage was split by age group as follows:</p> <ul style="list-style-type: none"> • 5 – 15 – 16% • 16 – 21 – 84%
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	SIMD data	Details access to transport links throughout Edinburgh.
Data on equality outcomes	Scottish Government Equalities Impact Assessment for extending under 22 bus travel.	Assessment concluded that introduction of concessionary under 22 bus travel would have a positive impact on those with protected characteristics.

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
Research/literature evidence	Edinburgh by numbers 2021	Data on modal transport share shows relatively high public transport share compared to other Scottish cities and authorities.
Public/patient/client experience information		
Evidence of inclusive engagement of people who use the service and involvement findings	Evaluation of the Young Person's Free Bus Travel Scheme – Transport Scotland	This details travel behaviour and attitude and perceptions of young people towards travel. It serves as a baseline for future evaluation.
Evidence of unmet need		
Good practice guidelines		
Carbon emissions generated/reduced data	Scottish Government/Transport Scotland data (NetZeroNation)	Figures show that replacing car journeys with public transport can help reduce carbon emissions by 42% if using the bus and 73% if using the train.
Environmental data		
Risk from cumulative impacts	City Mobility Plan	Delivery of the CMP would fully integrate travel in Edinburgh providing a platform for delivery of policies which encourage modal shift from car and increasing mobility across the city. Lack of a fully integrated ticket offering and parity across modes will compromise this as under 22s will be reluctant to move from a free mode of travel to one which is charged.
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</p> <p>None.</p>	
<p>Negative</p> <p>Young people facing financial barriers to accessing tram travel will no longer have free access to integrated travel (increase in transport poverty). This is mitigated by continued free concessionary bus travel.</p> <p>Reduced accessibility to services, eg employment, education and social opportunities. This is mitigated by continued free concessionary bus travel.</p> <p>Low-income households face cost barriers to travel/and or can't afford to travel with children. This is mitigated by continued free concessionary bus travel.</p> <p>Bus users may also be negatively impacted due to potential overcrowding on services due to increase use by under 22s.</p> <p>Reduction in personal independence, engagement in leisure and social activities. This is mitigated by continued free concessionary bus travel.</p>	<p>Individuals from lower socio-economic groups (those under 22)</p> <p>Young people (under 22s)</p> <p>Low-income households/Parents.</p> <p>Bus users.</p> <p>Tram users prone to isolation or with mobility issues.</p>

Environment and Sustainability including climate change emissions and impacts	Affected populations
<p>Positive</p> <p>Nil</p>	
<p>Negative</p> <p>Data shows that the overall concessionary scheme for under 22s encourages modal shift to public transport from less sustainable options such as the use of private vehicles.</p>	<p>All</p> <p>All</p>

Environment and Sustainability including climate change emissions and impacts	Affected populations
<p>Potential increase in congestion if reduction in tram use leads to additional use of private vehicles. This is partially mitigated by the continued concessionary fares on bus.</p> <p>To continue to service the same number of travellers using bus only could lead to an increase in the number of vehicles on the road or reconsideration of existing routes.</p>	All

Economic	Affected populations
<p>Positive</p> <p>Benefit for bus operators as reduction in tram concessions incentivises for bus use.</p>	Transport Operators
<p>Negative</p> <p>Focusing concessionary travel on a single mode may have a knock-on financial impact for tram.</p>	All

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?

No, however the tram service is operated by Edinburgh Trams. The Council and Edinburgh Trams will work together to minimise the impact of any changes on people with protected characteristics. The potential impacts are summarised in the tables above.

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.

We would work with Edinburgh Trams to develop a customer focused communications plan, targeting affected groups (in this case prioritising communications with young people under the age of 22).

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.

No

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.

No

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
Compiling evidence discussed.	All	18/01/23	
Liaising with Edinburgh Trams on potential communications.	SL	18/01/23	
Input this IIA into the overall Budget Savings IIA	RM	18/01/23	

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

While there is no direct mitigation for the loss of integration of public transport, the tram service will continue to operate, therefore young people could continue to choose to travel by tram. However, they would be charged for using this service.

The mitigation for the loss of access to concessionary travel on the tram is that the concessionary scheme will continue to be supported for bus travel (see note above on potential impacts on vehicles/routes). In addition, the Council will continue to engage with the Scottish Government and Transport Scotland on extending the Scottish Government concessionary scheme to include Light Rail.

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

The Council will continue to engage with public transport companies, Transport Scotland and bus-user groups to gather data.

16. Sign off by Head of Service

Name: Paul Lawrence

Date: 23/01/2023

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