

Section 4 Integrated Impact Assessment - Summary Report Template

Each of the numbered sections below must be completed

Interim report	✓	Final report
----------------	---	--------------

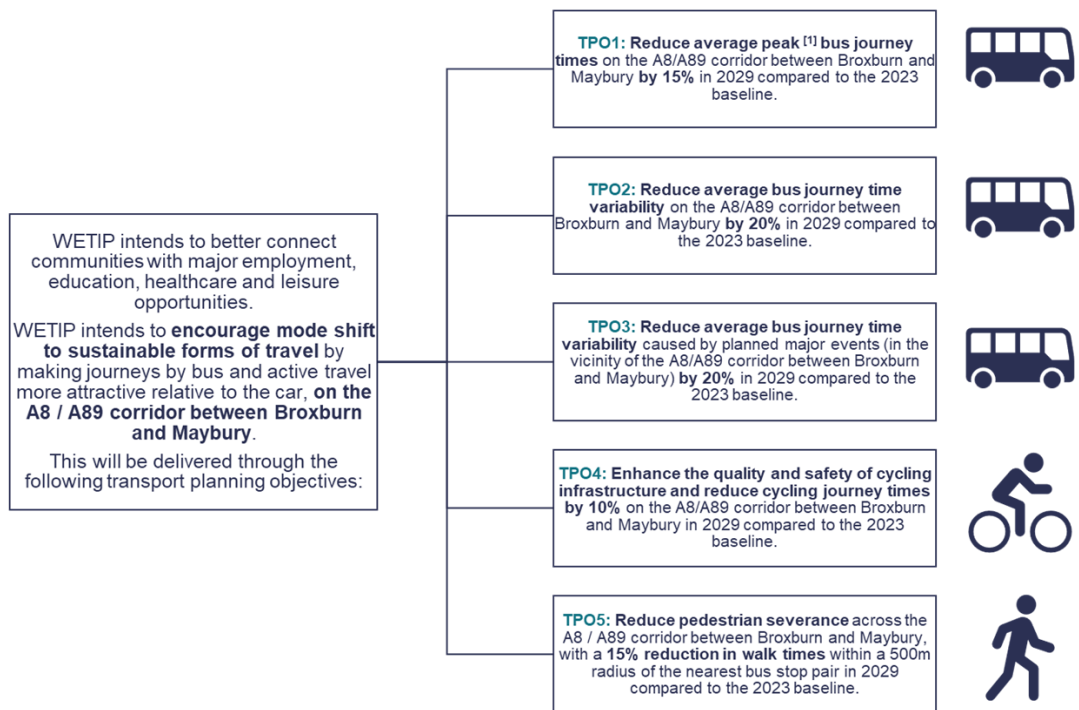
1. Title of plan, policy or strategy being assessed

West Edinburgh Transport Improvements Programme

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

Through the Edinburgh and South East Scotland City Region Deal (ESESCRD), the Scottish Government has committed a £20m investment to support the public transport infrastructure improvements identified by the West Edinburgh Transport Appraisal (WETA). In addition, City of Edinburgh Council (CEC) has committed a further £16m to deliver active travel and public transport infrastructure. Contributions from the private sector and developers will also be sought to mitigate the impact of development; including those contributions received through the West Edinburgh Transport Contribution Zone.

The purpose of the ESESCRD West Edinburgh Transport Improvement Programme (WETIP) is to progress the delivery of the public transport and active travel measures identified in the 2016 WETA Refresh study. The transport planning objectives of WETIP are detailed below:



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

A formal public consultation was undertaken September 2023 as part of the preparation of the Outline Business Case (completed December 2023). Public consultation provided feedback on preliminary designs and the programme proposals.

The proposed approach and specific activities undertaken as part of the Public Consultation exercise and future consultations are detailed below:

- The main WETIP webpage will be hosted on the [City Region Deal website](#). This will signpost to both CEC Consultation Hub and West Lothian consultation webpage which are used to gather public feedback on consultations.
- A feedback survey hosted on the Council's Consultation Hub from June to September 2023 allowed users to make location specific comments on preliminary designs, as well as respond to survey questions.
- Public open day events have been held in both West Edinburgh and West Lothian to enable the public to review proposed plans and engage with Council staff including project consultants.
- To improve the accessibility of preliminary designs, four visualisations depicting three locations along the corridor, plus the Broxburn mobility hub concept were produced. The visualisations will illustrate different infrastructure types at key sections of the corridor.

- The public consultation was promoted via West Lothian and CEC Facebook, Twitter and LinkedIn, bus operators' websites, and City Region Deal comms channels – including the City Region Deal [news blog](#) and ezine. Emails were sent to stakeholders (including active travel stakeholders) signposting them to the consultation webpage, with a request for them to share with their networks.
- Letters issued to all properties fronting the corridor, providing detail on the scheme, likely impacts and next steps. The letter invited local residents to attend local open days/webinar events and signpost to the project webpage for more information including details of the public consultation and will include project contact details.
- Two webinar Live event(s) were held as information giving sessions, with an opportunity for Q&A; and
- Lamppost wraps at twenty five locations in West Edinburgh and Broxburn were installed to make the public aware of the public consultation.

The stakeholder engagement approach detailed below was taken:

- 1 to 1 team meetings with those stakeholders that have less knowledge of the programme, with the aim of 'warming them up' to the programme and what is being proposed. This was not considered necessary for those stakeholders that already have extensive background knowledge of the programme.
- Six face-to face workshops were held with key stakeholders. The workshops provided an overview of WETIP including key problems and opportunities, project objectives and timescales. Stakeholders were then taken through the concept designs in detail. The project team took note of stakeholder feedback and design amendment suggestions. In addition, stakeholders were invited to provide formal feedback via the online survey. Feedback from key stakeholders informed refinement of concept design proposals.

These consultation activities are in addition to the statutory consultation which will commence when applying for the required Traffic Orders following the approval of the OBC.

4. **Is the proposal considered strategic under the Fairer Scotland Duty?**
Yes
5. **Date of IIA**
10 January 2024
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	Email
Jamie Robertson	Senior Project Manager (Major Projects)	22/05/2023	Jamie.robertson@edinburgh.gov.uk
Tony Holsgrove	Senior Project Manager	14/12/2023	Tony.holsgrove@edinburgh.gov.uk

7. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Census 2011 National Records for Scotland – Scotland's Population 2020 National Records for Scotland 2017 Mid year estimates Scottish Index of Multiple Deprivation (SIMD) Joint Strategic Needs Assessment (CEC, 2015) Edinburgh by Numbers 2019 Edinburgh Poverty Commission 2020	<p>Over the last ten years, Edinburgh's population has grown by more than 57,000 – an increase of 13%. Growth is projected to continue at an annual average of almost 3,500 per year in the period to 2032 taking the total population to 563,600. The growth is not projected to be uniform across all age groups. The greatest increase in population is projected for older people with the number of people aged over 65 increasing by 28,000. School age children are projected to experience a moderate increase numerically with a growth of 1,500 primary age children and 3,700 secondary school age. By 2032, the average household size in Edinburgh is projected to fall to 2.0. The decreasing household size in the City means that household growth will even higher than the population growth. By 2032, the number of households is projected to increase by 18% - a growth of 41,000. Public transport accessibility varies across the city. Overall, 25% of Edinburgh's population live in areas classed in the highest accessibility levels whilst 42% live in the lowest accessibility levels.</p>

Evidence	Available?	Comments: what does the evidence tell you?
Data on service uptake/access	Census 2011 (Edinburgh by Numbers 2019 / Edinburgh People Survey 2018)	<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 socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	Scottish Index of Multiple Deprivation (SIMD)	<p>There are disparities across the city with pockets of poverty, low income and multiple deprivation. Around 29,500 people in Edinburgh live in the most deprived 10% of areas in Scotland. This represents around 5% of Edinburgh total population.</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 equality outcomes	Sustrans Hands Up Scotland Survey Transport and Travel in Scotland 2017	<p>2020 data from Transport Scotland shows that people on incomes over £50,000 were more likely to drive (78%) and less likely to walk (6%) or take the bus (6%) than those on incomes up to £20,000 (53%, 20% and 17% respectively).</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. 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. In addition, people in lower income households were more likely to walk or take the bus</p>

Evidence	Available?	Comments: what does the evidence tell you?
		whereas people in higher income households were more likely to drive.
Research/literature evidence	<ul style="list-style-type: none"> • City Plan 2030 • City Centre Transformation • Low Emission Zone • City Mobility Plan • The Edinburgh Street Design Guidance • National Transport Strategy • 2050 City Vision • The Edinburgh Design Guidance • West Edinburgh Transport Appraisal Refresh 2016 • West Edinburgh Placemaking Framework and Strategic Masterplan 	The Council has approved policies, strategies and guidance which support the protection and enhancement of the public realm. improved conditions for pedestrians especially disabled people.
Public/patient/client experience information	Ongoing including general public, stakeholder, local residents, businesses consultation	Extensive Consultation and Engagement undertaken during preparation of the WETIP Outline Business Case
Evidence of inclusive engagement of service users and involvement findings	City Mobility Plan West Edinburgh Transport Appraisal Refresh 2016 WETIP Strategic Case	There is a need for the proposals to improve bus journey times and active travel infrastructure provision along A89/A8 between Broxburn to Maybury

Evidence	Available?	Comments: what does the evidence tell you?
Evidence of unmet need	City Mobility Plan West Edinburgh Transport Appraisal Refresh 2016 WETIP Strategic Case	Use of public transport and active travel between Broxburn to Maybury is significantly lower than average
Good practice guidelines	Standards for Community Engagement The Edinburgh Street Design Guidance CEC Consultation and Engagement Policy	The project seeks to follow best practice such as Designing Streets and Edinburgh Street Design Guidance, National Standards of Community Engagement and Council's consultation framework.
Carbon Emissions generated/Reduced Data	City Mobility Plan	Positive environmental benefits of reducing car usage while increasing use of public transportation
Environmental data	Low Emission Zone Sustrans AQ Management Tool City of Edinburgh Council, 2019 Air Quality Annual Progress Report CEC 2030 Climate Strategy City Plan 2030	The Council's Air Quality Annual Progress Report in 2019, reported a continuing trend towards compliance with legal limits. However, exceedances remained across the city, with the Central AQMA having the highest concentration of sites that exceed legal limits.
Risk from cumulative impacts	Low Emission Zone City Mobility Plan City Plan 2030	Cumulative impacts are likely to be positive in relation to traffic and active travel investment as a result of LEZ, CMP and CCT. Cumulative impacts from this work will be included in due course once impact assessments of these are completed.
Other		
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 and more reliable bus network will be safer for people, in particular groups who may need encouragement for using public transport	All People
Will help promote and increase numbers of young people using free bus travel discouraging future car use	Young People
Increased use of public transport at expense of motor vehicles will improve air quality which especially supports people with breathing difficulties.	All People
Reduced bus journey times will allow more opportunities to spend time socialising, shopping and accessing local services including health, education and social services	All People
Higher numbers of people in poverty rely on public transport with improved and reliable bus service	All People but specifically those who are unemployed, on low income, on benefits
Increased use of public transport at expense of car usage will support improved road safety	All People
Increased use of Active Travel over other forms of transport will improve health and Wellbeing	All People
Negative	Affected Populations
Potential negative – any changes to bus network/timetables could have a negative impact on some aspects of older peoples mental health. Action: Work with bus operators to share information with local access and disability groups.	All People but specifically, Older people, young people and children, disabled people
Potential negative – people of older ages may be less engaged with communication tools and all forms of consultation may not be accessible to them. Action: leaflet drops to households most impacted by the proposals; printed comms to those who requested; offer of audio versions, phone and email	Older people
Potential Negative – any relocation of bus stops could have negative impact for disabled or older people with health issues. Action: Any bus stop reviews to assess potential impact on distances between stops	All people but specifically disabled or older people

Environment and Sustainability including climate change emissions and impacts	
Positive	Affected populations
Through interventions to improve bus journey times it is expected that this will help to improve air quality by reducing car usage and reduce carbon emissions improving overall health and wellbeing for all users	All People
Improved active travel infrastructure will help to improve air quality by reducing car usage and reduce carbon emissions improving overall health and wellbeing for all users	All People
Increased use of public transport at expense of car usage will increase usage of low polluting/electric bus fleet	All People
Negative	Affected populations
Potential Negative – short term risk of increased congestion as road space allocated to bus priority. ACTION – promotion of public transport over car usage will support reduction in congestion	All People
Economic	
Positive	Affected populations
Positive impact improving connectivity along the corridor A8/A89 corridor between Broxburn and Maybury. Supporting planned development in West Edinburgh and Edinburgh Airport expansion plans	All people
Positive impact especially for commuters increasing business productivity and performance	Business Community, All People
Construction of the WETIP schemes (circa £36m) will create opportunities for employment, new career opportunities, apprentices, training opportunities including local supply contracts. The Principal contractor will also be obliged to satisfy the Council's community benefit requirements	All People including Young People, Unemployed, People on benefits, Business Community, Urban/Rural Community
Positive impact on potential for increased business investment and job creation including increased events at Ingliston	All People including Young People, Unemployed, People on benefits, Business Community, Urban/Rural Community

Negative	Affected populations
Potential Negative – short term risk of increased congestion as road space allocated to bus priority. ACTION – promotion of public transport over car usage will support reduction in congestion	All People, Business Community, Urban/Rural Community
Potential Negative – short term disruption to local roads network as a result of construction works. ACTION – effective traffic management plans will be developed during construction works to minimise disruption	All People, Business Community, Urban/Rural Community

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?

As part of the Council’s procurement process due regard is required to be given to all equalities and rights, environmental and sustainability impacts when undertaking work on behalf of the Council.

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.

A range of communication methods will be used to reach out to different types of people. Community involvement (listening to and acting on stakeholder views) will remain a key element of the development of preliminary designs. Formats will be designed to be understood by a range of population groups.

Residents/businesses are encouraged to use our translation service if required. A dedicated project website will be created which will be accessible to all people including disabled people. Continuous public and stakeholder engagement will take place during the projects lifespan. At key stages and events press releases including use of social media platforms will be used to advertise any updates.

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.

An Environmental assessment has been completed as part of the detailed appraisal for the Outline Business Case.

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.

Final Business Case reports will be prepared as part of WETIP which will include any public and stakeholder engagement.

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
Preparation of the Outline Business Case will include public and stakeholder engagement to support and arrive at final detailed plans.	Jamie Robertson – Strategic Project Manager	December 2023	Complete
Construction works will be carefully managed including early contractor engagement and appointment. Contractor to undertake “community liaison role” before and during construction.	Jamie Robertson – Strategic Project Manager	tbc	tbc
Comprehensive Monitoring and Evaluation Plan to be developed to monitor impact of project outturns against pre-agreed benchmarks and targets.	Jamie Robertson – Strategic Project Manager	tbc	Ongoing
Lessons to be learnt from other major public realm/transport projects eg Trams to Newhaven. Early contractor engagement to develop delivery plan/programme.	Jamie Robertson – Strategic Project Manager	Autumn 2023	Ongoing

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

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
Ongoing engagement will be undertaken with key stakeholders, local residents and businesses on those aspects of the design where further consideration is needed before finalising proposals	The Council Project Team supported by the project consultants	Autumn 2023	Ongoing

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

A comprehensive Monitoring and Evaluation plan will be developed and post implementation research will identify whether the project has improved the experiences of all bus users and those preferencing active travel. CEC will periodically review data to determine any substantial demographic changes over time.

16. Sign off by Head of Service/ Project Lead

Name Daisy Narayanan, Head of Placemaking and Mobility

Date – 18 January 2024