

Supporting Good Decisions

**Promoting Equality and Human Rights;
Reducing Poverty; and
Protecting the Environment**

Integrated Impact Assessment Form

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Promoting Equality and Human Rights; Reducing Poverty; and Protecting the Environment

Title of Policy/ Proposal	Detailed Design Options for High Street, North Berwick, East Lothian
Timescale for Implementation	Concept Design – March 2023
IIA Completion Date	July 2022 (first draft of live document) March 2023 (update post community engagement)
Completed by	G Scott
Lead officer	I Lennox

Section 1: Screening

1.1 Briefly describe the policy/proposal/activity you are assessing.

Set out a clear understanding of the purpose of the policy/ proposal/ activity being developed or reviewed (e.g. objectives, aims) including the context within which it will operate.

The purpose of the North Berwick High Street Study is to create a safer, more accessible and more attractive High Street that meets the needs of all users by providing quality infrastructure and placemaking that prioritises walking, wheeling and cycling for every-day journeys and leisure trips.

The project aims to provide:

- Enhanced road safety and mitigation of risk of conflict between vehicle users, cyclists and pedestrians
- Promotion of active travel solutions in and around North Berwick
- Protect and enhance the character of the High Street
- Support and enhance the economic viability of the town's businesses
- Future enhancement of social cohesion within North Berwick and surrounding areas
- Improved, supported and encouraged safe active travel
- Contribute to community wellbeing within North Berwick and surrounding area

Equality of access is of paramount importance to this project. Previous engagement information from the North Berwick Town Centre Charette and the recent engagement process have been crucial in identifying which interventions are necessary to address discrimination and improve safety for all users via future-proofed designs. One of the key objectives for the project is to create a safer, more inclusive and attractive place for the benefit of all users through inclusive design. Public consultation and stakeholder engagement have been undertaken as part of the study to understand the public perception of the area, particularly issues that affect people with protected characteristics. The design team have also worked closely with key stakeholders who have greater knowledge about the challenges, plans and aspirations for the area.

1.2 What will change as a result of this policy?

The identified design option aims to promote equal opportunities for all users by providing quality walking infrastructure along High Street. The designs will give priority access to users based on the transport hierarchy table, to improve the perception of safety for people walking, wheeling and cycling. Design options have been informed by feedback gathered via consultation events and adheres to requirements set out in the Equality Act (2010) and national placemaking standards.

The project has evolved from previous work carried out by local organisations, groups and partners.

1.3 Deciding if a full Impact Assessment is needed.

Please answer the following questions:

	Yes	No
1. The policy/ proposal has consequences for or affects people e.g. how they can access a service?	✓	
2. The policy/proposal has potential to make a significant impact on equality and human rights, socio-economic disadvantage, the council's role as a corporate parent, or the council's commitment to tackling climate change?	✓	
3. The policy/proposal is likely to have a significant environmental impact as defined by the Environmental Impact Assessment (Scotland) Act 2005?		✓
4. The policy/ proposal involves a data processing activity (storage / collection of personal data) that is likely to result in a high risk to		✓

individuals as determined by Article 35 of the General Data Protection Regulation?		
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- If you have answered yes to questions 1 and 2 above, please proceed to complete the Integrated Impact Assessment. If you have answered No then an IIA does not need to be completed. Please keep a copy of the screening paperwork.
 - If you have answered yes to question 3, you will need to consider whether you need to complete a Strategic Environmental Assessment.
 - If you have answered yes to question 4, you will need to consider whether you need to complete a Data Protection Impact Assessment. Please seek further advice from the Team Manager Information Governance.
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Section 2: Integrated Impact Assessment

2.1 Have those who are directly affected by the policy had the opportunity to comment on new proposals?

Yes, an extensive stakeholder and community engagement exercise has been undertaken.

Activity	Audience	Dates
Early engagement to key stakeholders	Emails sent to local councillors, North Berwick Community Council, North Berwick Area Partnership and North Berwick Business Association.	w/c 25 th July
Online survey	General public, local businesses, local residents and local councillors to be approached to facilitate communications for survey and provision of hard copy surveys where required. 1,553 responses were received	w/c 1 st August until 28 th August 2022 ¹
In-person walk-through event	Local councillors, North Berwick Community Council, North Berwick Area Partnership and North Berwick Business Association.	21 st July
Public event	Drop-in event to the general public (users of the high street, local businesses, local residents, local councillors, etc)	16 th August
Stakeholder workshops	All stakeholders divided into groups.	w/c 29 th August
Teams discussions/workshops	Equalities groups and members of the public who have expressed interest through survey.	w/c 29 th August

¹ Responses received after this date were still considered

2.2 What information/data have you used to inform the development of the policy to date?

As above, and:

- Extensive review of relevant local, regional and national policy
- Baseline review of public transport, walking and cycling network (accessibility analysis), parking provision (occupancy and duration of stay)
- Review of 2017 Charette findings
- Review of previous designs and Road Safety Audits
- Census data (population, mode of travel to work or study, SIMD)
- Traffic flows
- Collision data
- Case studies (Dundee and Queensferry)
- Inclusive Design in Town Centres and Busy Street Areas²
- Design Manual for Roads and Bridges (DMRB)
- Traffic Signs Regulations and General Directions 2016 (TSRGD)
- Designing Streets: A policy Statement for Scotland
- Cycling by Design Update 2021
- National Roads Development Guide by SCOTS
- Guidance on the Use of Tactile Paving Surfaces
- Edinburgh Street Design Guidance
- University College London Accessibility Research Group for Guide Dogs

2.3 What does the evidence/ research suggest about the policy’s actual or likely impact on equality groups and those vulnerable/ or experiencing socio-economic disadvantage?

Evidence	Comment
Which groups are in particular need of this service?	<p>Those with mobility and visual impairments who find the current narrow footways on parts of High Street a challenge to navigate. This is particularly the case for wheelchair users and people who travel with a white cane or Guide Dog.</p> <p>People travelling with children (particularly in prams or buggies) who find the narrow footways on parts of the High Street a challenge to navigate.</p>

² [Inclusive Design in Town Centres and Busy Street Areas | Transport Scotland](#)

<p>What level of service uptake/ access is there from protected and vulnerable groups?</p>	<p>The High Street is used by most residents and visitors to North Berwick, which largely reflects the Scottish population in terms of protected and vulnerable groups. People who responded to the online survey represent a subset of this.</p> <p>Around 10% of respondents to the online survey identified as having a disability</p> <p>58% identify as female</p> <p>Around 20% of respondents are over 65</p> <p>25% of respondents have young children or are pregnant</p> <p>5 respondents consider themselves to be trans or have a trans history.</p>
<p>Can you identify positive outcomes for service users</p>	<p>The provision of a consistent footway surface will particularly help those with mobility and visual impairments and prams etc.</p> <p>The provision of wider footways will help all users, but particularly those with mobility and visual impairments and prams etc.</p> <p>The provision of a consistent 60mm kerb and tactile surfaces at relevant location will particularly help visually impaired users.</p> <p>The provision of step free crossings at various locations with particularly help those with mobility impairments and prams etc. Tactile paving and strips will be provided at appropriate locations to mitigate any potential negative impact on visually impaired users.</p> <p>The reduction in vehicular traffic will be a positive outcome for most users.</p>
<p>What is the service user experience of those from</p>	<p>Over 30% of respondents with a disability perceive safety on the High Street to be unsafe or very unsafe.</p>

protected or vulnerable groups?	Respondents in the age group 65 to 74 (in particular females) were particularly likely to state they perceive High Street to be very unsafe (~21%) with a further 30% saying unsafe.
What opportunity have those from protected groups had to co-produce or comment on the service/ plans?	As outlined above, an extensive community engagement exercise has been undertaken

2.4 How does the policy meet the different needs of groups in the community?

Equality Groups	Comments
Older people, people in the middle years	<p>The provision of a consistent footway surface will help older people who are more likely to have mobility impairments.</p> <p>The provision of a wider footways will help older people who are more likely to have mobility impairments.</p> <p>The provision of step free crossings at various locations will particularly help older people who are more likely to have mobility impairments.</p> <p>The provision of additional benches will support people with mobility impairments where their impairment impacts their ability to stand or walk for extended periods.</p> <p>The proposals would seek to improve accessibility to people all of all ages, promoting physical and mental wellbeing.</p>
Children and young people children	<p>The proposals would seek to improve accessibility to people all of all ages, promoting physical and mental wellbeing.</p> <p>For young children, widening of pavements is likely to bring a particular benefit, as they are more likely to travel in a pram or walk two abreast with a parent or caregiver,</p>

	<p>which is currently difficult and dangerous with the existing narrow pavements.</p> <p>Where cars are parked, they are particularly dangerous for children when they cross between them (as they are short so drivers might not see them). The removal of parked cars can therefore benefit children.</p> <p>Reduction in traffic more generally is a big benefit to children as they can move erratically and lower traffic volumes reduces the likelihood of them coming into a conflict with a vehicle.</p>
<p>Women, men and transgender people (includes issues relating to pregnancy and maternity)</p>	<p>The experience of users in the study may vary based on sex, and gender-reassignment. The Engagement Plan identifies the relevant groups in the area and aims at engaging with representatives to understand barriers relating to sex, and gender-reassignment. This process has informed concept designs. However particular focus will be given to address safety/perceived safety for women, such as personal security, at the developed design stage. It is recommended that a workshop for women is undertaken to focus on these issues.</p>
<p>Disabled people (includes physical disability, learning disability, sensory impairment, long-term medical conditions, mental health problems)</p>	<p>The provision of a consistent footway surface will help those with a range of physical disabilities, as well as visual impairments.</p> <p>The provision of a wider footways will help all users, particularly people with a range of physical disabilities, as well as visual impairments.</p>

	<p>The provision of a consistent 60mm kerb and tactile surfaces at relevant location will particularly help visually impaired users.</p> <p>The provision of step free crossings at various locations will particularly help those with mobility impairments.</p> <p>The experience of users in the study may vary based on physical mobility. The Engagement Plan identifies the relevant groups in the area and aims at engaging with representatives to understand barriers relating to mobility and accessibility. This process will inform concept designs.</p> <p>The proposals will aim to improve accessibility to access and egress the High Street at key intersection points and upgrade surfacing, drainage and path widths.</p> <p>The provision of additional benches will support people with mobility impairments where their impairment impacts their ability to stand or walk for extended periods. There is potential that bollards and/or planters will be used to separate elements of the carriageway, which may create physical barriers to wheelchair users and other people with mobility impairments.</p> <p>Around 33% of respondents who identify as having a disability were in favour of pedestrianising High Street between Quality Street and Market Place. By comparison, around 40% of those who do not have a disability favoured this option.</p> <p>Although many respondents stated that they were in favour of a level surface (road and footway at the same height), current best</p>
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	<p>practice guidance suggests a 60mm kerb should be provided³.</p> <p>This provides confidence that a kerb is detectable by blind and partially sighted people.</p> <p>In the eastern section of High Street (between Quality Street and Market Place) there are currently no dedicated parking spaces for blue badge holders, although they can make use of available parking spaces. The new proposals will provide allocated bays for blue badge parking (which may be time limited). Blue badge bays are also provided in close proximity on Quality Street near High Street (outside the North Berwick Fry) and in the Kirk Ports Car Park. Details for the western section of High Street (between Market Place and Church Road) are still to be confirmed but there will be no reduction in dedicated blue badge bays and consideration will be given to improving provision for blue badge holders (on the street or nearby).</p>
<p>Minority ethnic people (includes Gypsy/Travellers, migrant workers)</p>	<p>The experience of users in the study may vary based on ethnicity. The Engagement Plan identifies ethnic groups in the area and aims at engaging with representatives to understand barriers relating to skin colour, nationality, language spoken and country of origin. This process will inform concept designs.</p> <p>The proposals will aim to bring benefit to all users. A future Behaviour Change Plan should include an assessment of the barriers to walking and cycling faced by ethnic groups.</p>

³ <https://www.transport.gov.scot/publication/inclusive-design-in-town-centres-and-busy-street-areas/>

Refugees and asylum seekers	The scheme is seeking to promote active travel which is a low cost option for people who are generally surviving on a low income. The scheme seeks to promote access to goods and services and will generally have a positive impact for refugees and asylum seekers.
People with different religions or beliefs (includes people with no religion or belief)	The designs are intended to bring benefit to all users regardless of religion / belief. A stakeholders' consultation event will help identify and address further barriers.
Lesbian, gay, bisexual and heterosexual people	The experience of users in the study may vary based on sexuality. The Engagement Plan identifies the relevant groups in the area and aims at engaging with representatives to understand sense of safety relating to sexuality. It is recommended that a workshop for lesbian, gay, bisexual and heterosexual people is undertaken to focus on these issues.
People who are unmarried, married or in a civil partnership	The scheme is not considered to negatively impact on people if they are unmarried, married or in a civil partnership.
<p>Those vulnerable to falling into poverty</p> <ul style="list-style-type: none"> • Unemployed • People on benefits • Lone Parents • Care experienced children and young people • Carers (including young carers) • Homeless people • Those involved in the community justice system • People with low literacy/numeracy • Families with 3 or more children • Those with a child/ children under 1 	<p>The proposals will aim to improve the experience of the place regardless of people's economic status so that all can enjoy the North Berwick High Street and benefit physical and mentally.</p> <p>The proposals will promote the use of active travel in North Berwick, which is a low-cost and accessible transport option for people who are vulnerable to falling into poverty.</p>

<p>Geographical communities</p> <ul style="list-style-type: none"> • Rural/ semi rural communities • Urban Communities • Coastal communities • Those living in the most deprived communities (bottom 20% SIMD areas) 	<p>It is acknowledge that some people in North Berwick, and nearby settlements have a degree of reliance on the car. The scheme will still promote a thriving High Street with ample opportunities for parking nearby.</p>
<p>People with communication needs:</p> <ul style="list-style-type: none"> • Gaelic Language Speakers {refer if necessary to the Council’s Gaelic Language Plan} • British Sign Language (BSL) users {refer if necessary to the Council’s BSL Plan} • English as a Second Language • Other e.g. Deafblind, Plain English, Large Print 	<p>Not applicable to the design</p>

2.5 Are there any other factors which will affect the way this policy impacts on the community or staff groups?

No

2.6 Is any part of this policy/ service to be carried out wholly or partly by contractors?

If yes, how have you included equality and human rights considerations into the contract?

Yes, in the future and this will be built into the contract.

2.7 Have you considered how you will communicate information about this policy or policy change to those affected e.g. to those with hearing loss, speech impairment or English as a second language?

2.8 Please consider how your policy will impact on each of the following?

<p>Equality and Human rights</p>

- Promotes / advances equality of opportunity e.g. improves access to and quality of services
- Promotes good relations within and between people with protected characteristics and tackles harassment
- Promotes participation, is inclusive and gives people control over decisions which affect them
- Preserves dignity and self-respect of individuals (does not lead to degrading treatment or stigma)
- Builds support networks, resilience, community capacity

Comments:

Improves pedestrian access to shops and services on the High Street, including for protected characteristics groups

Socio-Economic Disadvantage / reducing poverty

- Maximises income and/or reduces income inequality
- Helps young people into positive destinations
- Aids those returning to and those progressing within the labour market
- Improves employability skills, including literacy and numeracy
- Reduces the costs of taking part in activities and opportunities
- Reduces the cost of living

Comments :

Improves pedestrian access to employment on the High Street, including for protected characteristics groups

Tackling Climate Change

- Reduces the need to travel or increases access to sustainable forms of transport
- Minimises waste / encourages resource efficiency / contributes to the circular economy
- Ensures goods / services are from ethical, responsible and sustainable sources
- Improves energy efficiency / uses low carbon energy sources
- Protects and/or enhances natural environments / habitats / biodiversity
- Promotes the transition to a low carbon economy
- Prepares and/or adapts communities for climate change impacts

Comments:

Strongly aligns to tackling climate change by encouraging short, local trips to be walked or cycled

Corporate Parenting and Care Experienced Young People

- Impacts on care experienced young people
- Provides opportunities or reduces opportunities to participate in activities which are designed to promote the wellbeing of young people
- Adversely affects the wellbeing of young people
- Adversely impacts on outcomes for care experienced young people

Comments:

No negative impact

Section 3. Action Plan

What, if any changes will be made to the proposal/ policy as a result of the assessment?

Changes to be made	Expected outcome of the change	Resources Required	Timeline	Responsible person

For consideration of the Head of Service

Can you identify any cumulative impacts on equality groups or vulnerable people arising from this policy, when considered alongside other changes across other services?

Sign off by Head of Service

Name:

Date: