

# Integrated Impact Assessment – Summary Report

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

Interim report	X	Final report	
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## 1. Title of proposal

### Travelling Safely

Trial retention of on-street cycle lanes to promote active travel, pedestrian priority areas and new or extended bus lanes at various locations, to support public transport services and reduce journey times.

(The Travelling Safely scheme has retained many of the previous Spaces for People measures introduced during the Pandemic to help meet longer-term Council objectives. These measures are not related to the pandemic and are considered to support active travel, improve accessibility for pedestrians and improve public transport services.)

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

Travelling Safely is the project name for the retention of many Spaces for People (SfP) measures that were introduced as a public health response in 2020 and 2021 to help people to physically distance, travel safely and exercise during the COVID-19 pandemic.

In November 2021 the Transport and Environment Committee approved a proposal to undertake a trial retention of many existing SfP measures across the City, as an experiment to see how these interventions could help pedestrian, cycle and bus movement.

Supporting people to continue to be able to walk and cycle safely is an important policy objective in the context of the Council's long-term objectives outlined in the [City Mobility Plan and its supporting information on delivery actions for Active Travel, Public Transport, Road safety and Parking](#)).

It is hoped the plans we are taking forward will:

- encourage more people to switch to sustainable ways to travel
- make it more pleasant, easier and safer for people to explore their local area
- support City Centre businesses by providing more space for people
- improve road safety
- improve our health and well being
- reduce carbon dioxide emissions, to help the city achieve its [net zero carbon aims by 2030](#).

Currently interventions are located at the following locations:

**City Centre:**

- Cockburn Street
- South St David Street
- Victoria Street
- Waverley Bridge

**Segregated cycleways or pedestrian/cycling routes:**

- A1 Corridor (including London Road)
- Buccleuch Street / Causewayside
- Braid Road pedestrian crossing, junction and modal filter
- Broughton Street
- Comiston Road
- Craigmillar Park Corridor
- Crewe Road South
- Drumbrae North
- Duddingston Road
- Duddingston Road West
- Ferry Road
- Fountainbridge / Dundee Street
- Gilmerton Road
- Lanark Road
- Mayfield Road
- Meadowplace Road
- Meadows to Greenbank Quiet Connection
- Old Dalkeith Road
- Pennywell Road, Muirhouse and Silverknowes Parkway
- Queensferry Road
- Slateford Road

**Spaces for Exercise and access to parks and green space:**

- Arboretum Place
- Cammo Walk
- King's Place
- Silverknowes Road (north section)
- Silverknowes Road (south section)
- Stanley Street / Hope Street
- Seafield Street
- West Shore Road

The schemes due to be retained are currently in place under Experimental Traffic Regulation Orders (ETRO) for a maximum 18-month period. This updated IIA is proposed to consider the impact of the continued trial and possible scheme retention.

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

The previous Spaces for People engagement process was approved by Councillors at the Policy and Sustainability Committee on 14 May 2020. Due to the emergency nature of the project implementation no public consultation was undertaken, however a process of Notification was adopted to let Councillors and Stakeholders know and comment on each scheme proposal.

In May and June 2022 a non-statutory public engagement exercise was undertaken for three weeks to replicate the requirements of the previous Experimental Traffic Regulation Order (ETRO) process. The purpose of this engagement was to seek informal representations regarding the restrictions and prohibitions that augment or facilitate the individual measures.

The outcome of this engagement was reported to the 1<sup>st</sup> September 2022 Transport and Environment Committee seeking approval to progress with the formal ETRO process.

Approval was granted and on the 21<sup>st</sup> of November five area-based ETROs were made to commence the Trial (maximum 18-month period).

During the first 6-months of the trial, the Authority is required to formally allow individuals or organisations to offer comment, object or express support for the relevant traffic orders. However, due to discrepancies in the original ETRO documents, the Orders had to be readvertised before formal consideration could be given to the representations received.

Due to the complexities of preparing the individual ETRO drawings and documents and to ensure that no discrepancies were present, the new ETROs were not advertised concurrently and instead have had staggered consultations periods and 18-month trials.

At the time of updating this IIA, the 6-month consultation period for the last (South) area-based ETRO was still ongoing.

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

The Authority understands the legal responsibility on public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions.

The trial retention of Travelling Safely measures is expected to help individuals make alternative travel choices across the city. It is anticipated that individuals may be able to make use of cheaper forms of transport as an alternative to private car or public transport where appropriate and available. The provision of cycle infrastructure is not seen as a significant intervention in this context but could

assist with journey planning and offer alternative travel choices.

## **5. Date of IIA**

Last updated on 11 April 2025.

## **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)**

<b>Name</b>	<b>Job Title</b>	<b>Date of IIA training</b>
Dave Sinclair	Transport and Environment Manager	
Andrew Easson	Active Travel Implementation Manager	
Phil Noble	Senior Team Leader	
Sarah Feldman	Transport Officer	2021
Andres Lices	Senior Project Manager	21/11/2023

## 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 – where available use disaggregated data	<p>Census 2021</p> <p>Census 2011</p> <p>National Records for Scotland 2017 Mid year estimates</p> <p>Scottish Index of Multiple Deprivation (SIMD)</p> <p>Joint Strategic Needs Assessment (CEC, 2015)</p>	<p>The City of Edinburgh has one of the fastest growing populations of any city in the UK. In the ten years to 2020, Edinburgh's population grew by 12.3% from an estimated 469,930 to an estimated 527,620 people. In the same time, Scotland's population grew by 3.9%. Although the city has a lower share of its population over 65 years of age (12%), the wider city region has a significantly higher share (22%) than Edinburgh and Scotland (19%).</p> <p>Based on 2011 Census Data the wards with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total population reporting health conditions. The City Centre had the lowest proportion (22%).</p> <p>The population of those age groups most vulnerable to the effects of air pollution, children (0-15) and older people (65+) - grew by 11.1% and 17% respectively. By 2043 the proportion of these age groups (0-15 and 65+) will represent almost half of the population in Edinburgh (to 47.6%).</p> <p>The most deprived communities are in the peripheral areas of the city (including Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre.</p>
Data on service uptake/access	<p>Census 2011</p> <p>Walking and Cycling Index 2023: Edinburgh.</p> <p>Wheels for Wellbeing 2020.</p>	<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 Scotland monitored transport</p>

Evidence	Available – detail source	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
	Hands Up Scotland Survey 2023	<p>trends during the COVID-19 outbreak in 2020 and 2021. This information provides a snapshot of travel across main modes during the recent period:</p> <p>For the period 19 - 25 April 2021, compared with the same period in 2019, we saw:</p> <ul style="list-style-type: none"> <li>• Walking journeys up by 15%</li> <li>• Cycling journeys up by 10%</li> <li>• Concessionary bus journeys down by 55%</li> <li>• Rail journeys down by 80%</li> <li>• Ferry journeys down by 75%</li> <li>• Air journeys down by 80%</li> <li>• Car journeys down by 20%.</li> </ul> <p>Current travel patterns are observed to be significantly different from the pre-pandemic situation. The purpose of the trial is to consider the success, or otherwise, of the schemes promoted under the ETROs.</p> <p>The most common method to travel to school is walking (41.3%), followed by private motorised travel (22.5%), bus (16.4%) and cycling (4.7%).</p> <p>The combined percentage of school pupils travelling actively to school, either by walking, cycling, scootering or skating, is 49.3%.</p> <p>Uptake increases where infrastructure is delivered, however access is still limited.</p> <p>21% of residents want to drive less, yet 28% of residents often use a car because no other transport options are available.</p> <p>Only 22% of residents cycle regularly.</p> <p>More than half of residents think that cycling is not safe in their local area, more than two thirds think cycling is not safe for children in their local area.</p>

Evidence	Available – detail source	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation	Scottish Index of Multiple Deprivation (SIMD)	<p>Transport accessibility is lowest around the periphery of the city, for example, Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.</p> <p>The temporary measures have provided increased space for walking and cycling in the following areas which are ranked in the highest % SIMD:</p> <ul style="list-style-type: none"> <li>• Muirhouse/Pilton</li> <li>• Murrayburn</li> <li>• Gilmerton</li> </ul> <p>Providing such space has the potential to bring increased opportunities for community members to travel actively, and to experience the benefits to physical and mental health of walking, wheeling and cycling for everyday journeys.</p>
Data on equality outcomes	<p>Bike Life (Sustrans, 2017)</p> <p>Hands Up Scotland Survey 2023</p> <p>Transport and Travel in Scotland 2017</p>	<p>According to Sustrans 2019, 28% of men in Edinburgh are likely to cycle at least once a week compared to only 16% of women.</p> <p>There is a significant difference in the share of the population who cycle at least once a week, between those with a disability (15%) and those that do not have a disability (24%).</p> <p>There is also a substantial disparity in cycle uptake among ethnic groups, 11% of people from ethnic minority groups are likely to cycle compared to 23% of white people.</p> <p>There are concerns around the safety of cycling in Edinburgh, including better road quality, better lighting, improving routes and facilities for safe cycling and reducing levels of traffic on roads.</p> <p>From the most recent Sustrans Hands Up school travel survey, 22.5% of Scottish school pupils stated they normally travelled to school using only</p>

Evidence	Available – detail source	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
		<p>private motorised mode of travel and 49.3% who normally used active modes.</p> <p>Women, BAME communities and other groups with protected characteristics remain less likely to cycle than white males. 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>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.</p> <p>In the city black and minority ethnic (BAME) communities, women and over 65s are underrepresented when it comes to cycling.</p> <ul style="list-style-type: none"> <li>• Female – 37%</li> <li>• Over 65 – 6%</li> <li>• BAME – 3% (8% of City population)</li> </ul>
Research/literature evidence	<p>UK and International Evidence showing beneficial economic impacts to businesses where space for walking and cycling is priorities</p> <p>Cycling for everyone: A guide for inclusive cycling in cities and towns</p> <p>Active Travel Framework, 2019</p> <p>The Health Foundation, 2021</p>	<p>Beyond the pandemic, it is important that towns and cities adapt to the challenges associated with the climate emergency and the need to decarbonise transport and the ways people move around urban areas.</p> <p>The Council's approved City Mobility plan and Circulation Plan are key policy documents to support a transition from carbon related transport and sustainable modes of transport.</p> <p>The City Mobility Plan notes that, "Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities."</p> <p>According to the Active Travel Framework (2019), active travel can lead to healthier, fairer, and more environmentally friendly communities.</p>



Evidence	Available – detail source	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
	<p>Edinburgh's Public Realm Strategy</p> <p>The Economic Strategy</p> <p>City Plan 2030</p> <p>City Centre Transformation</p> <p>Low Emission Zone</p> <p>City Mobility Plan</p> <p>National Transport Strategy</p> <p>2050 City Vision</p> <p>The Edinburgh Street Design Guidance</p>	<p>Environments where cycling, and walking are practical choices will be safer for everyone, promote healthy living choices, treat, and prevent disease and reduce health inequalities. A key focus of the framework will be to ensure that walking and cycling are viable choices for all.</p> <p>The Health Foundation (2021) states that active travel is linked to improvements in physical and mental health, and wellbeing. Certain socio-economic groups, such as people on low incomes, are less likely to have access to a private vehicle and are more reliant on public transport or active travelling. Therefore, improving infrastructure for active travel can help addressing inequalities.</p> <p>The Travelling Safely programme trials support these policies and seek to deliver improvements on the streets that make them welcoming and accessible for all non-motorised users. The Edinburgh Street Design Guidance promotes active travel usage including prioritising improved conditions for pedestrians especially disabled people.</p>
Public/patient/client experience information	<p>Consultation &amp; Engagement</p> <p>Previous SfP Market Research</p>	<p>Previous market research showed majority support for each of the scheme types: schools; protected cycle lanes on main roads; shopping streets; city centre; space for exercise/leisure; quiet connections.</p> <p>Levels of overall support were as follows:</p> <ul style="list-style-type: none"> <li>• Schools 65%</li> <li>• City centre 61%</li> <li>• Protected cycle lanes on main roads 59%</li> <li>• Shopping streets 59%</li> <li>• Spaces for exercise/leisure 51%</li> <li>• Quiet connections for day to day cycling with reduced traffic 45%</li> </ul> <p>In the consultation, concerns were raised over the way the temporary measures</p>

Evidence	Available – detail source	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
	Travelling Safely Mobility Workshop	<p>were implemented, particularly with minimal consultation ahead of changes being made.</p> <p>Stakeholders raised negative impacts when considering kerbside access for people with reduced mobility and/or sight loss when travelling by car.</p> <p>Some businesses reported that the measures have brought difficulties in receiving deliveries, due to a reduction in available road space for parking and loading.</p> <p>Sample size for market research = 600 Responses to individual consultation = circa 18,000 Responses to business consultation = 181</p> <p>Stakeholders identified negative impacts with regards to floating parking associated with footway access from the carriageway and trip hazards related to the segregation units.</p> <p>The reduction on blue badge parking opportunities across the schemes was also raised as a concern.</p>
Evidence of inclusive engagement of people who use the service and involvement findings	June 2022 non-statutory engagement results	<p>Results from the non-statutory engagement undertaken in Summer 2022 and project recommendations can be found online.</p> <p>Accessibility:</p> <ul style="list-style-type: none"> <li>• Many items of street clutter were removed during the previous SfP programme with contributions from Living Streets Edinburgh</li> <li>• The process towards recommending the ETROs has included broader non-statutory engagement to seek views and representations from the public</li> <li>• Acknowledging that people, particularly those who may have mobility issues, made fewer journeys in lockdown</li> </ul>

Evidence	Available – detail source	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
		<ul style="list-style-type: none"> <li>The Council has taken care not to introduce obstructions around pedestrian crossings, used high reflective materials, providing Blue Badge parking adjacent to cycle routes</li> </ul> <p>Heritage:</p> <ul style="list-style-type: none"> <li>The Council has carried out monitoring activities to see how the measures work as traffic patterns have settled over recent years.</li> <li>Concerns with visual appearance of measures, which were due to the emergency nature of installation, are understood and will be considered should schemes be considered for permanent retention.</li> <li>Co-design welcomed going forwards, looking at best practice and design standards</li> <li>Concern over bollards in conservation and World Heritage site and time is needed to look at solutions which are affordable and acceptable in the sense of a longer-term appearance</li> </ul> <p>Business:</p> <ul style="list-style-type: none"> <li>The current trial measures retained near businesses include pedestrian priority areas, cycle segregation and road closures to promote safe access for cyclists and pedestrians.</li> <li>Many businesses have been contacted directly either by letter drop or by an individual as part of scheme development</li> </ul> <p>Emergency services:</p> <ul style="list-style-type: none"> <li>All the main emergency services were informed during the installation phases of the previous SfP schemes and have also been included in the formal ETRO process.</li> <li>Designs have ensured that</li> </ul>

Evidence	Available – detail source	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
	Travelling Safely Mobility Workshop	<p>emergency access can be maintained - e.g. width of roads or space for vehicles to pull in to allow safe passage of emergency response vehicles</p> <p>The Edinburgh Access Panel were consulted in the production of the criteria used for recommendations around retention and changes were made in line with discussions. However, it is accepted the loss of kerbside parking and access remains an issue for the Panel.</p> <p>A Mobility workshop involving representatives from a range of organisations, namely Scottish Pensioners Forum, Edinburgh Access Panel, Equality and Rights Network, Mobility and Access Committee for Scotland and Guide Dogs was conducted as part of the monitoring and evaluation plan for the programme. Recommendations will be considered as part of the trials and potential retention of the measures.</p>
Evidence of unmet need	<p>2015/17/19 Bike Life Study</p> <p>Walking and Cycling Index 2021 and 2023: Edinburgh.</p>	Demand for better cycling infrastructure is high – 64% of respondents 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.
Good practice guidelines	<p>Designing Streets (2010)</p> <p>Edinburgh Street Design Guidance (2015)</p> <p>Mobility and Access Committee for Scotland (MACS)</p>	<p>The trial has sought to follow best practice guidance such as Designing Streets and Edinburgh Street Design Guidance.</p> <p>The guidance documents used during the design development phase (mainly during the SfP programme) are noted below:</p> <ul style="list-style-type: none"> <li>• Edinburgh Street Design Guidance</li> <li>• Sustrans SfP Guidance</li> <li>• Roads for All – a good practice guide</li> <li>• Traffic Signs Manual</li> <li>• Traffic Signs Regulations and</li> </ul>

<b>Evidence</b>	<b>Available – detail source</b>	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
		<p>General Directions 2016</p> <ul style="list-style-type: none"> <li>Roads for All – a good practice guide</li> </ul> <p>The purpose of making use of all the noted guidance and regulations is to ensure that design layouts and schemes are compliant and safe for all road users.</p>
Risk from cumulative impacts	<p>Low Emission Zone</p> <p>City Mobility Plan</p> <p>City Plan 2030</p> <p>Edinburgh City Centre Transformation</p>	<p>The schemes included in this trial are not considered to contribute to any significant cumulative impact on pedestrians, cyclists or motorists across the city.</p> <p>The impact of future policies or individual schemes, in their relationship to the Travelling Safely trial, are yet to be determined. All measures align with approved Council wide policies like the City Centre Transformation and the City Mobility Plan, which have their own Integrated Impact Assessments.</p> <p>During the period of these trials it is acknowledged that other projects or programmes may have an impact on all road and pavement users.</p>

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

<b>Equality, Health and Wellbeing and Human Rights and Children's Rights</b>	<b>Affected populations</b>
<p><b>Positive</b></p> <p>1. Improved mental and physical health due to increased uptake in active travel (including walking and cycling). People should feel safe when using our roads and accessing green space. Access to amenities and social connection should be promoted and offer greater travel choices.</p> <p>2. Pedestrian priority areas and segregated road space for cycling should encourage people to use</p>	<p>All</p> <p>All</p>

Equality, Health and Wellbeing and Human Rights and Children's Rights	Affected populations
<p>available public spaces safely without fear of traffic conditions and vehicle conflict.</p> <p>3. There are also personal safety benefits to providing additional route options so people can make informed decisions taking into account their feelings of safety &amp; the extent of natural surveillance in terms of number of people around when travelling at day or night, particularly important for women and people travelling alone.</p> <p>4. Creating more favourable crossing facilities can be helpful to those who aren't able to walk too far to find a safe crossing point (for example - Arboretum Place and West Shore Road).</p> <p>5. Introduction of slower speeds restrictions will help improve road safety, encourage people to walk, cycle and make streets more people friendly.</p> <p>6. Some of the trial schemes have been installed in areas of multiple deprivation, including Muirhouse/Pilton, Murrayburn and Gilmerton. Access to amenities and the means to travel where public transport accessibility is poor, important to look at the whole transport system/network to continue to offer options.</p> <p>7. Design solutions to provide reasonable access for business servicing and spaces for blue badge parking.</p> <p>8. Cycling is opened up as a mode of transport for people who have certain conditions who may not be able to drive. Lanes for cycling have been generally installed at 1.5 metre standard widths to provide space for people using adaptive bicycles and trikes.</p> <p>9. Most of the trial infrastructure can be used by everyone and can help improve community links and social interactions, potential to bring new people into active travel.</p> <p>10. Providing the safe measures which facilitate cycling as a means to travel for people making short trips in urban areas.</p>	<p>All; particularly women and people travelling alone</p> <p>All; particularly young people and children and parents/carers; disabled people</p> <p>All</p> <p>All; particularly women and people travelling alone</p> <p>Disabled people; business community</p> <p>Disabled people</p> <p>All</p> <p>Urban communities</p>

Equality, Health and Wellbeing and Human Rights and Children's Rights	Affected populations
<b>Negative</b>	
<p>1. People with disabilities who are reliant on private transport, closing streets may restrict parking for blue badge holders and taxi drop off/pick up. Also as a result of these closures, bus and other transport services may be less accessible and require further distances to connect to and from different transport modes (e.g. transport exchanges at Waverley Bridge). This impact affects all people but especially those with disabilities.</p> <p>2. Partially sighted or blind people, people with low literacy/numeracy or people with English as a second language may not be fully informed of the changes. The Edinburgh Access Panel, RNIB and Guide Dogs Scotland have in the past expressed that blind and partially sighted people have experienced difficulties gaining kerbside access and receiving up to date information about changes.</p> <p>3. If accessibility is not fully considered at the design stage, easy access could be impaired during the trial for those who are mobility impaired, carers or people who are walking with prams/buggies</p> <p>4. Potential negative impacts associated with changes to traffic patterns, noise and air quality on people's health.</p> <p>5. Impact on families who may rely on private car to travel as a group. Measures are designed to help families to feel safer when traveling in ways other than private cars or public transport.</p> <p>6. Increased parking pressures particularly for blue badge holders, blue badge holders may not be aware that parking on double yellows is allowed.</p> <p>7. Conflict between road users at present, potential hazards of temporary infrastructure suited to the short term. For example, Handicabs mentioned that installation of bollards has made it more difficult to gain kerbside access for entry and exit</p>	<p>Disabled people</p> <p>Disabled people; people with low literacy/numeracy; minority ethnic families; non-English speakers</p> <p>Disabled people, carers and people with prams and buggies</p> <p>All</p> <p>People travelling with children; pregnant women; older people</p> <p>Disabled people</p> <p>All, Disabled people</p>

Equality, Health and Wellbeing and Human Rights and Children's Rights	Affected populations
<p>for people with disabilities, and as such increased safety risk to staff and passengers and considerable disruption to traffic caused by need to stop in running lanes.</p> <p>8. Access to amenities and the means to travel where public transport accessibility is poor, having potential to negatively impact people travelling into the city from rural areas and the choices available to them.</p> <p><b>Suggested Mitigations</b></p> <p>In response to 1, 3, 5, 8, - These impacts will depend on the location of any measures and could be mitigated by the provision of dedicated disabled parking in close proximity. Attention should be given to making sure enforcement (for example of traffic speed, parking/cycling on pavements) is effective. All trial measures were subject to a detailed design and risk assessment process. Ensure schemes follow relevant design guidelines to maximise access. Ensure designs consider impact on the wider road network. The designs are based on the layouts in the Edinburgh Street Design Guidance which have been through detailed risk assessment.</p> <p>A dispensation was put in place for permit holders in every Controlled Parking Zone to park in Pay and Display bays within their own zone as a means to mitigate any parking reduction or migration.</p> <p>Specific to 1, should street closures be made permanent, careful consideration will be given to improve the accessibility of transport mode exchanges as part of the permanent plans.</p> <p>In response to 2, 7 - Visual maps can help to communicate, noting the GIS Atlas mapping does meet accessibility requirements and can be used going forwards. Representatives of appropriate organisations have been contacted regarding the current ETRO trials. The communications plan will include the promotion of routes/journeys to seek to encourage people to make trips which could be made by active/sustainable</p>	<p>Rural/semi-rural communities</p>



<b>Equality, Health and Wellbeing and Human Rights and Children's Rights</b>	<b>Affected populations</b>
<p>transport by these means, with links with the Council's People and Place programme where appropriate.</p> <p>In response to 4 – There is a potential for the measures to cause short term changes to local traffic patterns that may have an effect to air quality, this will continue to be monitored in line with the Council's Air Quality Action Plan.</p>	

<b>Environment and Sustainability including climate change emissions and impacts</b>	<b>Affected populations</b>
<p><b>Positive</b></p> <ol style="list-style-type: none"> <li>1. The proposals may reduce greenhouse gas emissions and pollution as a result of reduced traffic and increased active travel.</li> <li>2. The proposals may help plan for the future climate change/achieving carbon neutrality by Edinburgh's target of 2030 and promote sustainable forms of transport as modal shift may be achieved to more sustainable modes.</li> <li>3. Improved opportunities to access greenspace and improved sense of place &amp; community.</li> <li>4. Supporting leisure trips to coastal areas, improving quality of life for citizens, and encouraging economic activity at coastal locations, for example, Cramond, Granton and Silverknowes.</li> <li>5. Spaces for exercise measures have been retained to open up a new choice of destinations for people, which has potential to encourage footfall at quieter areas of the city</li> </ol>	<p>All</p> <p>All</p> <p>All</p> <p>Coastal communities</p> <p>All</p>
<p><b>Negative</b></p> <ol style="list-style-type: none"> <li>1. Potential negative impacts to the environment associated with changes to traffic patterns, noise and air quality.</li> </ol>	<p>All</p>

Environment and Sustainability including climate change emissions and impacts	Affected populations
<p>2. The visual appearance of the temporary measures has been reported as a concern in the consultation and engagement exercise. Cockburn Association put forward the point of view that interventions should be “place-led” rather than “transport-led”, and this was echoed by Better Edinburgh for Sustainable Transport (BEST).</p> <p>3. Indirectly, in some rural or natural locations where road closures have been implemented and there is no regular passive surveillance, fly-tipping activity may increase.</p> <p>4. Areas with cycle lanes may negatively impact the ability to carry out loading at the kerb side. These activities in turn may migrate to neighbouring streets which may experience changes to traffic patterns, noise and air quality.</p> <p><b>Suggested Mitigations</b></p> <p>In response to 1 – The schemes carried forward into the ETRO trial have generally been in operation for 4 years now. As part of the Monitoring and Evaluation Plan, data will assist to gauge any changes to traffic patterns, noise or air quality and help to inform specific mitigation actions. The statutory consultation will allow local views to be known that may also assist to inform these mitigation actions.</p> <p>In response to 2 – The majority of segregation units have been removed from the City Centre World Heritage Site and project officers are aware of the visual impact of temporary segregation units in other Conservation areas. The period of the trial is expected to be 18-months, should measures be considered for permanent retention in Conservation areas, other more appropriate infrastructure may be used.</p> <p>In response to 3 – Fly-tipping activities are illegal. The Council runs regular campaigns to report and reduce fly-tipping across the City.</p>	<p>Urban communities</p> <p>Rural communities</p>

<b>Environment and Sustainability including climate change emissions and impacts</b>	<b>Affected populations</b>
<p>In response to 4 –</p> <p>Loading migration is expected to take place when removing designated loading areas. It is assumed that loading activities are displaced to areas where this is legal and therefore determined safe and adequate to do so. Each location and street should be assessed for further mitigation measures depending on any specific impacts and their magnitude (e.g. around safety, noise and/or air quality). These could include restricting loading, increasing enforcement patrols or banning certain types of vehicles for example.</p>	

<b>Economic</b>	<b>Affected populations</b>
<p><b>Positive</b></p> <ol style="list-style-type: none"> <li>1. The proposals may help people into positive destinations (including workplaces). Shift workers increased active travel options for travelling there/home</li> <li>2. It is envisaged that the Trial Programme will have a positive impact on retail in line with similar projects delivered elsewhere. Research shows that people travelling actively often spend more during their visit.</li> <li>3. The ETRO trial has included loading and parking areas near shops and businesses.</li> </ol>	<p>Shift workers</p> <p>Business community</p> <p>Business community</p>
<p><b>Negative</b></p> <ol style="list-style-type: none"> <li>1. Areas with cycle lanes may negatively impact the ability of businesses who to carry out loading at the kerb side.</li> <li>2. Businesses and customers (including services such as dental practices and nurseries) reported issues with the loss of parking in reducing the ability of customers to readily access their premises.</li> <li>3. Measures are not on each street in the city, so the impact, positive or negative, is not universal.</li> </ol>	<p>All</p> <p>Business community</p> <p>All</p>

Economic	Affected populations
<p>4. There has not been a great deal of scheme-specific correspondence received from businesses, and so the responses to the consultation are being considered as the main way we can assess the impact of the proposals on businesses. This may or may not accurately present the impacts experienced by business community members</p> <p><b>Suggested Mitigations</b></p> <p>In response to 1, 2 – The project team have designed scheme layouts to include parking and loading arrangements adjacent to shops. The layouts are seen as a balance between providing safe interventions for active travel users whilst supporting local and City Centre businesses.</p> <p>In response to 3 – The Monitoring and Evaluation Plan will engage with local businesses to understand local and broader impacts in traders.</p> <p>In response to 4 – It is expected that further engagement with businesses would take place during the ETRO trial.</p>	<p>Business community</p>

**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?**

The Travelling Safely trial is a programme delivered internally, by officers from the Transport team, with support from external consultants.

The Council's procurement process considers and addresses 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.**

The communications related to the Trial will use a range of methods to reach out to different types of people. Communication will be in plain English and designed to be understood by a range of population groups. The Council's ITS translation service is available for materials to be available in alternative languages including Braille.

Communication channels include media promotion, press releases, Council Twitter and links to a dedicated page on the Council website. This provides a cost-effective way of empowering residents in Edinburgh to share with friends and enable wide distribution of information.

The Council has shared information relating to the Trial with various stakeholders including: the RNIB, Living Streets, Spokes and the Edinburgh Access Panel, to ensure different target audiences are reached.

**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.**

The environmental impacts of the extended Trial are expected to be positive in terms of environmental impact, particularly considering the measures promote active travel.

**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.**

Further user and stakeholder information and evidence will be gathered as part of the ongoing Monitoring and Evaluation Plan.

Scheme users and local communities will be able to offer feedback and views on project success or otherwise for consideration at a future Committee.

**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:**

<b>Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)</b>	<b>Who will take them forward (name and job title)</b>	<b>Deadline for progressing</b>	<b>Review date</b>
Further report or reports to relevant Committee to consider scheme retention and specific mitigation measures to impacts identified as part of the statutory consultations, monitoring activities and this Integrated Impact Assessment.	Andres Lices Active Travel, Senior Project Manager	October 2025	October 2025
Air Quality Review – consider air quality trends on affected routes	Andres Lices Active Travel, Senior Project Manager	July 2025	October 2025
Future project funding to be confirmed for any measures continued during the Trial.	Andres Lices Active Travel, Senior Project Manager	July 2025	October 2025

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

It is acknowledged that kerbside access has been restricted on a number of schemes where cycle lanes are located at the kerb edge. This layout is known to have a negative impact on disabled people who are transported by or drive private cars.

During the monitoring and evaluation phase appropriate stakeholder groups (Edinburgh Access Panel, Living Streets and the RNIB) took part on a Mobility workshop to offer further feedback on the actual impact on people with disabilities over the scope and period of the trial. The panel also suggested specific mitigation measures should the measures were made permanent.

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

A formal Monitoring and Evaluation Plan has been fully developed and undertaken during the trial ETRO. The results of this Plan will be shared, along with the representations received during the formal ETRO consultation period, at a future Committee when scheme retention may be considered.

## **16. Sign off by Head of Service**

### **Name**

Deborah Paton, Head of Transport Strategy and Partnerships (signed electronically)

**Date 2<sup>nd</sup> May 2025**

## **17. Publication**

Completed and signed IIAs should be sent to:

[integratedimpactassessments@edinburgh.gov.uk](mailto:integratedimpactassessments@edinburgh.gov.uk) to be published on the Council website [www.edinburgh.gov.uk/impactassessments](http://www.edinburgh.gov.uk/impactassessments)

**Edinburgh Integration Joint Board/Health and Social Care**

[sarah.bryson@edinburgh.gov.uk](mailto:sarah.bryson@edinburgh.gov.uk) to be published at [www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/](http://www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/)