

## Section 4 Integrated Impact Assessment

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### Summary Report Template

Each of the numbered sections below must be completed

Interim report	X	Final report		(Tick as appropriate)
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#### 1. Title of proposal

Trams from Granton to the Edinburgh Bioquarter and Royal Infirmary of Edinburgh and Beyond.

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

The Council is consulting on an expansion of the tram system. The route would run from Granton, through the city centre, out to the Edinburgh Bioquarter / Royal Infirmary of Edinburgh via Cameron Toll, and into the city region. The route would create a new tram connection from Granton Harbour, moving off-road to West Pilton and Crewe Toll area, where it would then either follow a route via the Roseburn Path (off-route), or a route via the "Orchard Brae corridor" (on-road). The route would connect with the city centre, running on existing tram lines through Princes Street, to connect to a new on-road tram route from North Bridge southwards towards Cameron Toll, then continues towards Edinburgh Bioquarter and the Royal Infirmary of Edinburgh. It could then progress (either as a tram or bus rapid transit) onwards to Musselburgh in East Lothian, and/or Shawfair in Midlothian. Most of the route would be on existing roads infrastructure, with the exception of off-road sections at Granton, though this area has already been designed to accommodate a tram – and with the exception of a potential off-road section along the Roseburn Path. Key changes as a result of the proposal would therefore be:

- reallocation of roadspace where the tram runs on road, impacting on other road users and some changes to how adjacent businesses / properties achieve access (for people and for goods)
- removal of existing greenspace / vegetation in some sections including Granton, Roseburn Path option, and at various points along the southern route on a small-scale
- path space reallocation & introduction of a new mode of mechanised transport on Roseburn Path if this corridor is selected to progress with a tram route though walking, wheeling and cycling access would still be maintained

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

The development of a mass transit system from the north to the south of Edinburgh forms part of a number of key national, regional and city policies that have previously been consulted on, and in many cases, been subject to public scrutiny through public processes e.g. Scottish Parliament. These are listed below along with a link to their associated IIA.

NPF4 IIA: <https://www.gov.scot/publications/scotland-2045-scotlands-fourth-national-planning-framework-draft-integrated-impact-assessment-society-equalities-impact-assessment/pages/6/>

NTS2 IIA: <https://consult.gov.scot/transport-scotland/scotlands-national-transport-strategy-impact-asses/>

STPR2 IIA: <https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/stpr2-strategic-approach/>

SEStran 2035 IIA: <https://sestran.gov.uk/wp-content/uploads/2021/06/2021-06-29-RTS-EqIA.pdf>

SESPan 2035 IIA: <https://www.theiia.org/globalassets/site/foundation/latest-research-and-products/vision-2035-report.pdf>

LDP2030 IIA: <https://www.edinburgh.gov.uk/downloads/file/32598/city-plan-2030>

City Mobility Plan 2030 IIA: <https://www.edinburgh.gov.uk/downloads/file/29635/city-mobility-plan-ii#:~:text=The%20Plan%20will%20improve%20travel,of%20streets%20and%20public%20spaces>.

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

The National Transport Strategy sets out an ambitious vision for Scotland's transport system for the next 20 years. The vision is underpinned by four priorities: Reduces Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing, each with three associated outcomes.

This Strategy was developed following a comprehensive review of the original National Transport Strategy (published in 2006), based on three pillars: collaborative working with partners, engaging with stakeholders and building an evidence base.

[A report to the Transport and Environment Committee on 1 February 2024](#) gives a summary of the work that has been undertaken to date on this project and highlights the social, economic and environmental benefits of an expansion to the tram network.

As a result, it would be deemed strategic under the Fairer Scotland Duty.

#### **5. Date of IIA**

Developed during mid-2025, presented to internal project Board on 30<sup>th</sup> July 2025.

#### **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
Ruth White	Strategy and Development Manager – Transport Strategy and Partnerships	To be completed
Deborah Paton	Head of Transport Strategy and Partnerships Senior Responsible Officer – Trams from Granton to the Bioquarter / Edinburgh Royal Infirmary and Beyond	Joined CEC in Nov 2024 and no formal IIA training yet though EqIA training at Glasgow City Council in last 5 years. CEC IIA training booked for 3 <sup>rd</sup> Sept 2025.
Jamie Robertston	Strategic Transport Manager – Transport Strategy and Partnerships	To be completed

Chris Wilson	Stakeholder, Engagement and Communications Manager - Transport Strategy and Partnerships	May 2025
Victoria Baillie	Transport Officer - Transport Strategy and Partnerships	April 2024
Rowan Simpson	Transport Officer - Transport Strategy and Partnerships	May 2025

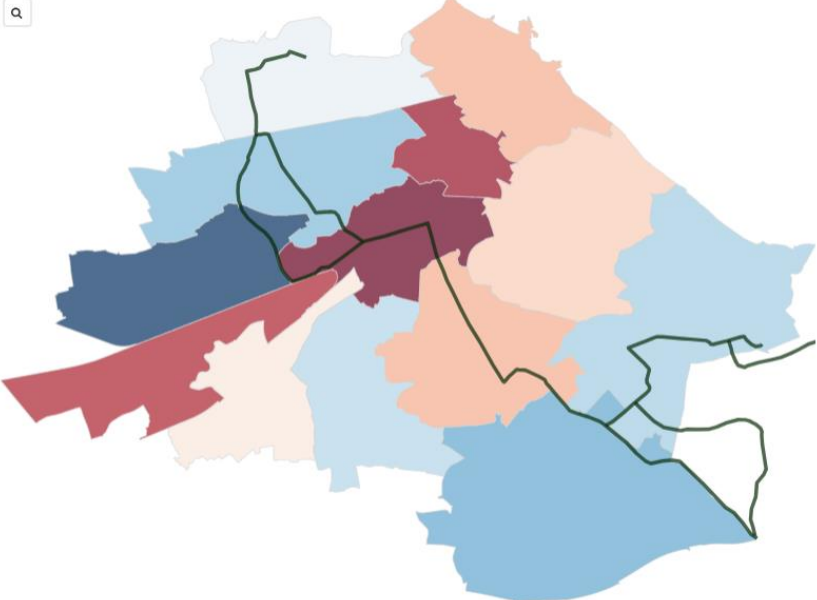
DRAFT

**7. Evidence available at the time of the IIA**

<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?</b>
Data on populations in need	<a href="#">Census 2022</a> <a href="#">National Records for Scotland – Scotland’s Population 2022</a> <a href="#">Scottish Index of Multiple Deprivation (SIMD)</a> <a href="#">Joint Strategic Needs Assessment (CEC)</a> <a href="#">Edinburgh by Numbers 2024</a> <a href="#">Edinburgh Poverty Commission 2020</a>	<p>In the ten years to 2023, Edinburgh’s population grew by 8.4% from an estimated 482,850 to an estimated 523,250 people. In the same time period Scotland’s population grew by 3.2%.</p> <p>Edinburgh and the Lothians has the top three local authorities where population growth has been largest over the last 10 years (2013-2023):</p> <ol style="list-style-type: none"> <li>1. Midlothian (+15.4%)</li> <li>2. East Lothian (+11.6%)</li> <li>3. City of Edinburgh (+8.4%)</li> </ol> <p>This population growth is expected to continue. Population forecasts estimate that the highest population growth of Scotland’s local authorities (2018-2028) will be centred in the southeast of Scotland in the Edinburgh region:</p> <ul style="list-style-type: none"> <li>- Midlothian (+13.8%)</li> <li>- East Lothian (+7.2%)</li> <li>- City of Edinburgh (+6.6%)</li> </ul> <p>Edinburgh’s population shows growth in each age group except for the child population, which also decreased in Scotland by nearly 2%. Both Edinburgh and Scotland saw large increases in the older population. 69% of Edinburgh’s population is of working age (aged 16-64), this is the second highest of Scotland’s local authorities after Glasgow.</p> <p>More people mainly work or study from home around the centre of the proposed tram route (though this does not mean they do not travel at all for commuting or business purposes). Corstorphine/Murrayfield (42.3%), City Centre (41.9%), Inverleith (41.5%) and Southside/Newington (40.9%) wards are all in the top 5 wards for proportion of residents working from home. The furthest extents of the proposed tram route have the lowest proportion of residents working from home in Liberton/Gilmerton (35%) and Forth (35.6%) with higher proportion of residents travelling 5-10km to work in Liberton/Gilmerton (23.7%) and Portobello/Craigmillar (20.8%).</p> <p>Personal Wellbeing is measured across four indicators: Worthwhile, Life Satisfaction, Happiness and Anxiety. Edinburgh’s scores for the first three have improved, with ‘the feeling that things done are worthwhile’ measure at its highest point of the last 10 years. Edinburgh scores higher than the rest of the comparable cities in UK in Worthwhile and Life satisfaction.</p> <p>Most people in Edinburgh self-assess their own health as good or very good (81% of the population). During the period 2019-2023 only 14% of people in Edinburgh said that they did very low levels of activity. The percentage of the population in</p>

Evidence	Available – detail source	<b>Comments: what does the evidence tell you with regard to different groups who may be affected?</b>
		<p>Edinburgh who walk for fitness (76%) is higher than the average for Scotland (71%).</p> <p>85.9% of people in Edinburgh participate in some kind of sport or fitness activity, including walking.</p> <p>Edinburgh has the highest life expectancy and healthy life expectancy compared with other Scottish cities, with female population expected to live to an average of just over 82 years old and male population to 78 years old. Both male and female population spend an average of around 80% of their lives in good health. The percentage of people in relative poverty in Edinburgh continues to sit below the Scottish average but has been slowly increasing in the last 5 years.</p> <p>The proportion of people in Edinburgh who are economically inactive but want a job is lower than the average of major UK cities. Over four fifths (81.9%) of the population between 16 and 64 years are in employment, which is the highest percentage of the eight main cities in UK. The main reasons for being economically inactive in Edinburgh include being a student (38.1%), being looked after (12.9%) and being long-term sick (11.5%).</p> <p>There are almost 61,000 pupils attending state run schools in Edinburgh, 27,000 students attending college and 73,000 attending universities.</p> <p>The average property price in Edinburgh in August 2024 was £336,018 which is higher the rest of major UK cities outside London, except for Bristol. The average property price in Edinburgh has increased by 5.6% over the year to August 2024. The growth has slowed down in most UK cities.</p> <p>A housing emergency was declared in Edinburgh in November 2023 due to significant pressures on the city's housing market, including homelessness rates and housing costs.</p> <p>In June 2025 there were around 5,500 homeless households in Edinburgh being supported in temporary accommodation. These households account for around 10,500 individuals, with around 1,000 of the overall homeless population living in accommodation that is classed as unsuitable.</p> <p>Our current Strategic Housing Investment Plan (<a href="#">SHIP 2025-30</a>) identified a potential pipeline of around 9,000 new affordable homes that could be delivered over a five-year period if sites in private ownership are brought forward, and sufficient public and private investment is made available.</p>
Data on service	Scottish Census <a href="#">2022</a>	In 2023, over 60% of Edinburgh's travel involved walking or public transport, with leisure activities as the primary purpose in

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uptake/access	<a href="#">Tram Patronage 2024</a>  <a href="#">Lothian Bus Patronage 2023</a>  <a href="#">Lothian Bus Patronage 2024 (pg 6)</a>  <a href="#">TomTom Traffic Index 2024 (congestion)</a>  <a href="#">Active travel Edinburgh by Numbers 2024</a>  <a href="#">Edinburgh Walking and Cycling Index 2023, Sustrans</a>  <a href="#">Cycling Scotland data</a>  <a href="#">Hands Up Scotland Survey (Sustrans), 2024</a>	<p>44% of the trips. Public transport satisfaction stood at 86%, more than 20% over the Scottish average and the highest of all the local authorities in Scotland. Despite this good use of sustainable travel, 63% of households owned at least one car.</p> <p>On average, the time spent driving per person in Edinburgh during 2024 was 235 hours, and 94 of them are due to congestion. The extra time added to a 10km commute in Edinburgh represents more than 40% the optimal time.</p> <p>Tram patronage data for 2024 demonstrates that over 12m passengers used the trams, up a third on the previous year. This increase reflected a full year of operation for the Trams to Newhaven section.</p> <p>Lothian Buses reported 116 million passengers in 2024. This is an increase from 2023 (110 million) and 2022 (93.5 million). The 2024 numbers indicate patronage is back up to 94% of pre-pandemic numbers.</p> <p>Car ownership in Edinburgh is lowest in the City Centre (55.4% of households don't have access to a car). More households have access to a car as the route moves south from the centre through Southside (45.2% with no access to a car) to Liberton (30.8%) and Portobello/Craigmillar (33.6%). In the northern section of the proposed route, the proportion of households with no access to a car is above the Edinburgh average (37.7%) – 37.9% of households in Forth ward don't have access to a car (this ward contains the neighbourhoods of Granton and Pilton). The Roseburn and Orchard Brae areas are in electoral wards with higher car access; Corstorphine/Murrayfield (23.1% of households with no car access) and Inverleith (32.1%) respectively. Groups such as young people, older people, women and people from certain ethnic groups are more likely to rely on public transport. Improvements to sustainable travel and public transport options will be most advantageous to those who are less likely to have access to a car.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>Percentage of households with no access to a car or van (by electoral ward) 37.7% of all households in Edinburgh don't have access to a car</p> <p>Lowest % 23.1 39.25 55.4 Highest % (less car ownership)</p>  <p>Source: Scottish Census 2022 • Green line = proposed tram route</p> <p>Regionally, car ownership is higher in the Edinburgh-adjacent local authorities than in Edinburgh:</p> <ul style="list-style-type: none"> <li>• Midlothian (86% of residents own one or more cars)</li> <li>• East Lothian (84%)</li> <li>• West Lothian (76%)</li> </ul> <p>[Edinburgh – 63%]</p> <p>Edinburgh residents use the bus to travel to work more than any of the other local authorities in Scotland (28%). Similarly, Edinburgh has the highest proportion of residents cycling to work (10%) and walking to work (21%), compared to other local authorities.</p> <p>In recent years, data from Cycling Scotland has captured record cycling numbers on new active travel infrastructure including Leith Walk, and locations along the City Centre West to East Link cycle route. This includes West Coates which saw an 83% increase in cycle numbers from January 2024 to 2025. This location is proximal to the Roseburn Path proposed tram route option.</p> <p>The tables below indicate daily average cycle counts across different locations in Edinburgh for winter/autumn (Oct-Mar) and spring/summer (Apr-Sep). This includes data from locations on the proposed tram route alignments as well as available data from other on-road and off-road monitoring locations in</p>



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		<p>Edinburgh. An asterisk denotes the three locations on the proposed tram route options.</p> <table border="1" data-bbox="595 403 1436 748"> <thead> <tr> <th colspan="3">Off-road daily average cycle counts</th></tr> <tr> <th>Location</th><th>Autumn/Winter [2023]</th><th>Spring/Summer [2023]</th></tr> </thead> <tbody> <tr> <td>Middle Meadow Walk</td><td>992</td><td>1224</td></tr> <tr> <td><b>*Roseburn Path</b></td><td>735</td><td>1123</td></tr> <tr> <td>Roseburn to Union Canal path</td><td>n/a</td><td>425 (Apr-Jul 2025)</td></tr> <tr> <td>Lower Granton Road</td><td>252</td><td>418</td></tr> </tbody> </table> <table border="1" data-bbox="595 819 1436 1223"> <thead> <tr> <th colspan="3">On-road (or road-adjacent cycle lane) daily average cycle counts</th></tr> <tr> <th>Location</th><th>Autumn/Winter [2024]</th><th>Spring/Summer [2024]</th></tr> </thead> <tbody> <tr> <td>Leith Walk (McDonald Rd jct)</td><td>n/a</td><td>2280 (May/Sep 2024)</td></tr> <tr> <td>Picardy Place (Omni)</td><td>1432</td><td>1731</td></tr> <tr> <td><b>*South Bridge</b></td><td>n/a</td><td>1419 (Apr-Jul 2025)</td></tr> <tr> <td>West Coates</td><td>616</td><td>832</td></tr> <tr> <td><b>*Dean Bridge</b></td><td>479</td><td>497</td></tr> </tbody> </table> <p>*Signifies count location is on proposed tram route options.</p> <p>A Sustrans route intercept survey estimated that the annual usage of the Roseburn path is 590,000 trips – estimating 970 cycling trips and 640 walking and wheeling trips a day.</p> <p>In 2024, 70.2% of primary school children in Edinburgh travelled actively to school, either by walking, cycling, scootering or skating. 14.5% of primary school children travelled to school via private motorised travel.</p>	Off-road daily average cycle counts			Location	Autumn/Winter [2023]	Spring/Summer [2023]	Middle Meadow Walk	992	1224	<b>*Roseburn Path</b>	735	1123	Roseburn to Union Canal path	n/a	425 (Apr-Jul 2025)	Lower Granton Road	252	418	On-road (or road-adjacent cycle lane) daily average cycle counts			Location	Autumn/Winter [2024]	Spring/Summer [2024]	Leith Walk (McDonald Rd jct)	n/a	2280 (May/Sep 2024)	Picardy Place (Omni)	1432	1731	<b>*South Bridge</b>	n/a	1419 (Apr-Jul 2025)	West Coates	616	832	<b>*Dean Bridge</b>	479	497
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Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	<a href="#">Scottish Index of Multiple Deprivation (SIMD)</a>  <a href="#">Mind the Gap: Tackling Transport Inequalities in Scotland</a>	<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 proposed tram route runs through localities in the north, including Granton and Royston Mains, Granton West and Salvesen, and West Pilton. These data zones are in the most deprived 20% of Scotland with parts of Granton and Royston Mains falling into the most deprived 5% in Scotland (data zone S01008928). At the southern extent, the route also interacts with two other areas within the most deprived 5% in Scotland; Moredun (data zone S01008569) and Niddrie (zones</p>																																							



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	<p><a href="#">Poverty and Income Inequality in Scotland 2021-24 (March 2025)</a></p> <p><a href="#">Child poverty update (March 2025)</a></p> <p><a href="#">NTS Delivery Plan – HIIA – Transport Scotland</a></p> <p><a href="#">End Poverty in Edinburgh Annual Progress Report (2024)</a></p> <p><a href="#">Child poverty in Scotland falls (March 2025)</a></p>	<p>S01008707/8). Within the City Centre ward, the route travels through an area of the Old Town which falls into the most deprived 20% (data zone S01008679 – Old Town).</p> <p>Low-income households are less likely to own a car and often depend on costly or inadequate public transport. In areas with poor transit services, people may feel forced into car ownership, adding further financial strain due to costs like fuel and insurance.</p> <p>Deprivation levels are significantly lower in other wards along the route, Orchard Brae and Ravelston are in the 10<sup>th</sup> decile (least deprived 10%) and areas in Southside/Newington are in the 9<sup>th</sup> &amp; 10<sup>th</sup> deciles (least deprived 20%).</p> <p>Edinburgh's unemployment rate, at 3.4%, is lower than it was ten years ago (5% in 2014) but higher than the last two years (2.9% in 2022 and 2.6% in 2023). The median hourly pay has risen to £19.33 which is the highest of the major UK cities excluding London.</p> <p>17% of Edinburgh population live in relative poverty, compared to 21% across the whole of Scotland.</p> <p>20% of all children in Edinburgh were living in poverty in the period to 2023, the most recent national data shows levels of relative child poverty in Scotland at 22%.</p>
Data on equality outcomes	<p><a href="#">Scottish Census 2022</a></p> <p><a href="#">Equality Outcomes 2021-2025</a></p> <p><a href="#">C40 Cities (gender inclusive climate action in cities)</a></p> <p><a href="#">Women's Safety and Security: A public transport priority</a></p> <p><a href="#">Women and transport</a></p> <p><a href="#">Women's and girls' views and experiences of</a></p>	<p><b>Sex</b></p> <p>There are more females than males both at a national level (51.4% females) and an Edinburgh local authority level (51.6% females). Six of the seven wards which the proposed route runs through have more females than the Edinburgh average. Southside/Newington ward is the top ward for highest proportion of females with 54.6%.</p> <p>Research shows that the majority of journeys on public transport in cities are made by women, taking shorter trips, with multiple stops and at different times of the day to traditional 'peak' commuter hours. Women are increasingly balancing journeys for work and childcare. Women and girls view and experience public transport as being less safe compared to men.</p> <p>In Edinburgh, men are more likely to cycle at least once a week than women (28% men; 16% women). Whereas women are more likely to walk or wheel at least five days a week than men (68% women; 64% men). A Sustrans Route Intercept Survey on the Roseburn path found that 35% of the path users were female and 65% were male.</p> <p>Women's Safety – neighbourhoods</p>

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	<p><a href="#">personal safety when using public transport [Transport Scotland]</a></p> <p><a href="#">Women's Safety in Public Places: Interim Analysis of public consultation July-September 2022</a></p> <p><a href="#">Edinburgh Walking and Cycling Index 2023 [Sustrans]</a></p> <p><a href="#">Equality Evidence Scotland</a></p>	<p>• Top three factors helping women feel safe in their neighbourhoods are good lighting (84%), lots of people around (63%) and the area being well looked after (54%)</p> <p>• Top three factors making women feel less safe in their neighbourhoods are: poor lighting (78%), behaviour of men (72%) and behaviour of younger people (67%)</p> <p><b>Race/ethnicity</b></p> <p>The highest proportion of ethnic minority residents in Edinburgh exist in the Southside/Newington ward (22%) closely followed by the City Centre (21%) and Liberton/Gilmerton is the fourth highest (17%). Corstorphine/Murrayfield ward has the lowest proportion of ethnic minority residents (9%). 54% of ethnic minority households in Edinburgh don't own a car or van. This compares to 35% of White Scottish/White British households. Ethnic minority groups are less likely to have access to a car (though this does vary by ethnic origin) and are more likely to rely on public transport than other groups.</p> <p><b>Disability</b></p> <p>The proposed tram route runs through three of the top five electoral wards with highest proportion of disabled residents (as defined under the Equalities Act 2010); Liberton/Gilmerton (10.5% - highest in Edinburgh), Portobello/Craigmillar (10.1%/2nd highest in Edinburgh) and Forth (8.7%/5th highest in Edinburgh). Residents in these three wards are also more likely to self-assess their general state of health to be bad or very bad (Liberton/Gilmerton – 6.9%/highest in Edinburgh, Portobello/Craigmillar – 6.8%/3rd highest, Forth – 6.0%/5th highest). In Edinburgh, 62% of disabled people think walking or wheeling safety in their local area is good compared to 73% of non-disabled people.</p> <p>Issues facing disabled people or those with long-term limiting illness are often exacerbated by low levels of employment, low income and living in areas of relative deprivation. National data suggests disabled people are slightly more likely to use the bus generally, and more likely to use the bus for compared to adults who are not disabled.</p> <p><b>Age</b></p> <p>Census data indicates a higher proportion of residents are aged 65+ in the Corstorphine/Murrayfield (25%) and Inverleith (19.9%) wards. For older people, the lack of access to public transport services can act as a barrier to accessing key services including healthcare.</p> <p>There is a lower proportion of residents aged 65+ in the City Centre, Forth and Southside/Newington wards where the route</p>

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		<p>is proposed. The City Centre has the highest proportion of residents of working age in the city (84% aged 16-64).</p> <p><b>Religion</b></p> <p>Discrimination, assault or harassment on the basis of religious identity may affect people of certain religious groups more than others, and this may affect their choice to use public transport and public transport facilities. There is also some evidence that access to cars and use of public transport differs by religious group e.g. Sikhs are more likely to have access to a car, whilst adult Muslims are more likely to use a bus once a week compared to the wider population.</p> <p><b>Pregnancy</b></p> <p>Pregnant women or parents travelling with pushchairs and young children may find journeys are uncomfortable or difficult, especially without rest stops.</p> <p><b>Transgender</b></p> <p>Transgender or gender non-conforming people may have concerns about using public transport or public transport facilities, such as toilets, for fear of being harassed or discriminated against.</p> <p><b>Sexual orientation</b></p> <p>People in this group may be concerned about being able to access public transport and public transport facilities, especially at night when these may be poorly lit, for fear of harassment or discrimination.</p>
Research/literature evidence	As above	<p>As above, plus:</p> <p>The Council has approved policies, strategies and guidance which support improvements to public transport. Key citywide documents include:</p> <ul style="list-style-type: none"> <li>• <a href="#">Edinburgh's Public Realm Strategy</a></li> <li>• <a href="#">The Economic Strategy</a></li> <li>• <a href="#">City Plan 2030</a></li> <li>• <a href="#">City Centre Transformation</a></li> <li>• <a href="#">Low Emission Zones</a></li> <li>• <a href="#">City Mobility Plan</a></li> </ul>

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		<ul style="list-style-type: none"> <li>• <a href="#">The Edinburgh Street Design Guidance</a></li> <li>• <a href="#">Women's Safety Factsheet</a></li> <li>• <a href="#">Women's Safety in Public Places Community Improvement Partnership Progress Report</a></li> <li>• <a href="#">National Transport Strategy</a></li> <li>• <a href="#">2050 City Vision</a></li> <li>• <a href="#">The Edinburgh Design Guidance</a></li> <li>• <a href="#">Transport Scotland – Accessible Travel Framework</a></li> </ul> <p>Making public transport accessible is a key component of these policies.</p>
Public / patient / client experience information	<a href="#">Edinburgh by Numbers 2024</a>  <a href="#">City Mobility Plan consultation findings</a>  <a href="#">Edinburgh Walking and Cycling Index 2023, Sustrans</a>  Public transport satisfaction ( <a href="#">Scottish Household Survey 2023</a> )	<p>86% of residents in Edinburgh are satisfied with the public transport provision in the city, including trams.</p> <p>68% of Edinburgh residents would like to see more government spending in their local area on public transport (compared to 26% for driving, 57% on walking/wheeling and 50% on cycling).</p> <p>As part of the City Mobility Plan consultation, 65% of people want to see an expansion to the tram network and 83% want to see a general improvement to public transport in the city.</p> <p>77% of Edinburgh residents think their local area overall is a good place to walk or wheel (49% for cycling).</p> <p>On the Roseburn Path, 97% of route users agreed the route feels safe during the day but only 44% agreed it feels safe after dark.</p>
Evidence of inclusive engagement of people who use the service and involvement findings	<a href="#">City Mobility Plan consultation findings</a>	<p>Consultation data and methodology incorporating Scottish Government guidance National Standards for Community Engagement - The National Standards for Community Engagement are good-practice principles designed to support and inform the process of community engagement and improve what happens as a result. In addition, market research was undertaken as part of the City Mobility Plan consultation:</p> <p>65% of Edinburgh residents want to see an expansion to the tram network and 83% want to see a general improvement to public transport</p>
Evidence of unmet need	<a href="https://www.edinburgh.gov.uk/tramstonewhaven/downloads/download/111/stakehold">https://www.edinburgh.gov.uk/tramstonewhaven/downloads/download/111/stakehold</a>	<p>As with evidence in 'public experience information':</p> <p>65% of Edinburgh residents want to see an expansion to the tram network and 83% want to see a general improvement to public transport</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	<a href="#">er-communications-dashboard</a>  <a href="#">City Mobility Plan consultation findings</a>  <a href="#">Edinburgh Walking and Cycling Index 2023, Sustrans</a>  <a href="#">Transport and Travel in Scotland 2023</a>  <a href="#">Granton Waterfront – Investigation of Parking Controls</a>	<p>68% of Edinburgh residents would like to see more government spending in their local area on public transport (compared to 26% for driving, 57% on walking/wheeling and 50% on cycling) [WACI].</p> <p>76% of car/van commuters in Edinburgh say they could use public transport [TATIS].</p> <p>The proposed tram route would link the Granton Waterfront regeneration to the city centre and beyond to the BioQuarter/Royal Infirmary of Edinburgh. This development is proposed to deliver around 3,500 net zero carbon homes (of which at least 35% will be affordable) with low car ownership (maximum car park provision of 25%). This is based on prioritising current and planned levels of active travel and public transport connectivity. Feedback from public engagement on the Granton Waterfront parking implementation strategy showed a strong desire for more robust public transport links in the area. This development will also increase the population in the area meaning increased need for transport options.</p>
Good practice guidelines	<a href="#">National Standards for Community Engagement</a>  <a href="#">Edinburgh Street Design Guidance</a>  <a href="#">Women's Safety Factsheet</a>	<p>Consultation data and methodology incorporating Scottish Government guidance National Standards for Community Engagement - The National Standards for Community Engagement are good-practice principles designed to support and inform the process of community engagement and improve what happens as a result.</p> <p>The Edinburgh Street Design Guidance provides guiding principles for the development of streets in Edinburgh.</p> <p>As part of the above guidance, a women's safety factsheet has been developed to enable Edinburgh's streets and public spaces to be designed in a way that creates safe, functional and attractive spaces for women and girls, with the overall aim of promoting streets and public spaces that are welcoming, inclusive and accessible for all. It should be used by practitioners who design, alter or construct streets within the City of Edinburgh Council area.</p>
Carbon emissions generated/reduced data	Multi-Criteria Assessment Framework (MCAF) (Link to be added)	This will give top line comparative information on CO2 emissions depending on construction methodology. This will be addressed in further detail as part of Outline and Final Business Cases should approval be given to proceed.
Environmental data	Multi-Criteria Assessment Framework	The MCAF and Ecology reports produced for this consultation will give some environmental data.

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	<p>(MCAF) (<a href="#">Link to be added</a>)</p> <p>Ecology Reports (<a href="#">Link to be added</a>)</p> <p><a href="#">Edinburgh Biodiversity Action Plan</a></p> <p><a href="#">City Mobility Plan Strategic Environmental Assessment (February 2021)</a></p>	<p>A full Environmental Impact Assessment would take place at Outline Business Case should approval be given to proceed. There are 144 parks in the city, 38 of which have Green Flag status (48% of the total for Scotland).</p> <p>Relevant details provided as part of the City Mobility Plan Strategic Environmental Assessment</p>
Risk from cumulative impacts	<p><a href="#">Edinburgh Low Emission Zone</a></p> <p><a href="#">City Mobility Plan 2030</a></p> <p><a href="#">Future Streets Edinburgh</a></p> <p><a href="#">City Centre Transformation Strategy</a></p> <p><a href="#">City Plan 2030</a></p>	<p>Cumulative impacts may occur relating to the Low Emission Zone, City Mobility Plan 2030, City Centre Transformation and City Plan 2030. Focus on equalities and inclusion will remain strong as policies are further developed and implemented</p>
Other (please specify)	No	
Additional evidence required	No	

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

<b>Equality, Health and Wellbeing and Human Rights</b>	<b>Affected populations</b>
<p><b>Positive</b></p> <p><u>During construction</u></p> <ul style="list-style-type: none"> <li>• Employment opportunities (internships, placements, traineeships as outlined in the project's procurement contract).</li> <li>• Learning opportunities (placements, archaeology, etc)</li> <li>• Community benefit initiatives</li> </ul> <p><u>Post construction</u></p> <ul style="list-style-type: none"> <li>• Expanded public transport provision promoting greater travel choice across the city</li> <li>• Trams are on the whole an accessible form of transport, and can accommodate individuals with disabilities, older adults and families with young children ensuring equitable access to public transport</li> <li>• Links to the walking/wheeling/cycle network will be improved where possible</li> <li>• Bicycles can be accommodated on trams giving more opportunities for integrated active travel journeys</li> <li>• Less reliance on private vehicles</li> <li>• Those living in areas with higher levels of deprivation usually experience higher levels of pre-existing health conditions, and increasing active travel in urban areas can contribute significantly to the reduction of obesity and related health conditions. Research also shows people who use public transport tend to be more physically active.</li> <li>• Greater integration with Lothian Buses making it easier to switch between modes, integrated ticketing options are also better for low incomes</li> <li>• Trams are proven to encourage mode shift, this can only help reduce vehicle emissions that exacerbate respiratory conditions and improve air quality.</li> <li>• Overall tram is a quieter form of transport compared to motor vehicles</li> <li>• New projects provide the opportunity for associated improvements e.g. open space betterment, improved public realm, upgrading existing infrastructure</li> <li>• Opportunities to improve areas along the route to make walking/wheeling easier</li> <li>• Improved personal safety with CCTV and Customer Liaison Officers on board</li> <li>• Secure connection into local communities fostering sense of improved wellbeing and security.</li> <li>• Increased overlooking and improved lighting as tram moves along route from a public safety perspective</li> </ul>	<p>Older people Men Women Young people Disabled people Ethnic minorities Refugees People affected by poverty Coastal communities Businesses Council staff LGBTQI+</p>



- Potentially less congestion as the need to use private vehicles is reduced though this is in the context of continued population and jobs growth in Edinburgh and the wider city region (mass transit will contribute to reducing the negative transport impacts of this growth)
- Encouraging people on to trams can reduce injury rates from road collisions and incidents.
- Local artist involvement where possible to promote distinctive identity
- Improved connectivity into an integrated public transport system will help prevent social isolation.
- Improved access to public transport provides equity in terms of accessing job, health and education facilities.
- Tram serving major healthcare locations as well as bus means greater choice in accessing hospitals and healthcare services

## Negative

### During construction

- Increased noise and vibration
- Visual intrusion impact on those residents who live near route and spend greater proportion of time in their homes such as older people and those with care responsibilities
- Reduced parking / loading provision for customers and businesses
- Varying impacts on active travel provision depending on which route is selected
- Diverted foot and cycle paths during the construction site
- Potential strategic and localised road network impacts
- Increased dust from construction impacting air quality
- Possible temporary impacts on street cleansing regime
- Potential public uncertainty around progress
- Out of hours working
- Temporary diversions may cause localised issues with air quality
- Increase in heavy vehicle traffic during construction might have impact on cyclists/pedestrians and raise risk of collisions
- Those reliant on specific routes may experience diversions which might impact access to employment, education, and healthcare

### Mitigation:

- Under previous tram projects a [Code of Construction Practice](#), which is enshrined in the Trams Act 2006, outlines how construction must stay within limits stipulated in the Act.
- Alternative active travel provision would be identified and signposted.

- Pedestrian access will be maintained as far as possible. If this is not possible, a suitable alternative will be provided and signposted.
- A construction strategy will be created to ensure that major changes to traffic management is minimised
- Dust barriers will be erected at key times during construction, and a dust control plan could be developed.
- Additional provision will be employed to ensure the area remains as clean and as tidy as is possible. Early engagement with Council Colleagues in Waste.
- A Communications and Engagement Strategy will be developed that uses several ways for residents, businesses and stakeholder organisations to find out how the project is progressing and its impact on them.
- Open for business campaign to promote affected businesses
- Temporary parking and loading bays would be identified where possible to support customers and local businesses. Lessons learnt from Trams to Newhaven project would suggest logistic hubs are situated on the route to help businesses and residents with deliveries and despatches.
- Out of hours working is by exception and is only allowed following discussion with the Council's Environmental Health team.
- CCTV being re-installed in areas post construction. Possible temporary CCTV provision put in place.
- Temporary lighting deployed if required.

#### Post construction

- Some loss of natural habitat where vegetation impacted, and potentially on Roseburn Path green corridor in particular, as well as potentially on Granton off-road sections and selected parts of southern route section near BioQuarter/Royal Infirmary of Edinburgh. This may impact on health and wellbeing, and how previously green corridors / spaces feel to people using them.
- Some loss and/or constriction of current active travel provision in sections depending on route selection (applies to Roseburn Corridor and Orchard Brae, and route south to Cameron Toll, with active travel infrastructure on Cameron Roll to BioQuarter potentially redeveloped as part of the project). If OB route selected, the main active travel connection between Crewe Toll area and city centre will be via Roseburn Path, which may have personal security impacts for some users particularly at night. If Roseburn Path is selected, active travel provision will still be available on this path but it will be in a more constrained space, and will feel different and busier, and may impact on how certain population groups use

<p>this corridor e.g. children, older people. Alternative active travel provision would be available in southern sections.</p> <ul style="list-style-type: none"> <li>• Less parking / loading available for businesses and their customers</li> <li>• Health and safety concerns for cyclists and pedestrians raised during previous on-street tram projects</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• First stage of consultation will give an opportunity for residents, businesses and stakeholders to give their views on the project. All submissions will be reviewed and responded to as part of a report to Transport and Environment Committee early 2026. Further rounds of consultation will take place should the project progress.</li> <li>• Consultation gives residents and businesses an opportunity to give their views on proposed parking and loading provision.</li> <li>• Operational protocols would be used by Edinburgh Trams to minimise risk to pedestrians and cyclists where these interact with tram lines. Lessons learnt and cyclist campaign will be undertaken to advertise how to cycle safety around trams. Barriers will be put in place along Roseburn Path to keep non-motorised users separate from tram operations.</li> <li>• Agree specific habitat and species mitigation and replacement strategies during development of project.</li> <li>• Include funding for quality active travel connections as part of project where connections impacted</li> <li>• Look at creating passenger interchange at the Royal Infirmary of Edinburgh to make multi-modal trips easier</li> <li>• </li> </ul>	
<p><b>Environment and Sustainability including climate change emissions and impacts</b></p> <p><b>Positive</b></p> <p><u>Post construction</u></p> <ul style="list-style-type: none"> <li>• Increased housing / business development within the area</li> <li>• Low emission form of transport to support better air quality</li> <li>• Low emission form of transport to support carbon reduction</li> <li>• Greater integration with wider public transport network (buses, Rail), delivering an integrated public transport system for the city and the region</li> <li>• Promotes less reliance on private car use</li> <li>• Overall tram is a quieter form of transport supporting less disruption to wildlife compared to motor vehicles</li> </ul>	<p><b>Affected populations</b></p> <p>Older people Men Women Young people Disabled people Ethnic minorities Refugees People affected by poverty Coastal communities Businesses Council staff LGBTQI+</p>

<ul style="list-style-type: none"><li>• Extended public transport network under integrated ticketing systems in Edinburgh providing a more convenient sustainable transport offer</li><li>• Biodiversity</li><li>• Soil quality</li><li>• Water quality</li><li>• Flood risk management</li><li>• Heritage – including archaeology</li></ul> <p><u>During construction</u></p> <ul style="list-style-type: none"><li>• Reduction in traffic in the area as a result of construction works</li><li>• Increase in active travel as a result of the construction works</li><li>• Biodiversity</li><li>• Soil quality</li><li>• Water quality</li><li>• Flood risk management</li><li>• Heritage – including archaeology</li></ul> <p><b>Negative</b></p> <p><u>Post construction</u></p> <ul style="list-style-type: none"><li>• Biodiversity</li><li>• Soil quality</li><li>• Water quality</li><li>• Flood risk management</li><li>• Heritage – including archaeology</li></ul> <p>Mitigation:</p> <ul style="list-style-type: none"><li>• Under previous tram projects, the <a href="#">Code of Construction Practice</a> stipulated that, in the event of a tree being removed, it must be replaced on a 2 for 1 basis with a tree of similar stature within the vicinity. Similar safeguards could be stipulated by the Council to maintain and enhance ecology as part of the project.</li><li>• Agree specific habitat and species mitigation and replacement strategies during development of project to maximise species diversity for any compensatory planting.</li><li>• Early and ongoing engagement with Council colleagues in Parks and Greenspaces, Planning (Biodiversity) and Flood Risk Management, and with external bodies to manage issues around biodiversity, soil quality, water quality and flood risk management.</li><li>• Heritage impact assessment work will be undertaken to mitigate impact if identified including if archaeology is found</li><li>• Climate adaptation measures can be built into the project in future stages of detailed design e.g. flood</li></ul>	
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<p>management, sustainable drainage, planting, sustainable materials Pruning of trees rather than cutting</p> <p><u>During construction</u></p> <ul style="list-style-type: none"> <li>• Increase in construction traffic in the area</li> <li>• Noise, vibration and dust</li> <li>• Removal of trees during construction</li> <li>• Disturbance to wildlife</li> <li>• Spills on site</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• Under previous tram projects, all works conformed to the <a href="#">Construction Code of Practice</a> in relation to noise, vibration and dust. Sound or dust barriers to be used at key points of construction.</li> <li>• Any tree that has to be removed will be replaced on a 2 for 1 basis with a tree of similar stature in the vicinity.</li> <li>• How will spills on site be tackled?</li> <li>• How will construction traffic impact be mitigated?</li> <li>• How will disturbance to wildlife be mitigated?</li> <li>• How will heritage be protected during construction inc. archaeological remains/find etc?</li> <li>• Use of sustainable construction methods where possible</li> </ul>	
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<b>Economic including socio-economic disadvantage</b>	<b>Affected populations</b>
<p><b>Positive</b></p> <p><u>During construction</u></p> <ul style="list-style-type: none"> <li>• Employment opportunities during construction through both contractors.</li> <li>• Construction workers buying from local businesses</li> <li>• Community benefits workstream supporting various initiatives in the area</li> <li>• Apprentices required as part of Construction contract</li> <li>• Local artist involvement where possible</li> <li>• Potential Business support to be explored</li> </ul> <p><u>Post construction</u></p> <ul style="list-style-type: none"> <li>• Employment opportunities – links to key employment areas in the city and increased economic activity and opportunities within the city and city region.</li> <li>• Improved transport links to affordable housing</li> <li>• Access to healthcare facilities for staff who rely on public transport for getting to work</li> <li>• Improved access to education by sustainable and affordable modes of travel</li> <li>• Improve connectivity for those in the city that do not own or have access to a car and encourage use of public transport.</li> <li>• Affordable mode of transport</li> </ul>	<p>Older people Men Women Young people Disabled people Ethnic minorities Refugees People affected by poverty Coastal communities Businesses Council staff LGBTQI+</p>

<ul style="list-style-type: none"> <li>• Free travel for older people and under 22s contributing to reducing poverty amongst these age groups</li> <li>• The construction of the project will increase footfall in the area and make it more accessible to people from across the city. This has the potential to increase business turnover</li> <li>• Typically faster journey times compared to conventional bus making public transport travel more efficient.</li> <li>• Local artist involvement where possible to support creative industries</li> <li>• Trams have been proven to trigger investment, as reliable, high capacity transport is important to many industries. It can accelerate build rates, and support higher densities which are more space efficient (less car parking). It can support secondary economic benefits with service industries emerging to support new housing and employment areas.</li> </ul> <p><b>Negative</b></p> <p>During Construction</p> <ul style="list-style-type: none"> <li>• Reduced footfall due to disruption along the route may affect businesses</li> <li>• Reduced access to businesses and services for customers</li> <li>• Construction activity may result in a negative perception for those visiting the area</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Engage with businesses throughout projects and try to incorporate mitigation on loading where impacts are identified</li> <li>• Open for Business campaigns run by the project.</li> <li>• A Communications and Engagement Strategy will be developed that uses several ways for businesses to find out how the project is progressing and its impact on them.</li> <li>• Temporary parking and loading bays would be identified where possible to support customers and local businesses.</li> <li>• Lessons learnt from Trams to Newhaven project would suggest logistic hubs are situated on the route to help businesses and residents with deliveries and despatches</li> </ul> <p>Post Construction</p> <ul style="list-style-type: none"> <li>• The introduction of improved transport infrastructure may result in the increase in house prices in the area.</li> </ul>	
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<ul style="list-style-type: none"><li>• The introduction of improved transport infrastructure may result in the increase in rental costs in the area.</li><li>• The introduction of improved transport infrastructure may result in the increase in businesses costs in the area.</li><li>• Impacts on loading/parking opportunities</li><li>•</li></ul> <p>Mitigation</p> <ul style="list-style-type: none"><li>- The Council is continuing to deliver more affordable housing in the city, and tram will indeed facilitate this, particularly at Granton.</li><li>- Any increase in business costs may be offset by economic benefits of tram infrastructure e.g. improved accessibility by customers and employees.</li><li>- Loading and parking will be carefully considered in each stage of project design, and whilst it may be more limited on-street, endeavours will be made to still provide loading opportunities in particular for businesses.</li></ul>	
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**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?**

Yes, this will form part of the procurement strategy should the project proceed to construction. Documents such as the [Code of Construction Practice](#) will inform construction methodology and ensure environmental and sustainability issues are clear.

**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 project will develop a Communication and Stakeholder Strategy to inform residents, businesses and stakeholders of progress on all workstreams. These communications are undertaken in the following way:

- a) Project webpages
- b) Council's social media channels (twitter, Instagram and LinkedIn)
- c) 'Happy to Translate' availability

**11. Is the 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.**

The technical reports produced for this consultation addresses some of the environmental issues surrounding the project. In the event that the project proceeds to Outline Business Case a full Environment Impact Assessment will be undertaken.



## 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.

## 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
A 12-week consultation will take place from August – November 2025. This IIA has informed the approach to that consultation and associated MR e.g. spatial areas to ensure engagement / research is reaching, specific efforts to engage with certain population groups. This will be documented in the consultation report.	Chris Wilson, Stakeholder, Engagement and Communications Manager - Place	August 2025	November 2025

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

No

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

This Integrated Impact Assessment will be continuously monitored and ongoing analysis done on responses to the consultation while it is ongoing to ensure an appropriate level of response from all sectors of society.

## 16. Sign off by Head of Service/ NHS Project Lead

Name Deborah Paton, Head of Transport Strategy and Partnerships

Date 24<sup>th</sup> July 2025

## 17. Publication

Completed and signed IIAs should be sent to

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

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