

Integrated Impact Assessment – Summary Report

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

1. Title of proposal

One-Way Street Exemptions for Cyclists

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

One-way streets in Edinburgh will become two-way for cyclists where it is safe to do so.

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

Public engagement in the project is limited to the public consultation that is part of the Traffic Regulation Order statutory process.

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

No, this proposal is not considered strategic under the Fairer Scotland Duty.

5. Date of IIA

This IIA has been produced in May 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)

Name	Job Title	Date of IIA training
Andres Lices	Senior Transport Officer (Lead officer)	
Eileen Hewitt	Transport Officer	09/05/2019
Kerstin Parker	Transport Officer	n/a
Bethany Warburton	Transport Officer (Report writer, project lead)	n/a

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you about different groups who may be affected and to the environmental impacts of your proposal
Data on populations in need	Census 2011 & 2022	<p>The City of Edinburgh has one of the fastest growing populations of any city in Scotland. The city has a lower share of its population over 65 years of age (16%) than the Scottish average (20.1%).</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 reporting health conditions. The City Centre had the lowest proportion (22%).</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	Census 2011 Edinburgh WACI 2023	<p>In Edinburgh, of residents aged 16-74 in employment, 4.3% cycled to work in 2011, an increase of 1.3% from the 2001 census. This is much higher than the Scottish average of 1.4% which didn't increase.</p> <p>In Edinburgh, of people aged 4 or over who are studying, 2.9% cycled compared to the Scottish average of 1.0%.</p> <p>45% of Edinburgh residents cycle, while 22% of residents cycle at least once a week. This has decreased from 47% and 26% in 2021 respectively.</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>
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	National Records of Scotland – Population Estimates by SIMD Edinburgh WACI 2023 SIMD	<p>30% of Edinburgh is ranked as SIMD decile 10, with another 36% ranked as 6-9. Only 12% of the city is ranked in the lowest two deciles.</p> <p>Cycling by socioeconomic group in Edinburgh</p> <ul style="list-style-type: none"> • 27% of AB • 19% of C1 • 17% of C2 • 10% of DE <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>

Data on equality outcomes	Edinburgh WACI 2023	<ul style="list-style-type: none"> • In Edinburgh, 11% of people from ethnic minority groups cycle compared to 23% of white people. • 15% of disabled people cycle compared to 24% of non-disabled people. • 16% of women cycle compared to 28% of men. • 6% of people 66+ cycle, 23.8% of people aged 16-65. • 25% of LGBTQ+ people cycle compared to 21% of non-LGBTQ+ people. <p>57% of Edinburgh residents have access to a cycle: 44% of socioeconomic group DE and 67% of socioeconomic group AB.</p>
Research/literature evidence	Contraflow cycling on Edinburgh's one-way streets – feasibility study summary report	A case study within the feasibility report found that contraflow cycling facilities in London attracted more vulnerable cyclists who are less likely to cycle aggressively.
Public/patient/client experience information	WACI 2023	<p>Only 30% of residents think that their streets are not dominated by moving or parked motor vehicles.</p> <p>65% of residents would like more cycle paths along roads that are physically separated from traffic and pedestrians.</p>
Evidence of inclusive engagement of people who use the service and involvement findings	Spokes comments on Leith Connections ETRO	<p>Spokes gave the following feedback in regard to the one-way streets exemptions that have been implemented as part of the Leith Connections project.</p> <p>“This is work has been done to a very high standard and make it attractive to cycle, especially for the less confident. Some concerns have been expressed with regards drivers not expecting oncoming cyclists, especially on rounding bends. However, we feel that the measures that have been implemented are sufficient to make drivers aware of this potential and that the cyclists have a right to be there, thus avoiding potential conflict. We hope that drivers will get used to the contraflow cycling on these one-way streets and that this can become the norm. if any trouble spots are highlighted then we would support the use of traffic calming measures.”</p>
Evidence of unmet need	No	Anecdotally it is known that cyclists contraflow along one-way streets even when not permitted to do so, demonstrating a need for formal contraflow.
Good practice guidelines	Edinburgh Street Design Guidance - C5	https://www.edinburgh.gov.uk/downloads/file/24959/c5-contraflow-cycling

	Contraflow Cycling on One-Way Streets	This project has followed Edinburgh Street Design Guidance.
Carbon emissions generated/reduced data	Air quality monitoring stations, Scottish Government Monitoring	Transport accounts for just under a third of Edinburgh's emissions. Evidence will continue to be collected on carbon emissions/air quality by the Council and the Scottish Government.
Environmental data		While no detailed data is available, it is proven that promoting the use of active modes of transport over motor vehicles has many environmental benefits.
Risk from cumulative impacts	No	
Other (please specify)	Road Safety Audit	A combined Stage 1/2 Road Safety Audit (RSA) will be undertaken for all sites prior to implementation, and a Stage 3 RSA will be undertaken post implementation.
Additional evidence required	No	

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

Equality, Health and Wellbeing and Human Rights	Affected populations
Positive <ul style="list-style-type: none"> The project aims to reduce barriers to cycling for everyday journeys. Some of the sites include upgraded crossing to meet street design guidance which makes them easier to use. Cyclists are known to already contraflow along one-way streets even when it is not formalised. This scheme formalises it, ensuring safer cycling conditions and making other road users aware of it. Cycling has both physical and mental health benefits, therefore making it easier for more people has the potential to improve the health of residents. 	<p>All, though especially those less likely to cycle.</p> <p>All, disabled people.</p> <p>Cyclists</p> <p>All</p>
Negative <ul style="list-style-type: none"> Changes to junctions may impact some groups more than others, e.g. visually impaired people who might have learnt to cross the road in a certain way. Some parking spaces will be lost which may impact those less able who have more need of a private car. However, parking needs to be removed due to road safety considerations. 	<p>Visually impaired, children</p> <p>Those less able</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<ul style="list-style-type: none"> Potential for more street clutter, though this is being minimised wherever possible e.g. using existing posts for signage Potential for perceived conflict between pedestrians and cyclists in shared spaces 	<p>Disabled people, people pushing pushchairs /wheelchairs</p> <p>All Pedestrians including Disabled people, people pushing pushchairs /wheelchairs</p>

Environment and Sustainability including climate change emissions and impacts	Affected populations
<p>Positive</p> <p>Increasing route options encourages more people to cycle, promoting a more sustainable transport mode over private emitting vehicles. It is expected that this will help to improve air quality for all and reduce carbon emissions.</p>	All
<p>Negative</p> <p>Some resources will be used to deliver this project, but minimum interventions have been proposed.</p>	

Economic	Affected populations
<p>Positive</p> <p>By encouraging people to make everyday journeys without the need to use a car, this project will help reduce the costs associated with travel and open up travel to a greater proportion of the community, thereby aiding access to employment.</p>	All
<p>Negative</p> <p>During construction there may be a negative impact on retail in the area. However, the work will only have a short duration and will result in increased permeability for cyclists.</p>	Local businesses and residents

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?

Project Construction will be carried out by consultants and contractors. These issues will be dealt with within the terms of the relevant contract.

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 CEC webpage and Council social media channels will be used to convey key pieces of information, such as traffic management measures which may have potential to cause disruption.

Emails will be sent to key stakeholders, councilors and communities to inform them of the works and improvements taking place.

11. Is the plan, programme, strategy or policy likely to result in significant environmental effects, either positive or negative?

No

12. Additional Information and Evidence Required

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

n/a

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	Deadline for progressing	Review date
Minimise pavement clutter while ensuring appropriate signage is provided. We will be liaising with Royal Mail to remove redundant Royal Mail Holding Boxes on the footway to reduce clutter/obstacles for pedestrians	Joseph Taylor, Transport Officer	Batch 1&2, 25/26 Batch 3&4, 25/26	Ongoing
If required, consider signage to encourage responsible movement in shared spaces such as Rose Street (it should however be noted that cyclists can already legally cycle one way on Rose Street and vehicles also have access at certain times of the day).	Joseph Taylor, Transport Officer	Batch 1&2, 25/26 Batch 3&4, 25/26	Ongoing
Ensure new crossing designs meet standards	Joseph Taylor, Transport Officer	Batch 1&2, 25/26 Batch 3&4, 25/26	Ongoing
Ensure loss of parking is minimised	Joseph Taylor, Transport Officer	Batch 1&2, 25/26 Batch 3&4, 25/26	Ongoing

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?

n/a

16. Sign off by Head of Service

Name Deborah Paton (signed electronically)

Date 12th May 2025

17. Publication

Completed and signed IIAs should be sent to:

integratedimpactassessments@edinburgh.gov.uk to be published on the Council website www.edinburgh.gov.uk/impactassessments

Edinburgh Integration Joint Board/Health and Social Care

sarah.bryson@edinburgh.gov.uk to be published at www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/