

# 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

## 1. Title of proposal

Edinburgh Visitor Levy- City Operations and Infrastructure Investment Stream

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

The Edinburgh Visitor Levy [Final Scheme](#) was approved in January 2025 and agreed that levy funds are to be used for:

- Administration costs for the Council
- Housing and Tourism Mitigation (£5m per annum)
- Participatory Budgeting (£2m over 3 years)

The remaining funding is then split between the following investment streams:

- City Operations and Infrastructure (55%)
- Culture, Heritage and Events (35%)
- Destination and Visitor Management (10%)

[The Visitor Levy \(Scotland\) Act 2024](#) stipulates that the net proceeds of a Visitor Levy must be spent on facilitating the achievement of the Scheme's objectives, which must "develop, support and sustain facilities and services which are substantially for or used by persons visiting for leisure or business purposes (or both)".

This IIA examines the impacts of the proposed projects due to be funded under the City Operations and Infrastructure (COI) investment stream.

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

Extensive stakeholder engagement, consultation and surveys have been carried out in relation to the Visitor Levy in Edinburgh including:

- [Consultation on the Edinburgh Transient Visitor Levy](#) (Oct – Dec 2018)
- Stakeholder engagement with industry networks, individual representatives from various organisations, and local political party groups starting from [August 2023](#) to March 2024
- [Survey for visitors and residents](#) – Nov 2023 – Jan 2024
- Formal, public consultation was carried out from 23 September 2024 – 15 December 2024. The results can be found [here](#).

A number of the proposed COI projects have originated from the City Mobility Plan. Consultation took place in July 2023 on the [Delivery of Edinburgh's City Mobility Plan](#). This consultation included resident focus groups, stakeholder workshops and public drop-in events.

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

Yes

**5. Date of IIA**

Interim IIA Workshop: Thursday 18<sup>th</sup> September

**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
Ella Thomas	Project Manager- Visitor Levy	September 2025
Lauren Blair	Project Manager- Visitor Levy	July 2025
Deborah Paton	Head of Transport Strategy & Partnerships	September 2025
Sean Gilchrist	Transport Manager	
Katie Weavers	Business Growth & Inclusion Talent Lead-Equality, Diversity and Rights Advisor	

## 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
Summary of Visitor Levy	<p><a href="#">Visitor Levy (Scotland) Act</a>, AND <a href="#">A Visitor Levy for Edinburgh: Update on progress and stakeholder engagement</a> March 2024</p> <p>AND <a href="#">A Visitor Levy for Edinburgh – Draft Scheme</a> August 2024</p>	<p>The Visitor Levy allows a portfolio of programmes which will be carried out with revenue generated by the Visitor Levy. Following the deduction of administration and contingency costs, a fixed annual amount could be assigned to:</p> <p>Housing and tourism mitigation (£5m annually); and Participatory budgeting (£2m over 3 years, approx. 2% of total available funds).</p> <p>Accommodation providers will also be entitled to a reimbursement of 2% of the levy funds they have collected.</p> <p>The remaining funds could then be invested in three themes: City Operations and Infrastructure (50%); Culture, Heritage and Events (35%); and Destination and Visitor Management (15%).</p> <p>Further information can be found within the <a href="#">Visitor Levy IIA</a>.</p>
Data on populations in need – where available use disaggregated data	<p><a href="#">Edinburgh by Numbers 2024</a></p> <p><a href="#">Equality and Diversity Framework 2021-2025</a></p>	<p>Edinburgh has one of the fastest growing populations of any city in the UK, with the population projected to have increased by a further 12% by 2043. There has also been a significant increase in the other population.</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</p>



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	<a href="#">Social Index of Multiple Deprivation Report 2020</a>	<p>social-economic groups may be more likely to plan trips during the off-peak season.</p> <p>The majority of the proposed COI projects are within the City Centre. Almost 40% of the data zones of the city centre are within the least deprived classification and 4% in the most deprived.</p> <p>A project is proposed at Cramond Foreshore, this sits within the Almond ward. 11% of the population of Almond are within on of the 20% most deprived areas and 45% of the population in the least deprived area.</p> <p>COI proposes a scheme in Portobello. The Portobello/Craigmillar ward has 34% of the population in a most deprived area and 26% in least deprived.</p>										
Data on equality outcomes	Market Research on visitors November 2018 for Council’s consultation on Transient Visitor Levy	<p>There is a general lack of demographic data relating to Overnight visitors to Edinburgh and the owners or managers of overnight accommodation providers in Edinburgh.</p> <p>Some evidence is available from a sample of visitors in 2018 that shows the age profile of visitors to Edinburgh varies during the time of year reflecting price variations, with a younger age profile more likely to visit in the off-season compared to the peak summer months.</p> <table><tr><td>Summer:</td><td></td></tr><tr><td>16-34 year</td><td>32%</td></tr><tr><td>35-54 years</td><td>39%</td></tr><tr><td>Over 55s</td><td>29%</td></tr><tr><td>Base Number</td><td>561</td></tr></table>	Summer:		16-34 year	32%	35-54 years	39%	Over 55s	29%	Base Number	561
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	<p data-bbox="555 891 799 1077"><a href="#">Scottish Tourism Index – Making Tourism More Accessible</a> January 2024</p> <p data-bbox="555 1554 783 1850"><a href="#">Women's and girl's views and experiences of public safety when using public transport. (Transport Scotland)</a></p>	<p data-bbox="826 383 1383 853">Autumn: 16-34 year 38% 35-54 years 41% Over 55s 20% Base Number 323</p> <p data-bbox="826 600 1383 853"><i>Note: the data above was collected using quota sampling method using age and gender and is therefore not a representative sample of the population, however it may be useful to determine the differences between summer and autumn visitors.</i></p> <p data-bbox="826 891 1358 1111">The Scottish Tourism Index from January 2024 details the views of Scottish households living with health conditions and impairments on the current barriers they face when travelling for leisure.</p> <p data-bbox="826 1149 1342 1480">It should be noted that the figures relate to Scottish people living with disabilities and their experiences of barriers to leisure travel. There is no data relating to travel to Edinburgh specifically, but the report notes that 42% of those interviewed named Scotland as their first choice of destination.</p> <p data-bbox="826 1518 1366 1917">Women's safety- Neighbourhoods The 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%). The top three factors for making women feel less safe in their neighbourhoods are: poor lighting (78%), behaviour of men (72%) and behaviour of younger people (67%)</p>
Research/literature evidence	<a href="#">Visitor Levy IIA</a>	During the development process of the Visitor Levy scheme, a body of evidence has been used to inform and

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>
	<a href="#">City Mobility Plan IIA</a> <a href="#">City Plan 2030 IIA</a>	<p>influence the decision making process. This information is highlighted within the <a href="#">Visitor Levy IIA</a>.</p> <p>A significant portion of the proposed projects within the COI investment stream originate from the City Mobility Plan and the City Plan 2030</p>
Public/patient/client experience information	<p>Policy &amp; Sustainability Committee: <a href="#">A Visitor Levy for Edinburgh: Update on progress and stakeholder engagement</a> March 2024</p> <p><a href="#">City of Edinburgh Council: A Visitor Levy for Edinburgh- Final Scheme</a></p>	<p>A survey was carried out between 23 November 2023 – 19 January 2024 to gather views from visitors, residents and other members of the public on Edinburgh’s plans to introduce a Visitor Levy. The full report can be viewed on page 13 of <a href="#">the report</a> brought to the Policy &amp; Sustainability Committee on 12 March 2024.</p> <ul style="list-style-type: none"> <li>• 97% of residents and 87% of visitors were aware of the visitor levy.</li> <li>• Overall, the majority of respondents were supportive of introducing a visitor levy in Edinburgh, (85% provided a more supportive rating on a scale of one to ten, and 60% were totally in favour). However, visitors were less supportive (53% provided a more supportive rating on a scale of one to ten, and only 24% were totally in favour).</li> </ul> <p>A formal consultation was undertaken in December 2024. The full feedback can be found within the report brought to Full Council in January 2025.</p> <ul style="list-style-type: none"> <li>• 81% of residents supported the proportion of funding be utilised for COI, or thought it should be more</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>• Businesses and visitors supported other priorities over COI</li> <li>• Residents felt strongly about improving the look, feel and cleanliness of Edinburgh</li> </ul> <p>Consultation has also been carried out through the <a href="#">City Mobility Plan IIA</a> and <a href="#">City Plan 2030 IIA</a></p>
Evidence of inclusive engagement of people who use the service and involvement findings		<p>COI proposals have been consulted on by the Edinburgh Visitor Levy Advisory Forum. The Forum consists of independent parties who represent both communities and industry within Edinburgh.</p> <p>The proposals were also consulted on with Transport and Environment Committee, Culture and Communities Committee, City Centre Ward Councillors and individual party groups, all made up of members who represent the constituent population of Edinburgh.</p> <p>Through the prioritisation process, projects were assessed based on alignment with the Council’s Business Plan, Edinburgh 2030 Tourism Strategy, the City Mobility Plan and the Open Spaces Policy, all of which have been through public consultation.</p>
Evidence of unmet need		See Data on populations in need and data on service uptake
Good practice guidelines	<a href="#">VisitScotland Visitor Levy Guidance</a>	A Guidance document is has been produced by VisitScotland in collaboration with representatives from the tourism industry, COSLA, Scottish Local Authorities and Scottish Government.



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	<a href="#">City Mobility Plan IIA</a> <a href="#">City Plan 2030 IIA</a>	A number of good practice guidelines apply to the projects proposals through the City Mobility Plan and City Plan 2030.  .
Carbon emissions generated/reduced data	<a href="#">Edinburgh Tourism Strategy 2030</a> – January 2020.  <a href="#">City Plan 2030: Environmental Report</a>	Environmental ambitions were set out in the Edinburgh Tourism Strategy 2030: <ul style="list-style-type: none"> <li>• Tourism will proactively contribute to Edinburgh’s transition to net zero carbon emissions by 2030.</li> <li>• Visitors will make more environmentally sustainable choices throughout their visit to the city.</li> <li>• Edinburgh’s tourism businesses will embrace carbon emission and waste reduction as a source of competitive advantage.</li> </ul> <p>The City Plan 2030: Environmental Report identifies, describes and evaluates effects of the choices for City Plan 2030 and considers the environmental effects of development.</p>
Environmental data	<a href="#">Edinburgh by Numbers 2023</a>	Some environmental data on Edinburgh is provided in Edinburgh by Numbers: <ul style="list-style-type: none"> <li>• The percentage of people who believe that climate change is an urgent problem continues to increase and it has reached over 88% in Edinburgh, the highest percentage in Scotland.</li> <li>• Edinburgh has 25 green flag parks in 2023, more than other UK cities, with high resident satisfaction scores (92%) and access to green and blue</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>
		spaces no more than five minutes for 75% of residents.
Risk from cumulative impacts		
Other (please specify)		
Additional evidence required		

**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>
<b>Positive</b> <ul style="list-style-type: none"> <li>Increased sense of safety due to Police presence, lighting in closes, CCTV and the presence of additional staff in the city and Premier Parks in throughout the day and across the week. Also less graffiti creates a more welcoming environment.</li> <li>Improved personal security.</li> <li>Repairing hard landscaping removes trip hazards</li> <li>Widening of footways allows for more accessible walking/wheeling.</li> <li>Creation of accessible toilets and Changing Places makes spaces more inclusive.</li> <li>Improved bus stops encourages safer and sustainable travel.</li> <li>Wayfinding can generate a perception of safety as well as support those without access to digital mapping.</li> <li>Festive lighting can be utilised throughout the year for different occasions/religious events.</li> <li>Development of Premier Parks creates more accessible and free activities.</li> <li>Mobile Hub can support those with substance abuse issues.</li> <li>Green prescribing</li> </ul>	<p>All</p> <p>Older people and disable people</p> <p>All</p> <p>Women/Older people/Low income</p> <p>People with different religious beliefs Families</p> <p>All</p>

<b>Equality, Health and Wellbeing and Human Rights and Children's Rights</b>	<b>Affected populations</b>
<b>Negative</b> <ul style="list-style-type: none"> <li>Heritage assets/materials can be a trip/slip hazard due to uneven surfaces e.g. setted streets.</li> <li>Other streets in the city could benefit from footway widening and maintenance</li> <li>Increase in street furniture through placemaking and HVMS may cause accessibility issues.</li> <li>Increase in external stimulus through lighting and banners for those with sensory sensitivities.</li> <li>Reduced access to specific locations during Summertime Streets</li> <li>Impact of the potential introduction of parking charges at Crammond.</li> <li>Displacement of crime/ antisocial behaviour through increased city centre police presence.</li> </ul>	<p>Older people/disabled people</p> <p>All</p> <p>Disabled people</p> <p>Low income</p> <p>All</p>

<b>Environment and Sustainability including climate change emissions and impacts</b>	<b>Affected populations</b>
<b>Positive</b> <ul style="list-style-type: none"> <li>Improved cleaning and new bins reducing litter and pollution</li> <li>Park development and maintenance</li> <li>Increased planting in the city</li> <li>Repurposing depot site into greenspace</li> <li>Promotion of sustainable travel</li> </ul>	All
<b>Negative</b> <ul style="list-style-type: none"> <li>Energy usage through increased lighting.</li> </ul>	All

<b>Economic</b>	<b>Affected populations</b>
<b>Positive</b> <ul style="list-style-type: none"> <li>More inclusive spaces and improved accessibility</li> <li>Freer and safer movement in the city</li> <li>Creation of new jobs/ Reduce pressure on current resource</li> <li>Development of roles</li> <li>Increased nighttime safety</li> <li>Fair use of space</li> <li>Investment in the wider city, improved visitor economy contributions</li> </ul>	<p>Disabled people</p> <p>Employees</p> <p>Local Businesses</p>

<b>Economic</b>	<b>Affected populations</b>
<b>Negative</b> <ul style="list-style-type: none"> <li>Potential introduction of parking charges at Crammond</li> </ul>	Low Income Households

**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?**

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

**10. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

All communications regarding the Visitor Levy will be available on the CEC website. The website content will adhere to communication policy and best practice. Direct communication has been and will continue to be undertaken with stakeholders and members of the public in the form of written communication, meeting, workshops and messages will be issued through the Council's social media channels.

Formats will be designed to be understood by a range of population groups. The Council also offers an Interpretation and Translation service, which provides interpreters and translations to people who cannot speak English, have problems understanding English, or have sight or hearing loss. The translations and interpretations are available in a wide range of different languages including British Sign Language, Braille, Large print and Audio.

**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 recommended projects are not expected to have significant environmental effects.

**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:**

<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>
Installation of flat top crossings at setted streets as part of the renewal process to improve accessibility and mitigate fall risks.	Sean Gilchrist		July 2027
Visitor levy funding to focus on high visitor areas and allow for funding to be utilised for the wider city needs	Visitor Levy Team		July 2027
Ensure footway widths and street furniture installations follow those set out in adopted Council policy and street design guidance, and full consideration is given to ensuring pedestrian movement and accessibility in the provision and placing of street furniture.	Visitor Levy Team		April 2026
Ensure clear communication is developed to highlight where road closures may take place and alternative access routes as well as public transport routes where applicable	Visitor Levy Team		July 2026
Review levels of anti-social behaviour and crime to monitor any potential displacement of activity.	Visitor Levy Team		July 2027

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

N/a

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

This IIA will be continuously monitored as projects progress. Some of the projects proposed will also have individual IIAs. Where any further public consultation is required for individual projects, analysis will be carried out to ensure an appropriate level of response from all sectors of society.

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

**Name Elin Williamson**

**Date 19.11.2025**

## **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)

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