Section 1 What is Integrated Impact Assessment

1.1 Introduction

Chief Executives, Elected Members, Directors, Heads of Service, managers and staff should recognise that the decisions they make every day profoundly influence the health and wellbeing of our diverse community in Lothian.

Integrated Impact Assessment (IIA) aims to enable the partners to meet the legal duties to consider equality, human rights, sustainability and the environment in planning decisions. It also creates an opportunity to identify and tackle unanticipated impacts on wider causes of poor outcomes in our communities, such as inadequate housing, low educational achievement, low income, transport and pollution, poverty, stigma and social inequality.

This guidance to completing the Integrated Impact Assessment has been developed in collaboration between the four local Lothian authorities and NHS Lothian. It takes you through the process of undertaking an IIA. The supporting information document contains additional information on the policy and legal context, recent case law, how to test for relevance, population groups and social and environmental issues and examples of positive and negative impacts.

1.2 Why is Integrated Impact Assessment required?

Assessing impact is an important part of the public sector's decision making process. It is important in developing any proposal to understand how the needs of different groups in the population may differ. IIA is a mechanism which enables you to consider the needs of different groups. It enables us to:

- Develop better policies and practices, based on evidence
- Prevent or mitigate negative impacts on determinants of social and health inequality
- Take joint action on key social policy areas including equality and human rights, poverty and the economy
- Meet legal requirements in relation to equality, climate change, sustainability, the environment and the need to promote human rights, including the rights of children and young people Consider the potential to advance/hinder the wellbeing of children and young people
- Be more transparent and accountable.

We have a legal requirement to assess our proposals for equality impact to ensure that we do not unlawfully discriminate. As partners we have agreed that all new policies, plans or strategies should have an integrated impact assessment which can be used by all partners in Lothian thus reducing duplication of effort and enhancing the assessment process through joint working.

In addition, we are committed to **3 core objectives in relation to equality and rights**:

- To plan services and policies which promote equality of opportunity; eliminate discrimination and harassment; and promote good relations between those with protected characteristics and those with none

- To address broader inequalities. This means we want to ensure that policies meet the needs of all people including children and young people , especially those from population groups that are known to have poorer outcomes

- To identify and address wider impacts on poverty, health and health inequalities in our policies, plans and strategies. For example employment, education, transport, the built environment, purchasing policies, public safety, waste disposal all have wider impacts on people's health, wellbeing and life experience.

We are also committed to 3 core objectives in relation to climate change:

- Reducing greenhouse gas emissions.

- Adapting to the impacts of a changing climate

- Acting sustainably

Once the IIA has been completed, the proposal revised to mitigate any negative impacts which were identified, the IIA has been signed and made available to the public on the internet you will have met your legal requirements to:

- Undertake an Impact Assessment on equality, human rights including the rights of children and young people, the environment and climate change
- Consider sustainability as part of the decision making process
- Identify whether a Strategic Environmental Assessment (SEA) is required
- Ensure that public services and economic decisions promote human dignity for all[1]
- Identify and mitigate against some of the socio-economic factors that have the largest impact on the health and well-being of the local community.

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[1] A human rights based approach emphasises participation, accountability, non-discrimination, empowerment and legality. This has several benefits: upholding the rights of everyone, supporting person-centred services, helping good decision making, improving institutional culture and relationships, ensuring legal compliance and promoting best practice. For children and young people's rights include participation, provision and protection.

1.3   Completing an Integrated Impact Assessment (IIA)

Guidance on the process is given in Section 2. In summary, it involves the following:

1. **Gather relevant data and evidence** about the needs and experiences of people with protected characteristics and those vulnerable to experiencing poverty and ill health in the context of the work you are undertaking.

2. **As a group exercise**, go through the IIA checklist at Section 3 to think critically about how your proposal will meet the needs of and impact on different groups of people including those with protected characteristics[2] and impact on human rights, sustainability and the environment. Consider whether further evidence is needed before making recommendations. This group process should take no longer than two hours.

3. **Review and record** the results of your assessment and plan, take action and set review dates to address any issues identified. This helps towards meeting the specific duty in equalities legislation to mainstream equalities in all the work the public sector is involved in.

4. **Publish** the finalised IIA on your public internet site to comply with equalities legislation.

1.4   Terminology

This guidance uses the term 'proposal' as shorthand for any activity that you undertake as part of the work you do. It should be understood broadly to embrace the full range of your plans, programmes, strategies, policies, criteria, functions, practices and activities, including the delivery of services.

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[2] Protected characteristics under the Equality Act include: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race , religion or belief, sexual orientation and sex.

Section 2 Undertaking an Integrated Impact Assessment

2.1   What should I impact assess?

The first stage is to consider whether a full assessment is required. If you answer yes to any question in the high relevance category, then an IIA is required. If you identify that an IIA is not required then you need to explain why/how you have reached this decision.

High Relevance	Yes/no
The proposal has consequences for or affects people	**Yes**
The proposal has potential to make a significant impact on equality even when this only affects a relatively small number of people	**Yes**
The proposal has the potential to make a significant impact on the economy and the delivery of economic outcomes	**Yes**
The proposal is likely to have a significant environmental impact	**Yes**
Low Relevance	
The proposal has little relevance to equality	**No**
The proposal has negligible impact on the economy	**No**
The proposal has no/minimal impact on the environment	**No**
If you have identified low relevance please give a brief statement of your reasoning and report this to your Head of Service. Please then attach this paragraph to the section in the relevant management or committee report where Impact on Equality is considered.	

NB You should always consider the **cumulative impact** on your services or service reviews. E.g. what is the impact if you make a number of changes across different proposal areas?

For further advice on checking relevance see Section 3 in the Supporting Information.

2.2   When should I do an impact assessment?

Assessing the impact is not an end in itself but should be an integral part of proposal development and decision making. The regulations emphasise that it is the **impact** of applying a new or revised proposal that must be impact assessed.

This means that the assessment process must happen **before** a proposal is finalised, preferably early in its development but when the proposal is clear enough to be able to make a reasonable assessment. If the proposal then changes significantly the IIA may need to be repeated. The assessment cannot be retrospective, or undertaken only near the end of the process, but instead should be seen as integral to the development process and able to inform the consultation process.

For existing policies or strategies, impact assessment should be undertaken when they are being reviewed or amended. The IIA should be undertaken before any changes are agreed.

2.3   Who is _responsible_ for doing an Integrated Impact Assessment?

The people responsible for developing a new proposal, or delivering a service are responsible for undertaking the assessment. Recent legal cases highlight that the duty cannot be delegated – it must be considered by the person with the ultimate responsibility for the proposal or the service and for the decision to implement the proposal. Therefore the relevant Head of Service or NHS Project Lead needs to be aware that the IIA is being undertaken and **must sign off the final document**.

2.4   Participation/Involvement and Evidence

Gather existing evidence on the policy, plan or strategy and how it may affect different groups. **Use Table 6 in Section 4** to summarise what it tells you. **Circulate the completed table to all participants in the group exercise in advance of the IIA meeting so that it can inform the discussion and be reviewed.**

During the meeting the group should consider whether further evidence is needed to understand impacts and inform recommendations. In this case you should identify how this evidence can be collected.

2.5   How to do an Integrated Impact Assessment

Carrying out an IIA is a group exercise. The IIA group should include those involved in developing the policy, plan or strategy and bring together different perspectives on the topic being discussed. A sound understanding of what is proposed is essential to allow the IIA to be completed successfully. At least one member of the group should

have undertaken training on how to undertake an Integrated Impact Assessment. Ideally the group should include:

- the person who wrote the plan, proposal or strategy

- the person who has strategic responsibility for it

- a person who will implement it

- a person with an operational or front line perspective

plus

- it is good practice to invite an employee representative and/or HR colleague particularly where the proposal will have an impact on service delivery or will impact on staffing arrangements or other workforce issues

- unless in exceptional circumstances the group should consist of at least four people to bring a broad perspective, and include people with protected characteristics where there are gaps in evidence

2.6   Identifying impacts

The group should get together to go through the checklist systematically. The checklist is given in Section 3 of this document. It is intended to help you to critically consider the possible impacts on different groups in the community. Your comments should focus on how the policy may impact on different groups in different ways – this is called 'differential impacts' in the checklist.

The checklist asks you to critically consider the impact of the policy on equality, human rights, social, environmental and economic objectives.

IIA is not a way of gathering new evidence or a part of the consultation process. These are separate activities which may help to inform the impact assessment as well as the development of the proposal.

NB A service provided to all people will not necessarily address inequality. It is important to remember that some people will fall into multiple groups e.g. many people will have more than one protected characteristic e.g. age, disability, ethnicity and sex. Some other groups will share the same concerns or barriers to services or participation.

The checklist includes factors that influence people's health, wellbeing and human rights. Health and wellbeing are not only affected by people's individual lifestyles but also by their families, social circumstances and the environment in which they live and work and the amount of control they have over decision making.

The check list is not exhaustive. If you can identify other populations who will be impacted or other kinds of impact, they should be considered here also.

Think about:

- Who is likely to be directly affected by the proposal?

- Who is likely to be indirectly affected by the proposal?

- Is it likely that some people might be excluded from the proposal?

- Are there any unintended consequences for children and young people in a proposal designed for adults?

- How will you communicate with people about what is being proposed?

The Supporting Information document contains information on the legal context and some issues to consider relating to the population groups and issues in the checklist.

2.6.1 Positive Impact

An impact that could improve or support work towards the objectives listed. The positive impact may be different for people with one or more protected characteristic. This is permissible but you must always be able to demonstrate that positive impacts are justifiable in law and do not amount to discrimination, direct or indirect. You can also identify how the work will contribute to advancing equality.

For example: A targeted health improvement campaign for young men between the ages 16 to 24 would have a positive impact on this age group, compared with its impact on other age groups. It would not however have a negative impact on other age groups or women, so long as there is evidence that young men in that age group are disadvantaged (an example of positive action to address a current inequality).

2.6.2 Negative Impact

An impact that does not support or hinders the achievement against the objectives identified.

For example: Holding a public meeting as part of a consultation exercise in a building that is not accessible and does not contain an induction loop system will have a negative impact on attendees with poor mobility and those who use hearing aids.

2.7 Services delivered on behalf of the Public Bodies

Public bodies cannot abdicate or delegate their responsibility for meeting the public sector equality duty by 'contracting out' functions. Where a partner's functions will be carried out by an external supplier, both the partner and the contractor have joint responsibility for meeting the duty. If an external organisation is carrying out functions on behalf of the partnership, then you need to make sure that equality is given due regard [3]. As part of the impact assessment, identify if any part of the service will be delivered externally and if so, consider how equality and human rights have been considered as part of the procurement process.

2.8 Summary of Impacts

Having considered the evidence and **critically considered** the potential impacts, the group should decide whether it needs further evidence to determine likely impacts or make recommendations. If further evidence is to be gathered this could be marked as an interim IIA and be finalised when this evidence has been gathered. If the evidence is considered to be sufficient the group should discuss and agree a summary of the positive and negative impacts identified and recommendations. This summary will be used to populate the summary report template at Section 4.

In times of financial constraint, public sector partners will have to make difficult and often unpopular decisions regarding funding and service provision. The Public Sector Equality Duties do not prevent the partners making these decisions. The impact assessment process aims to identify potential adverse impacts or missed opportunities to address any inequitable loss of service. In this instance the Equality and Human Rights Commission[4] will be looking for steps you have taken or considered to mitigate any adverse impacts. Some useful questions to consider:

- What actions are required to improve the proposal as a result of the IIA?

- How will the proposal be monitored after full implementation and how will you ensure that the recommendations made in the IIA are effective?

- Have you planned reviews of the proposal? If so, how often and who will be responsible?

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[3] Those organisations subject to the Public Sector Equality Duty must have due regard to its three general duties in all aspects of carrying out business decisions and day-to-day activities i.e . : eliminate discrimination, advance equality of opportunity and foster good relations.

[4] The Equality and Human Rights Commission Scotland has a mandate from the Government to challenge discrimination, and to protect and promote human rights. It has responsibilities to hold the public sector to account on its actions to meet its general and specific duties under equalities legislation

If the proposal shows **actual or potential unlawful discrimination** you will only be able to meet your legal obligations under the duties by stopping, removing or changing the policy.

2.9 Communicating Information

The checklist asks you to consider communication issues relating to the proposal. This may include consultation and engagement about the proposal and/or about the service once it is in place. Consider ways to ensure this is inclusive for all members of the community including children and young people, people with sensory impairment, people with low literacy and for whom English is not their first language.

2.10 Action Plan

Following the group exercise, the person responsible for the proposal should use the recommendations to prepare a detailed action plan and build these into the implementation of the proposal.

2.11 Follow up

Integrated Impact Assessment should inform future monitoring of the policy. The true impact of a proposal may only become clear once it is implemented or operating in practice. Existing and normal monitoring practices may need to be adapted to include the monitoring of impacts on people with protected characteristics, other vulnerable groups, human rights and meeting the general equality duties, the environment, and sustainability.

2.12 Sign Off, Paperwork and Publication

The IIA report template at Section 4, should be used when reporting impact assessments. Please complete the form electronically. Please note that all IIAs are required to be published on the relevant organisation's external internet site by each of the partners and therefore authors must ensure that the information is presented clearly and in plain language that can be easily understood by the general public.

The relevant Head of Service or Project Lead needs to be aware that the IIA is being undertaken and **must sign off the final document**.

Once completed, the impact assessment report should be sent to the relevant contact(s) in Section 5 of this document.

2.13 Quality Assurance

A sample of IIAs will be checked by an IIA quality assurance group which includes colleagues working on equality, sustainability, health inequality and tackling poverty to ensure that IIAs are completed to a suitable and consistent standard. The QA team will use the following criteria to check the IIA reports.

Criteria: for use by IIA QA group	Tick
Overall, the IIA is understandable and set in context	
The need for an IIA was identified appropriately	
There is evidence that all relevant populations were considered	
There is evidence that all parts of the IIA were completed appropriately	
There are no obvious impacts that were not identified	
There is an action plan to implement any recommendations arising from the IIA and it specifies how these will be monitored	
The appropriate person has signed off the IIA	
Any relevant reports to committee contain the appropriate reference to IIA	
Any further considerations	

Feedback will be given to the lead person for the IIA report. This may include the need for minor adjustments, follow up action or other recommendations.

Section 3 Integrated Impact Assessment Checklist

This checklist does not form part of the IIA report but is intended to inform the group discussion. The boxes may help you to write your ideas down before discussion within the group. For further support see the IIA guidance and supporting information.

1.   **Before going through the checklist, consider:**

- **What do you think will change as a result of this proposal?**

2.   **Now consider impacts on different populations.**

- **Which groups will be affected?**
- **Go through the checklist below to identify how different people could be affected differentially, and possible areas of impact.**

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
People with protected characteristics • Older people and people in their middle years (N.B Impacts consider older people only)	• Positive – Streets are expected to be safer for people walking, cycling, and wheeling, in particular groups who may need encouragement for physical exercise, including older people. This includes improved footways and surfacing, the requirement for which was a key finding from consultation. There are several data zones within the study area that had a higher proportion of older people (65 or older) compared to the Edinburgh and Scottish averages in the Scottish 2011 Census, including S01008939 (northern Silverknowes, east of Cramond Road South), S01008903 (Drylaw, south of Ferry Road and east of Groathill Road North), and S01008928 (Silverknowes and Granton, north of Muirhouse Parkway and West Granton Road). • Positive – More seating is planned in the design proposals for rest points. This is also an opportunity to spend time in the street and socialise. There is currently little in the way of formal seating provision in the area, and this was raised at an issue at public consultation

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	events.
	• Positive – Streets are expected to be safer when crossing the road due to new crossing facilities (both controlled and uncontrolled). Seven new controlled crossings and forty one new uncontrolled crossings are proposed.
	• Negative – The change of the overall layout of the streets and junctions could potentially have a negative impact on some aspects of older people's mental health. **Action: Work with access panel to share information with local access and disability groups.**
	• Negative – People of older ages may be less engaged with communication tools and all forms of consultation may not be accessible to them. **Action: Leaflet drops to all households at next stage of consultation; printed comms to those who requested at previous stage; offer of audio versions, phone, and email.**
	• Negative – Potential accessibility issues for all, ages and abilities with the layout of measures on street, particularly the requirement to cross the cycle lanes to access parking and some bus stops (including on the west side of Pennywell Road, Pennywell Roundabout, and West Granton Road). **Action: Ensure all designs and proposals are audited in terms of accessibility and that they are appropriately amended to account for the results of the audit. Hold scheme walk-throughs with local visually impaired pedestrians.**
	• Negative – Bus stop relocation may impact accessibility for older people. Bus stops are only proposed to be relocated slightly (less than 30 metres in each case). **Action: Ensure all designs and proposals are audited in terms of accessibility and that they are appropriately amended to account for the results of the audit. Temporary signage to be used to highlight locations of relocated bus stops.**
Population Groups	Differential impacts *(how may each group be affected in different ways?)*

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	• Negative – The reduction in available parking may cause some accessibility issues to older people. The number of parking spaces / opportunities to park are proposed to be reduced on West Granton Road, Pennywell Road, Northview Court, West Pilton Crescent, and Ferry Road (residential road). It should be noted that car ownership in the project area is consistently below the Edinburgh average. A significant amount of households have no cars or vans (54.8% compared to 39.9% on average for Edinburgh). **Action: Carry out a parking occupancy survey to validate the number of parking spaces allocated along the route. Consider modification of the designs to include areas for compensatory parking and implement behaviour change plan to reduce dependency on the private car.** • Negative – Designs could adversely affect journey times through the area for older people travelling on public transport or who rely on a private vehicle / taxi through measures such as bus stops being in-line on Pennywell Road and new controlled crossings. The designs are accounting for public transport, seeking to encourage transport by this mode and provide improvements where possible, and retaining the existing provision. It is noted that the area generally has a high demand for public transport (e.g. the proportion of people travelling by bus to their place of work or study is significantly higher than the Edinburgh average [31.5% vs 24.9%]). **Action: Modelling to be undertaken to quantify the impact at junctions and measures to be agreed with CEC Traffic Signals. Public transport to be continued to be considered in designs.** • Negative – New sections of shared use footway could be intimidating for older people, particularly those with impairments, who may avoid such areas. Shared use footways would be appropriately wide to be determined as such and are currently only proposed on the corner of Pennywell Road and Northview

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	Court, and at the junction of Ferry Road and West Granton Road. **Action: Design to be reviewed at next design stage (Developed Design) in an effort to minimise any areas of shared use. Designs to include signage, road markings and tactile paving on any areas of shared use footway so as to appropriately alert people of their presence and status.** • Negative – Older people may be less likely to travel actively, and as a result may experience fewer benefits than younger people. For example, only 60% of people aged 66+ walk or wheel at least five days a week, compared to 74% of people aged between 16 and 25 (Edinburgh Walking and Cycling Index 2021). **Action: Research active older peoples clubs in the area and promote and encourage these.**
• Young people and children	• Positive – Craigroyston Community High School, Craigroyston Primary School, Pirniehall Primary School and Oaklands School are located adjacent to the wider project area. It should be noted that Craigroyston Community H.S. will see an increased no. of pupils in the coming years, and there may be an increase in younger people travelling through the area due to the nearby Granton Waterfront development. The proposed measures could enhance the accessibility of these schools by walking, wheeling, and bicycle. **Action: Behaviour Change Plan to appropriately consider measures to encourage walking, cycling, and wheeling amongst school pupils.** • Positive – Potential positive impact for parents with pushchairs and creating a safer and more accessible environment for them in the streets through improved footways and crossings. Seven new controlled crossings and forty one new uncontrolled crossings are proposed. • Positive – New placemaking areas, including informal play, may allow more opportunities to

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	socialise. It is noted that in the 2011 Census, the area had a higher proportion of young people compared to the Scottish and Edinburgh averages. Areas where there were particularly high percentages of young people included S01008918 (Granton South and Wardieburn), S01008927 (Granton West and Salvesen), and S01008907 (West Pilton). Spaces for children / Improved play options were one of the key outcomes from the public consultation that has taken place. • Negative – Potential increases in traffic on the wider road network may impact the safety of streets for journeys to school within and outwith the project area. **Action: Monitor impacts on wider road network and safety impacts in M&E plan. However, this is assumed to have a neutral effect over time. Appropriately address any impacts identified through monitoring.**
• Men (including trans men), Women (including trans women) and Non-binary people (Include issues relating to pregnancy and maternity including same sex parents)	• Positive – Improving the safety of infrastructure relating to active travel may increase numbers of female cyclists. 24% of female respondents to the Edinburgh Walking and Cycling Index 2021 survey said they do not cycle but would like to. • Positive – Likely to be improved safety for users through infrastructure and behaviour change. Improvements to sight lines and street lighting throughout the project area would help to reduce areas for lurking. **Action: Review of street lighting design at next project stage (detailed design).** • Positive – The increase in seating and provision of placemaking areas would provide more rest opportunities and potential for socialising for women during pregnancy. There is currently a lack of seating along the corridor, and this has been reported as an issue during the consultation to date. • Positive – New / improved public space can impact upon the feeling of safety of women and trans men. A consultation undertaken by

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	the City of Edinburgh Council in 2022 (Women's Safety in Public Places) revealed that many women felt at least a little unsafe after dark / where there is poor lighting, where there is limited activity, where the area is not maintained and / or unclean, and where there is drinking and antisocial behaviour. • Negative – The reduction in available parking may cause some accessibility issues for people who are pregnant. The number of parking spaces / opportunities to park are proposed to be reduced on West Granton Road, Pennywell Road, Northview Court, West Pilton Crescent, and Ferry Road (residential road). It should be noted that car ownership in the project area is consistently below the Edinburgh average. A significant amount of households have no cars or vans (54.8% compared to 39.9% on average for Edinburgh). **Carry out a parking occupancy survey to validate the number of parking spaces allocated along the route. Consider modification of the designs to include areas for compensatory parking and implement behaviour change plan to reduce dependency on the private car.**
• Disabled people (includes physical disability, learning disability, sensory impairment, long-term medical conditions, mental health problems)	• Positive – Increase in seating / localised parks would provide more rest opportunities and opportunities for socialising. The requirement for more benches and tables and for more greenery were key findings from the public consultation that has taken place to date. The area has a higher proportion of people who are limited day-to-day either a lot or a little by a health condition compared to the average for Edinburgh and Scotland (22% versus 16% for Edinburgh and 20% for Scotland). In the 2011 Census there were several data zones in which over a quarter of people were limited by a health condition, including S01008916 (Granton South and Wardieburn), S01008929 (Muirhouse), and S01008928 (Granton West

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	and Salvesen)
	• Positive – Improved condition of footway and road surfaces, and new crossings, would make it easier for people with disabilities to safely travel through the area, including to access services. The requirement for improved footway surfacing was a key finding from the public consultation that has taken place to date.
	• Positive – Streets are expected to be safer to cross due to new crossing facilities (both controlled and uncontrolled). Seven new controlled crossings and forty one new uncontrolled crossings are proposed.
	• Positive - Vehicular traffic would be further offset from the footways on West Granton Road and on the west side of Pennywell Road by the provision of active travel measures, which reduces noise, sometimes triggering for people with certain conditions.
	• Positive - Streets are expected to be safer for people walking and cycling, in particular groups who may need encouragement for physical exercise, including disabled people. 26% of disabled people responding to the Edinburgh Walking and Cycling Index 2021 survey stated that they do not cycle but would like to. The proposed infrastructure also provide links to spaces where people can exercise, including disabled people. Barriers to disabled people walking and cycling can include cluttered footways, poorly maintained areas, absence of dropped kerbs and crossings, limited places to rest, and cycle infrastructure (including parking) that is not suitable for all types of bicycle (including tricycles, hand cycles, and recumbent bicycles). These barriers are being considered in the design and the associated wider neighbourhood interventions. **Action: Consider adapted cyclists in design (e.g. larger turning circles and parking facilities). Barriers to disabled people walking and cycling to continue to be considered in**

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	designs.
	• Positive – Improved signage could aid wayfinding for people with learning disabilities.
	• Positive – Proposals will encourage and facilitate more active and physical exercise, which can have a positive impact on people's mental health.
	• Negative – The reduction in available parking may cause some accessibility issues to disabled people. The number of parking spaces / opportunities to park are proposed to be reduced on West Granton Road, Pennywell Road, Northview Court, West Pilton Crescent, and Ferry Road (residential road). It should be noted that car ownership in the project area is consistently below the Edinburgh average. A significant amount of households have no cars or vans (54.8% compared to 39.9% on average for Edinburgh). **Action: Carry out a parking occupancy survey to validate the number of parking spaces allocated along the route. Ensure that there are a sufficient number of dedicated disabled parking spaces along the route.**
	• Negative – People with disabilities may not be able to access and engage with communication tools and all forms of consultation may not be accessible to them. **Action: Include details of audio, translation or BSL on leaflet materials at next consultation stage.**
	• Negative – The change of the traffic operations and general layout of the street could have a negative impact on disabled people's mental health due to changes of travel pattern. **Action: Work with access panel to share information with local access and disability groups. Engage with care provider and support agencies to help provide guided familiarisation walks.**

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	Wayfinding signage to be inclusive. • Negative – Designs could adversely affect journey times through the area for disabled people travelling on public transport or who rely on a private vehicle / taxi. The designs are accounting for public transport, seeking to encourage transport by this mode and provide improvements where possible, and retaining the existing provision. It is noted that the area generally has a high demand for public transport (e.g. the proportion of people travelling by bus to their place of work or study is significantly higher than the Edinburgh average [31.5% vs 24.9%]). **Action: Modelling to be undertaken to quantify the impact at junctions and measures to be agreed with CEC Traffic Signals. Public transport to be continued to be considered in designs.** • Negative – Potential accessibility issues for disabled people with the layout of measures on street, particularly the requirement to cross the cycle lane to access parking and some bus stops. **Action: Ensure all designs and proposals are audited in terms of accessibility and appropriate actions taken.** • Negative – Bus stop relocation may impact accessibility for disabled people. Bus stops are only proposed to be relocated slightly (less than 30 metres in each case). **Action: Ensure all designs and proposals are audited in terms of accessibility. Temporary signage to be used to highlight locations of relocated bus stops.** • Negative – New sections of shared use footway could be intimidating for disabled people who may avoid such areas. Shared use footways would be appropriately wide to be determined as such and are currently only proposed on the corner of Pennywell Road and Northview Court and at the junction of Ferry Road and West Granton Road. **Action: Design to be reviewed at next**
Population Groups	**Differential impacts *(how may each group be affected in different ways?)***

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	design stage (Developed Design) in an effort to minimise any areas of shared use.
• Minority ethnic people (includes Gypsy/Travellers, migrant workers, non-English speakers)	• Positive – Recent research suggests that minority ethnic people want to cycle and walk more than other groups. Also, ethnic minority people are more likely to experience economic / health inequalities and would benefit from increased opportunities to walk and cycle (Cycling for Everyone: A Guide for Inclusive Cycling in Cities and Towns – see section 6). In the 2011 Census there were several data zones with significant proportions of people who were of an ethnicity other than 'White' Scottish, Other British, or Irish, including S01008927 (Granton West and Salvesen, 19% White Polish), S01008918 (Granton South and Wardieburn, 14% White Polish), and S01008904 (West Pilton, 14% Asian, Asian Scottish, or Asian British) **Action: Behaviour Change activities for minority ethnic people to be considered in Behaviour Change Plan.** • Positive – Proposals may provide improved access to services in the local and wider areas through improved footways, crossings, and cycle infrastructure, as well as improved signage (which would be inclusive). • Negative – Potential impact on ability to engage with project and communications. **Action: Translation service to be offered at all future stages of consultation. Engagement Plan to consider proactive ways of engaging hard to reach groups.**
• Refugees and asylum seekers	• Positive – By improving mobility by a mode of travel that is cheap and affordable (walking, cycling, and wheeling), improvements in transport equality could be achieved. No data is available on the number of refugees or asylum seekers in the project area. However, the 2011 Census showed that there were data zones in which there were relatively high proportions of people who had been a resident

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	of the United Kingdom for less than five years, including S01008904 (West Pilton, 10% of residents lived in UK for less than 2 years), S01008918 (Granton South and Wardieburn, 12% of residents living in UK for less than 5 years), and S01008927 (Granton West and Salvesen, 12% of residents living in UK for less than 5 years). • Positive – Increased opportunity for active travel could aid health improvements for groups who may be more affected by poverty. • Positive – Improved footways, crossings, and cycle infrastructure could provide improved access to services in the local and wider areas. • Negative – Refugees and asylum seekers may be less likely to own a bicycle, which would mean they would not directly benefit from the improved infrastructure for this mode. **Action: Set up bike lending library, to include bicycles, equipment, and tools as part of behaviour change activities.**
• People with different religions or beliefs (includes people with no religion or belief)	• Positive – There are various places of worship within and close to the study area, including Muirhouse Kingdom Hall, Drylaw Parish Church, and The Old Kirk and Muirhouse Parish Church. Users may consider alternative and more sustainable and affordable modes of travel. It is noted that active travel may not be an attractive mode for travel to their place of worship for people of all religions or beliefs.
• Lesbian, gay, bisexual and heterosexual people	• Positive – New / improved public space can impact upon the feeling of safety of women and trans men. A consultation undertaken by the City of Edinburgh Council in 2022 (Women's Safety in Public Places) revealed that many women felt at least a little unsafe after dark / where there is poor lighting, where there is limited activity, where the area is maintained and / or unclean, and where there

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	is drinking and antisocial behaviour.
• People who are unmarried, married or in a civil partnership	• Neutral
Those vulnerable to falling into poverty:	
• Unemployed	• Positive –Improving mobility by modes of travel that are cheap and affordable (walking, wheeling, and cycling) could improve transport equality. In general, the project area has a greater proportion of people who are unemployed compared to the Edinburgh and Scottish averages (43% versus 35% for Edinburgh and 37% for Scotland). From the Scottish Census 2011, there were several data zones within the study area that had particularly high proportions of unemployment, including S01008907 (West Pilton, west of West Granton Access), S01008916 (Granton, south of West Granton Road), and S01008929 (Muirhouse, between Muirhouse Parkway and Pennywell Gardens). • Positive – Improved access to active travel modes, and the provision of cycle parking, could help to better connect people to employment opportunities and places of work. **Action: Cycle parking to be appropriately considered throughout project area.** • Positive – Proposals could encourage more active and physical exercise which can have a positive impact on people's mental health, which may include those who are unemployed or vulnerable to poverty. • Negative – People who are unemployed may be less likely to own a bicycle, which would mean they would not directly benefit from the improved infrastructure for this mode. **Action: Set up bike lending library, to include bicycles, equipment, and tools as part of behaviour change programme.**

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Population Groups	Differential impacts *(how may each group be affected in different ways?)*
• People on benefits	• Positive – Improving mobility by modes of travel that are cheap and affordable (walking, wheeling, and cycling) could improve transport equality. • Positive – Proposals will encourage more active and physical exercise which can have a positive impact on people's mental health, which may include those who are unemployed or vulnerable to poverty. • Negative – People on benefits are likely to be less likely to own a bicycle, which would mean they would not directly benefit from the improved infrastructure for this mode. **Action: Set up bike lending library, to include bicycles, equipment, and tools as part of behaviour change programme.** • Negative – Designs could adversely affect journey times through the area for people travelling on public transport or who rely on a private vehicle / taxi. The designs are accounting for public transport, seeking to encourage transport by this mode and provide improvements where possible, and retaining the existing provision. It is noted that the area generally has a high demand for public transport (e.g. the proportion of people travelling by bus to their place of work or study is significantly higher than the Edinburgh average [31.5% vs 24.9%]). **Action: Modelling to be undertaken to quantify the impact at junctions and measures to be agreed with CEC Traffic Signals. Public transport to be continued to be considered in designs.**
• Single parents	• Positive – Infrastructure and behaviour change could improve safety for single parents walking, cycling, or wheeling in the area. Increased opportunity for active travel could aid health improvements and access to services, which may be more difficult to obtain / reach for single parents compared to

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	couples.
	• Positive – Project is seeking to provie improved access to existing and improved local safe play locations. There are several existing play areas within the Granton Mains, Granton Mill, West Pilton, and Muirhouse areas. It is proposed that the existing playpark at Northview Court would be improved.
	• Negative – Single parents are likely to be more-reliant on trip-chaining, and, as a result, may be more likely to travel by private vehicle. The number of parking spaces / opportunities to park are proposed to be reduced on West Granton Road, Pennywell Road, Northview Court, West Pilton Crescent, and Ferry Road (residential road). It should be noted that car ownership in the project area is consistently below the Edinburgh average. A significant amount of households have no cars or vans (54.8% compared to 39.9% on average for Edinburgh). **Carry out a parking occupancy survey to validate the number of parking spaces allocated along the route. Consider modification of the designs to include areas for compensatory parking and implement behaviour change plan to reduce dependency on the private car.**
• Vulnerable families e.g. young mothers, people experiencing domestic abuse, children at risk of statutory measures	• Positive – Improved infrastructure may enhance the accessibility of services in the local and wider areas, which would aid vulnerable families in obtaining assistance.
• Pensioners	• Positive – Infrastructure could enhance accessibility and improve safety. Increase in seating / localised parks would provide more rest opportunities and could encourage pensioners to walk, wheel or cycle in the local area. In the 2011 Census there were several data zones within the study area that had a higher proportion of older people (65 or older) compared to the Edinburgh and Scottish

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	averages, including S01008939 (northern Silverknowes, east of Cramond Road South), S01008903 (Drylaw, south of Ferry Road and east of Groathill Road North), and S01008928 (Silverknowes and Granton, north of Muirhouse Parkway and West Granton Road). • Positive – Through improved crossings and footways the accessibility of local amenities for pensioners could be enhanced. Seven new controlled crossings and forty one new uncontrolled crossings are proposed. • Positive – Access to public realm space could be improved by improved infrastructure and new and improved public realm, which could bring physical and mental wellbeing benefits. • Negative – Pensioners may be less engaged with communication tools and all forms of consultation may not be accessible to them. **Action: Leaflet drops to all households at next stage of consultation; printed comms to those who requested at previous stage; offer of audio versions, phone, and email.** • Negative – Designs could adversely affect journey times through the area for older people travelling on public transport or who rely on a private vehicle / taxi through measures such as bus stops being in-line on Pennywell Road and new controlled crossings. The designs are accounting for public transport, seeking to encourage transport by this mode and provide improvements where possible, and retaining the existing provision. It is noted that there is generally a high demand for public transport in the local area (e.g. the proportion of people travelling by bus to their place of work or study is significantly higher than the Edinburgh average [31.5% vs 24.9%]). **Action: Modelling to be undertaken to quantify the impact at junctions and measures to be agreed with CEC Traffic Signals. Public transport to be continued to be considered in designs.**

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
• Looked after children and young people	• Positive – Informal play features are included in the design where looked after children and young people would be able to play and socialise, reducing the risk of social exclusion and wellbeing issues. Spaces for children / Improved play options were one of the key outcomes from the public consultation that has taken place. • Positive – Improved social spaces would include improvement of sightlines and street lighting which could improve safety and feelings of safety in public spaces for looked after children and young people. • Positive – Project could facilitate independent journeys for young people travelling on foot, by bike, or by wheeling through improved infrastructure.
• Those leaving care settings (including children and young people and those with illness)	• Positive – Project aiming to provide improved spaces for young people, including improved active travel routes and outdoor spaces, which may improve the accessibility of local services and social opportunities in the area, reducing the risk of social exclusion and wellbeing issues.
• Homeless people	• Neutral
• Carers (including young carers and carers with protected characteristics)	• Positive – Improved infrastructure could improve safety for carers walking, cycling, or wheeling, and improved opportunities for travelling through the area with the cared for. • Positive – Improved footway and crossings could provide easier access for carers with wheelchairs or those travelling through the area with people using mobility aids. • Negative – Loss of parking spaces could result in difficulties accessing the area for carers who may make multiple house visits and rely on a private vehicle to do so. The number of parking spaces / opportunities to park are

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	proposed to be reduced on West Granton Road, Pennywell Road, Northview Court, West Pilton Crescent, and Ferry Road (residential road). **Carry out a parking occupancy survey to validate the number of parking spaces allocated along the route. Consider modification of the designs to include areas for compensatory parking and implement behaviour change plan to reduce dependency on the private car.**
• Those involved in the criminal justice system	• Neutral
• Those living in the most deprived communities	• Positive – Improved safety for people walking, cycling, and wheeling through infrastructure and behaviour change. The majority of the project area is within the 20% most deprived in Scotland according to SIMD, including much of Muirhouse, West Pilton, and Granton. • Positive – Increased opportunity for active travel could aid health improvement and access to services. The majority of the study area is in the bottom 30% of the country for health domain rank according to SIMD, and the project area has a higher number of people with health conditions compared to the Edinburgh average (21.6% compared to 16.1% - Scottish Census 2011). • Negative – Designs could adversely affect journey times through the area for those who rely on public transport through measures such as bus stops being in-line on Pennywell Road and new controlled crossings. The designs are accounting for public transport, seeking to encourage transport by this mode and provide improvements where possible, and retaining the existing provision. It is noted that the proportion of people travelling by bus to their place of work or study is significantly higher than the Edinburgh average (31.5% vs 24.9%). **Action: Modelling to be undertaken to quantify the impact at junctions and**

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	measures to be agreed with CEC Traffic Signals. Public transport to be continued to be considered in designs.
• People with low literacy/numeracy	• Positive – Improved signage could aid wayfinding for people with low literacy. • Positive – Improved infrastructure for walking, cycling, and wheeling could improve access to support amenities or education opportunities (including Edinburgh College). • Negative – People with low literacy may not be able to access and engage with communication tools and all forms of consultation may not be accessible to them. **Action: Language used on consultation materials to be as simple as possible and audio versions, phone discussions, to be offered.**
• People misusing substances	• Neutral
• Others e.g. students, church congregations	• Positive for students – Improved infrastructure could provide greater accessibility and reduce barriers to cycling, walking, and wheeling. Edinburgh College is within the project area, as are a number of places of worship. Providing connections to the wider active travel network and public transport may provide improved access to educational facilities and places of worship outside the project area. • Negative – Designs could adversely affect journey times through the area for people who may rely on public transport, which would likely include students, through measures such as bus stops being in-line on Pennywell Road and new controlled crossings. The designs are accounting for public transport, seeking to encourage transport by this mode, providing improvements where possible, and retaining the existing provision.

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	It is noted that the proportion of people travelling by bus to their place of work or study is significantly higher than the Edinburgh average (31.5% vs 24.9%). **Action: Modelling to be undertaken to quantify the impact at junctions and measures to be agreed with CEC Traffic Signals. Public transport to be continued to be considered in designs.**
Geographical communities	
• Rural/ semi-rural communities	• N/A
• Urban communities	• Positive – Improved infrastructure and behaviour change could improve safety for users. • Positive – Increased opportunity for active travel could aid health improvements and access to services. • Positive – Improved connection to the wider network could be achieved, enabling wider travel by foot, by bike, and by wheeling. • Positive – Project aiming to provide improved areas of placemaking and urban realm, aid providing outdoor social and play spaces.
• Coastal communities	• Positive – Project would provide improved active travel link between Granton Waterfront, project area, and city centre for those travelling between these areas.
• Business community	• Positive – Increased footfall and cyclists on the corridor would be good for business. 'The Pedestrian Pound' provides evidence that investment in public realm and walkability provides "increased footfall and trading" (Living Streets, 2018). • Negative – Temporary negative traffic impacts could affect business, although this will be taken into account during the construction

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	phase. **Action: Ensure that construction method statement accounts for impact of traffic on local businesses.** • Negative – Potential reduction in loading opportunities due to reduction in parking spaces. **Action: Targeted engagement for affected businesses to understand their requirements.** **Behaviour Change Plan to consider activities to encourage a switch to loading via cargo bikes or similar.**
Staff • Full-time • Part-time • Shift workers • Staff with protected characteristics • Staff vulnerable to falling into poverty	• Positive – Improved infrastructure may improve ease of access, improve safety, and facilitate travel by modes of travel that are free / more affordable (walking, wheeling, cycling, and public transport) and can be used at all times of the day. • Positive – Improved infrastructure could improve access to public transport and provide improved connectivity to places of work. • Negative – Workers who rely on car to travel to work may have less parking available in the local area. The number of parking spaces / opportunities to park are proposed to be reduced on West Granton Road, Pennywell Road, Northview Court, West Pilton Crescent, and Ferry Road (residential road). It should be noted that car ownership in the project area is consistently below the Edinburgh average. A significant amount of households have no cars or vans (54.8% compared to 39.9% on average for Edinburgh). **Action: Targeted engagement for affected businesses to understand their requirements.** **Behaviour Change plan to consider measures to encourage modal shift from private vehicles to sustainable modes.** • Negative – Designs could adversely affect journey times through the area for workers who rely on public transport through measures such as bus stops being in-line on Pennywell Road and new controlled crossings. The

Population Groups	Differential impacts *(how may each group be affected in different ways?)*
	designs are accounting for public transport, seeking to encourage transport by this mode and provide improvements where possible, and retaining the existing provision. It is noted that the proportion of people travelling by bus to their place of work or study is significantly higher than the Edinburgh average (31.5% vs 24.9%). **Action: Modelling to be undertaken to quantify the impact at junctions and measures to be agreed with CEC Traffic Signals. Public transport to be continued to be considered in designs.**

3. Consider how your proposal will impact on each of the following from both an equalities and human rights perspective.

Objectives	Positive/negative impacts
Equality and Human Rights	
Eliminate discrimination and harassment	Positive – Segregated cycle lanes and new pedestrian crossings may reduce conflicts between active travel users, pedestrians, and road users. Segregated cycle lanes are proposed on Pennywell Road and West Granton Road, and Seven new controlled crossings are proposed.
Advance equality of opportunity e.g. improve access / quality of services	Positive – Improved wayfinding and signage could enhance the accessibility of local amenities and services for users of all abilities. Positive – New infrastructure, such as segregated cycle lanes, improved footways, and new crossing points, could improve access for people walking and cycling. Seven new controlled crossings and forty one new uncontrolled crossings are proposed. Negative – Potential negative impact for healthcare workers, taxis, and delivery services due to reduction in parking spaces and for those who rely on them in the project area. **Action: Carry out a parking occupancy survey to validate the number of parking spaces allocated along the route. Consider areas for compensatory parking and implement behaviour change plan to reduce dependency on the private car.**
Foster good relations within and between people with protected characteristics	Positive – Opportunity to improve relationships between people with affected characteristics and groups representing local people through consultation and participation in local decision making. Positive – Opportunity to improve relations with people with affected characteristics and groups representing local people through behaviour change projects. Negative – Potential conflicts in any areas of shared space and potential confusion initially with any floating bus stops. Floating bus stops are proposed on Pennywell Road and West Granton Road, and areas of shared use footway are proposed on the corner of Pennywell Road and Northview Court, and at the junction of Ferry Road and West Granton Road. **Action: Ensure all designs and proposals are audited in terms of accessibility. Hold scheme walk-throughs with**

Objectives	Positive/negative impacts
	local visually impaired pedestrians. Design to be reviewed at next design stage (Developed Design) in an effort to minimise any areas of shared use.
Enable people to have more control of their social/work environment	Positive – Fostering an understanding between different user groups through the engagement stage will allow them to act upon their control once designs have been implemented. Positive – Segregated cycle lanes and improved urban spaces could make streets safer and more accessible to people by active travel, opening up more travel options to all. Positive – Opportunities for local groups to take ownership of elements of the project, including the NEAT Connections Community Steering Group.
Reduce differences in status between different groups of people	Positive – Building empathy through engagement stage by engaging with a wide range of groups leading to a more democratic use of space. Potential for increased usage of outdoor social spaces. Positive – Segregated cycle lanes and improved urban spaces could make streets safer and more accessible to people by active travel, opening up more travel options to all. Positive – Project seeking to promote and prioritise walking, cycling, and wheeling, which are modes of transport that can be used by all and are not related to status.
Promote participation, inclusion, dignity and control over decisions	Positive – Through community engagement, people will be encouraged to participate to mould future designs and allows for a desired design. Ensure transparency through the consultation and design process through use of fact sheets to communicate design decisions and provide feedback on community input. Community engagement to reach seldom heard people.
Build family support networks, resilience and community capacity	Positive – Project seeking to build capacity through wider behaviour change, alongside NEAT Community Steering Group, and support. Positive – New pedestrian crossings, improved urban areas and segregated cycle lanes could make streets safer and more accessible to people by active travel, opening up more travel options to all. This may facilitate better connectivity within the community.

Objectives	Positive/negative impacts
Reduce crime and fear of crime including hate crime	Positive – Project seeking to improve safety for users through infrastructure and behaviour change. Improvements to sight lines and street lighting throughout the project area may help to reduce areas for lurking. SIMD shows that a number of data zones within the project area rank in the bottom decile for crime, while anti-social behaviour has been reported as an issue at public consultation events. Positive – Bike theft has been reported as an issue at public consultation events. Opportunity to provide secure cycle parking hangars and improved cycle parking along corridor to reduce the risk of theft. Also opportunities to engage with Police Scotland to provide bike marking sessions as part of behaviour change programme.
Protect vulnerable children and adults	Positive – Improved infrastructure (improved footways, new controlled crossings, and segregated cycle lanes) and behaviour change could improve safety for users. Improvements to sight lines and street lighting throughout the project area could help to reduce areas for lurking. Improved wayfinding, signage and links to amenities and support services etc.
Promote healthier lifestyles including: • diet and nutrition, • sexual health, • substance misuse • physical activity • lifeskills	Positive –Improved infrastructure and behaviour change programme, could enable and encourage physical activity and lifeskills. SIMD shows that a number of data zones within the project area rank in the bottom quintile for health. Positive –The accessibility of services by active modes that local people can visit to obtain advice and support could be enhanced by improved infrastructure such as improved crossings, segregated cycle lanes etc.
Environmental	
Reduce greenhouse gas (GHG) emissions (including carbon management)	Positive – Aiming for modal shift to low carbon forms of travel (walking, wheeling, and cycling) from motorised means of travel through provision and prioritisation of active travel modes and behaviour change programme. Providing a link to the wider network would allow people to use low carbon forms of travel to complete journeys. Positive – The provision of cycle parking and linking to wider network could allow people travelling from, to or through the area to undertake multi-modal journeys. For example, an improved link to North Edinburgh Path Network would allow

Objectives	Positive/negative impacts
	easier access to Haymarket Station by active modes. Negative – Embodied carbon as a result of construction project. **Action: Look to minimise carbon emissions of project through specification of sustainable construction materials and construction delivery methods where possible and practicable (to be reviewed at detailed design stage).**
Plan for future climate change	Positive – Aiming for modal shift to low carbon forms of travel (walking and cycling) from motorised means of travel through provision and prioritisation of active travel modes and behaviour change programme. Linking to wider network would allow people to use low carbon forms of travel to complete journeys or to undertake multi-modal trips (e.g. improved link to North Edinburgh Path Network would enhance the accessibility of Haymarket railway station by active travel means). Plan to engage with local growing groups regarding reallocation of green space for community gardens.
Pollution: air/ water/ soil/ noise	Positive – A reduction in air and noise pollution could be achieved through modal shift (via improved infrastructure and behaviour change programme). Under the proposals, traffic would be further from some houses and businesses on the west side of Pennywell Road, where the existing northbound traffic lane will become new cycleway. Negative – Possibility for a temporary negative impact associated with air and noise pollution during the construction phase. **Action: Ensure that construction method statement appropriately considers air and noise pollution.** Negative – Potential for queuing at Pennywell Roundabout through provision of new controlled crossings. This could increase air pollution locally. It is anticipated that this would be at least partially offset by a reduction in traffic over time. **Action: Modelling to be undertaken to quantify the impact at the junction.**
Protect coastal and inland waters	N/A
Enhance biodiversity	Positive – Opportunity for increased and varied planting to enhance biodiversity, including trees, flowers etc.

Objectives	Positive/negative impacts
	Positive – Opportunities to enhance biodiversity through the provision of Sustainable Urban Drainage (SuDS) and community growing spaces. Negative – Negative impact through loss of some existing trees. **Action: Aboricultural impact of designs to be ascertained through tree survey and Arboriculture Impact Assessment. Designs to be reviewed at Developed Design stage to seek to minimise tree loss.**
Encourage resource efficiency (energy, water, materials and minerals)	Positive – Aiming for modal shift to low carbon forms of travel (walking and cycling) from motorised means of travel through improved infrastructure and behaviour change programme. Positive – Opportunities to provide Sustainable Urban Drainage (SuDS) and raingardens, minimising the impact on the existing drainage infrastructure and utilising existing resources. Positive – Potential to re-use materials in the project – actively looking to do so where possible, with paving slabs being an example. **Action: Opportunities to be captured at Developed Design stage.**
Public Safety e.g.: • minimise waste generation • infection control • accidental injury • fire risk	Positive – Speed reduction achieved by narrowing of carriageway space, provision of improved crossings, and tightening of junction radii could have a positive impact on the severity of accidental injury. Positive – Outdoor social spaces could foster inclusion and associated measures, such as improved lighting and ensuring the area is clean and well maintained, may enhance public safety. Negative – Potential for antisocial behaviour, which is noted as an existing problem. Possible to combat through design (provision of spaces for young people), behaviour change and to foster community ownership of project through engagement process. **Action: Design to ensure that appropriate spaces are provided for young people. Behaviour Change Plan to appropriately consider antisocial behaviour. Consultation to engage with groups who may be perpetrators of antisocial behaviour.**

Objectives	Positive/negative impacts
Reduce need to travel and promote sustainable forms of transport	Positive – One of the key aims of the project is to increase modal shift by encouraging walking and cycling and reducing dependence on car journeys. The project aims to promote and prioritise active travel through the introduction of the improved infrastructure for walking, wheeling, and cycling. Positive – Wayfinding to local amenities and services and improved active travel infrastructure could provide people the choice to walk, wheel, or cycle to local services. Wider connectivity to existing active travel facilities could also make the surrounding area more accessible.
Improve the physical environment e.g. • housing quality • public space • access to and quality of green space	Positive – Project seeking to provide improved public space and access to quality green space / public realm, as well as public space improvements, as are improved links in the local area and to the wider network. More greenery, better maintenance of existing greenery, and the requirement for community spaces were key findings from the public consultation that has taken place to date. Positive – Potential for improved housing quality through enhanced public space and improved cycle storage. SIMD shows that a number of data zones within the project area rank in the bottom quintile for housing. Positive – Opportunity to target interventions at local hotspots for littering. Litter was raised as one of the key local issues during the public consultation that has taken place.
Economic	
Maximise income and /or reduce income inequality	Positive – Providing additional transport options (walking, wheeling, cycling, public transport) can help to combat transport poverty and may maximise individual income by reducing the need to use private car. SIMD shows that a number of data zones within the project area rank in the bottom decile for income.
Help young people into positive destinations	Positive – Project could provide improved accessibility by different modes of travel and a better connection to the wider network. This increases opportunities to access open space, amenities, school, and work opportunities. It is noted that in the 2011 Census, the area had a higher proportion of young people compared to the Scottish and Edinburgh averages. Areas where there were particularly high percentages of young people included S01008918 (Granton South and Wardieburn), S01008927 (Granton West and Salvesen), and S01008907

Objectives	Positive/negative impacts
	(West Pilton). Positive – Project forms part of a wider regeneration of the local area. This will likely aid the local economy (Pedestrian Pound, Living Streets) and benefit local businesses, increasing opportunities for young people. The provision of improved cycle parking could enhance accessibility by bike. Positive – Opportunity to provide work experience on an active construction project and / or opportunities to engage with the project at this stage for young people. **Action: Ensure that requirement for contractor to provide job and learning opportunities for young people is captured at the appropriate stage.**
Support local business	Positive – Project likely to attract more cyclists, walkers, and wheelers to the corridor, which could increase footfall in local businesses. This would likely aid the local economy (Pedestrian Pound, Living Streets) and benefit local businesses. Positive – Improved public spaces could encourage people to linger and spend time along the route, increasing opportunities for local businesses. Negative – Temporary negative impacts during the construction phase of project. **Action: Engagement with businesses to minimise impacts and ensure requirements are captured.**
Help people to access jobs (both paid and unpaid)	Positive – Project aiming to improve accessibility via walking / cycling / wheeling, improve safety, and provide improved connectivity to the wider network. SIMD shows that a number of data zones within the project area rank in the bottom quintile for employment, including much of Muirhouse, West Pilton, and Granton. Positive – Project to include requirements during construction phase to offer job and learning opportunities for local residents. **Action: Ensure that requirement for contractor to provide job and learning opportunities for local residents is captured at the appropriate stage.**
Improve literacy and numeracy	Neutral
Improve working conditions, including equal pay	Neutral

Objectives	Positive/negative impacts
Improve local employment opportunities	Positive – Improved infrastructure (improved footways, improved crossings, segregated cycle lanes) could provide improved accessibility via walking, wheeling, and cycling, and improved safety. Positive – Measures are likely to attract more cyclists, walkers, and wheelers to the corridor, which could increase footfall in local businesses. This would aid the local economy (Pedestrian Pound, Living Streets) and could provide more local employment opportunities. Positive – Improved public spaces could encourage people to linger and spend time along the route, increasing opportunities for local businesses and potentially more local employment opportunities. Positive – Project to include requirements during construction phase to offer job and learning opportunities for local residents. Discuss with Firstport how project might support employment. **Action: Ensure that requirement for contractor to provide job and learning opportunities for local residents is captured at the appropriate stage. Discuss with Firstport how project might support employment.**
Improve quality of and access to services	Positive – Improved wayfinding / signage could improve access to local amenities and services. Positive – Improved infrastructure (improved footways, improved crossings, and segregated cycle lanes) could improve the accessibility of local services.

3.   As a group agree:

- **A summary of the impacts identified**
- **Is further evidence needed to understand these impacts and make any recommendations? If so complete an interim report and agree a timescale to complete a final report.**
- **What recommendations should you make to mitigate negative impacts and enhance positive impacts?**

This checklist has now been completed and the findings provide the basis for the summary report (Section 4).

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report	✓	Final report	

(Tick as appropriate)

1. Title of plan, policy or strategy being assessed

City of Edinburgh Council / Sustrans 'Places for Everyone' – North Edinburgh Active Travel (NEAT) Connections project

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

North Edinburgh Active Travel (NEAT) Connections project is a community led active travel and place-making project centred around Pennywell Road, Ferry Road, Muirhouse Parkway and West Granton Road, in north Edinburgh.

The overarching aims of the NEAT Connections project include:

- Increasing modal shift by encouraging walking and cycling and reducing dependence on car journeys.
- Creating a place for people by reallocating road space, providing segregated cycle lanes, enhancing pedestrian space, and improving junctions therefore creating a safe and vibrant place for all people to enjoy.
- Promoting sustainable and inclusive transport by prioritising dedicated space for walking and cycling, access for people with a disability or impairment, and retaining public transport provision.
- Contributing to sustainable place-making, delivering high quality designs, and improving the urban realm whilst meeting the need and aspirations of the community.
- Contributing to environmental improvements through the provision of green infrastructure and sustainable urban drainage and reducing carbon emissions.
- Engaging the community to create outcomes that are highly valued by local residents.

The NEAT Connections Placemaking Strategy was based on the following five principles:

1. Sense of place – Create a happy, beautiful, pleasant, and connected built environment that supports positive experiences and social interaction, led by the needs of the local people.
2. Healthy and safe place – Create a place that encourages and empowers individuals and the local community to adopt and make healthy lifestyle choices.
3. Nature-rich place – Form an ecologically balanced environment that contributes to enriching biodiversity, people's lives, and combats climate challenges.
4. Circular economy-efficient place – Develop an innovative series of interventions within the landscape and infrastructure that minimizes waste, emission, energy & biodiversity loss.
5. Prosperous place – Establish a fair, vibrant infrastructure which drives local people to invest and contribute their time and resources to help protect and sustain its future.

The designs consist of a segregated two-way cycle lane along Pennywell Road located on the west side of the road, as well as new crossing points along the corridor. Improved accesses and raised tables will be provided for better access to Craigroyston Community High School and local amenities.

Enhanced placemaking areas are also a key part of the project, which include the following: community artwork, high quality materials, play spaces, enhanced vegetation to improve local air quality, biodiversity, health, and well-being. The project also plans to include cycle parking and the retention of bus infrastructure, to help encourage a shift towards sustainable travel and reduce reliance on fossil fuels.

At the junction between Pennywell Road and West Granton Road, the project aims to create new pedestrian and cycle crossing points on all four arms of the junction.

West Granton Road will benefit from having a segregated cycle lane in each direction, thus allowing for a segregation between motorised traffic and cyclists.

Throughout the extents of the scheme, improved crossings will be provided to maximise accessibility and the footprint of side road junctions will be reduced through tightening radii, which will improve accessibility for pedestrians and reduce vehicle speeds.

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

Stage 1 (Preparation and Brief)

An online interactive engagement through 'Commonplace' was open to the public between 15th December 2020 and 7th February 2021. Parallel to this, a community survey was also distributed amongst groups within the project area and open between December 2020 and January 2021.

NEAT Connections Community Steering Group has been set up to develop wider behaviour change measures and recommendations. This steering group consists of representatives from a number of local organisations, groups and initiatives.

Stage 2 (Concept Design)

A three-day community engagement session was undertaken with Craigroyston High School from the 18th to the 20th of January 2023 to gain an understanding of current constraints within the site and to ascertain community need in terms of future development and spatial design. The session was facilitated by APIC (A Place In Childhood) in collaboration with the City of Edinburgh Council, AECOM and with the support of the High School.

Other engagement activities include:

- North Edinburgh Community Festival – There was a stall on behalf of the project that was used to engage with attendees of the festival (May 2023);

- Drop in events at Drylaw shops, All Care Centre, North Edinburgh Arts (2022); and

- Walkabouts with primary school pupils.

Stage 3 (Developed Design)

Further consultation will be undertaken at the next project stage.

4. Date of IIA

23rd February 2023

5. 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	Email
William Prentice	AECOM Principal Engineer (Facilitator)		William.Prentice@aecom.com
Rory Mackay	AECOM – Engineer		Rory.mackay@aecom.com
Barry Clarke	CEC Active Travel – Senior Project Manager (Lead Officer)		Barry.Clarke@edinburgh.gov.uk
Michael Mackenzie	CEC Active Travel		Michael.Mackenzie@edinburgh.gov.uk
Christina McCallum	CEC 20 Minute Neighbourhoods		Christina.McCallum@edinburgh.gov.uk
Gert Rijsdijk	CEC 20 Minute Neighbourhoods		Gert.Rijsdijk@edinburgh.gov.uk
Sam Valentine	Sustrans		Sam.Valentine@sustrans.org.uk
Kasper Schwartz	Sustrans		Kasper.Schwartz@sustrans.org.uk

6. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Yes	• The Joint Strategic Needs Assessment (JSNA) contains detailed information on the population of Edinburgh, locality needs and health and social inequalities. Future trends insights indicate that: Poverty rates are likely to remain high in the next few years; There will be an increase in the size of the population – this in itself will lead to an increase in the number of people needing support, even if prevalence rates and economic factors stay the same; There will be more older people – again leading to an increase in the numbers of people needing support. • Census 2011 data – review found here. Census data shows that although the project area has a lower share of its population over 60 years of age (17.4%), it has a significant higher share of minors (<18 years old) (24.1%), compared to the Edinburgh average, or Scotland as a whole (17.1% and 19.7% respectively). Based on the 2011 Census data, the project area has a higher number of people with health conditions compared to the Edinburgh average (21.6% compared to 16.1%). The vast majority speak English well or very well in the project area. Car ownership in the project area is consistently below the Edinburgh average. A significant amount of households have no cars or vans (54.8% compared to 39.9% on average for Edinburgh).

Evidence	Available?	Comments: what does the evidence tell you?
		Travel to work or study is broadly in line with Edinburgh averages. The proportion of people travelling by bus, however, is significantly higher than the Edinburgh average (31.5% vs 24.9%). • Office for National Statistics • CEC Profile • SIMD A review of the latest Scottish Index of Multiple Deprivation (SIMD 2020) indicates that many of the immediate areas (data zones) surrounding the project are within the 20% most deprived in Scotland, with several of these data zones falling within the 5% most deprived. SIMD Review found [here](#). • Population Statistics Database Service • Local NHS Service
Data on service uptake/access	Yes	• Census 2011 data Car use in the project area is slightly lower than the Edinburgh average, with 24.3% of people travelling to work by car/van compared to 26.3% in Edinburgh on average. • Scottish Transport Statistics • Scottish Household Survey • Transport Scotland
Data on equality outcomes	Yes	Scottish Government • Sustrans Hands Up Scotland Survey, found [here](#) The 2021 Hands up survey shows that 24.7% of pupils travel to school using a

Evidence	Available?	Comments: what does the evidence tell you?
		private motorised vehicle, while pupils using active travel modes decreased from 51.2% in 2020 to 50.3% in 2021.
Research/literature evidence	Yes	• Scottish Government's National Performance Framework • Scottish National Transport Strategy • Strategic Transport Projects Review • Cycling Action Plan for Scotland • National Walking Strategy • National Planning Framework 3 • SEStran Regional Transport Strategy • South East Scotland Strategic Development Plan • CEC Sustainable Edinburgh 2020 • CEC Local Development Plan • CEC Economic Development Strategy • CEC Active Travel Action Plan • CEC Public and Accessible Transport Action Plan • Place-Making with Older Adults: Towards Age-Friendly Cities and Communities, found here Ageing populations have created challenges in how to best design urban environments that support and promote everyday social engagement and healthy urban living for older people. The ageing-in-place agenda has become a key driver in redefining policy for older people. This suggests the preferred environment to

Evidence	Available?	Comments: what does the evidence tell you?
		age is in the community, as long as people can remain active, engaged, socially connected and independent. • Neighbourhoods for life: Designing dementia-friendly outdoor environments, found here Unless outdoor environments are designed to help older people with dementia continue to use their local neighbourhoods, they will become effectively housebound. • Cycling for everyone: A guide for inclusive cycling in cities and towns, found here Higher Health/Economic inequalities amongst ethnic minorities than white groups – pg. 31 More people from ethnic minority groups want to start cycling than any other group – pg. 33. • Edinburgh Street Design Guidance, found here The Edinburgh Street Design Guidance promotes active travel usage. This includes The Edinburgh Street Design Guidance promotes active travel usage. This includes prioritising improved conditions for pedestrians, especially disabled people.
Public/patient/client experience information	Ongoing	Key findings from engagement and consultation to date: • Littering is a problem in the area; • Carriageway / Footway surfacing needs to be improved;

Evidence	Available?	Comments: what does the evidence tell you?
		• Antisocial behaviour is a problem; • Bike theft is an issue and secure cycle storage and / or bike marking is required; • Spaces for children are required / improved playpark / improved play options generally are required; • More greenery and / or better maintenance of existing greenery is required; • Benches and tables are required; • More crossings are required generally / specific feedback on where crossings are required; • Bike hire / Access to bikes / Access to cycling equipment; • Things to do for young people / teenagers are required; • Improved footways (general comment on improved footways being required, width, dropped kerbs, better access for disabled people) are required; • Community spaces are required; • Better local amenities are required; and • Better cycle routes / Better links to existing cycle routes are required. • Women's Safety in Public Places, City of Edinburgh Council, interim analysis report (2022) – link Report revealed that many women felt at least a little unsafe after dark / where there is poor lighting, where there is limited activity, where the area is maintained and / or unclean, where there is drinking and antisocial behaviour, and where there is a lack of public transport and active travel infrastructure.

Evidence	Available?	Comments: what does the evidence tell you?
Evidence of inclusive engagement of service users and involvement findings	Ongoing	• To be gathered during engagement and consultation. • Some engagement carried out with schools and NEAT Steering Group
Evidence of unmet need	Yes	• Walking and Cycling Index 2021: Edinburgh, found here. Residents want more funding for walking, wheeling, cycling and public transport. Among Edinburgh residents, 57% support more cycle tracks along roads, physically separated from traffic and pedestrians.
Good practice guidelines	Yes	• Edinburgh Street Design Guidance • Good practice guidelines Scotland's transport future – Guidance on local transport strategies (2005) It should be noted that this guidance is somewhat dated, whilst we follow the core elements, we have supplemented with accepted best practice and our own experience. The project aims to follow best practice such as Designing Streets and Edinburgh Street Design Guidance and the Council's consultation framework.
Environmental data	Yes	• CEC Air Quality Action Plan
Risk from cumulative impacts	No	
Other (please specify)		N/A
Additional evidence required		Suggestions/Actions: N/A

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

Equality, Health and Wellbeing and Human Rights	Affected Populations
Positive • Long-term reduction in health issues related to low physical activity levels for all active travel users, due to anticipated modal shift to active travel. • Safer routes for pedestrians and wheelers, including improved footways and crossings, would benefit those travelling on foot and by wheeling, including older people and disabled people. • Improved provision of seating would provide users of all ages and experience to travel actively along the corridor, as well as providing more opportunities to socialise. • Safer cycling routes, due to better / dedicated infrastructure, making cycling more accessible to less experienced cyclists, and those without expensive specialist equipment. This is positive for people in general but is likely to improve accessibility for groups who are less likely to cycle, such as women, as well as people from more deprived areas. • Long-term reduction in pollution-related health issues due to anticipated modal shift. • Improved connections to local amenities, services, and retail destinations, including existing play locations, as well as wider network. • Improved connections to local workplaces and educational institutions. • Improved connections to local greenspaces and improved provision of green spaces generally. • Improved placemaking areas, including informal play, would allow more opportunities to socialise and enjoy the area, as well as improving feelings of safety. • Improved wayfinding and signage to key amenities and services within the local area, which would increase accessibility and could make it easier for people with disabilities or who are less literate. • Improvements to sight lines and street lighting throughout the project area will help to reduce areas for lurking and increase feelings of safety.	All, particularly those from marginalised or disadvantaged groups or communities, or affected by a particular condition or disability.

- Improved wellbeing, through the increased use of outdoor social spaces, as a result of place-making improvements.

- Reduction in traffic, due to anticipated modal shift to active travel and provision of segregated infrastructure, resulting in reduced risk of conflict for remaining motor vehicle users.

- Fostering an understanding between different user groups through engagement stage will allow them to act upon their control once designs has been implemented. Building empathy through engagement stage by engaging with a wide range of groups leading to a more democratic use of space

- Opportunities for local groups to take ownership of elements of the project, including the NEAT Connections Community Steering Group.

- Promotion and prioritisation of walking, cycling, and wheeling, which are modes of transport that can be used by all and are not related to status.

- Vehicular traffic is distanced from the footways on West Granton Road and on the west side of Pennywell Road by the provision of active travel measures, which reduces noise, sometimes triggering for people with certain conditions.

- Improved active travel link between Granton Waterfront, project area, and city centre for those travelling between these areas.

- Through community engagement, people are encouraged to participate to mould future designs and allows for a desired design.

- Project building capacity through wider behaviour change, alongside NEAT Community Steering Group, and support.

- Positive impact on severity of accidental injury through speed reduction achieved by narrowing of carriageway space, provision of improved crossings, and tightening of junction radii.

Negative

- The change of the street layout and junctions could have a negative impact on some users' mental health due to changes in travel patterns / routes.

- Some people, for example those who are older or have disabilities, may be less engaged with communication tools and all forms of consultation may not be accessible to them.

- Potential conflicts in any areas of shared space, potential confusion initially with any floating bus stops

- Potential accessibility issues for all people, ages, and abilities with the layout of measures on street, particularly the requirement to

cross the cycle lanes to access parking and some bus stops. • Bus stop relocation may impact accessibility for some users. • The reduction in available parking may cause some accessibility issues, particularly those who rely on a private vehicle for travel. • Designs could adversely affect journey times through the area for people travelling on public transport or who rely on a private vehicle / taxi through measures such as bus stops being in-line on Pennywell Road and new controlled crossings. • New sections of shared use footway could be intimidating for some users, particularly those with impairments, who may avoid such areas. • Certain groups, such as older people, may be less likely to travel actively, and as a result may experience less benefits than younger people. • Potential increases in traffic on the wider road network impacting the safety of streets for journeys to school within and outwith the project area. • Minority ethnic people may not be able to fully engage with the project and communications, if the appropriate materials and facilities are not provided. • Some groups may be less likely to own a bicycle, which would mean they would not directly benefit from the improved infrastructure for this mode.	

Environment and Sustainability	Affected Populations
Positive • Long-term reduction in pollution from traffic due to anticipated modal shift linking to wider network allows people to use low carbon forms of travel to complete journeys. • Promoting active travel and providing improved infrastructure would likely encourage more people to travel by a sustainable mode, and thus result in improved health, fitness, and wellbeing. • Development of green spaces through placemaking. • Improved area aesthetic and reduction in noise pollution, due to anticipated reduction in traffic. • Improved biodiversity – opportunity for increased planting (trees, flowers etc.), community growing spaces, and SuDS. • Wayfinding provides opportunity to use local amenities and services	All

rather than having to travel outwith local area.

- Improved housing quality through enhanced public space and improved cycle storage.

- Potential to re-use materials in the project, reducing the environmental impact.

- Opportunity to target interventions at local hotspots for littering.

Negative

- Temporary negative impact associated with air and noise pollution during the construction phase.

- Embodied carbon as a result of construction project. Look to improve this through sustainable construction materials and construction delivery methods where possible and practicable.

- Some areas of green space would be constructed upon to accommodate new infrastructure, although this would be at least partially offset by new green space elsewhere.

- Potential for antisocial behaviour, which is noted as an existing problem. Possible to combat through design (provision of spaces for young people), behaviour change and to foster community ownership of project through engagement process.

- Potential for queuing at Pennywell Roundabout through provision of new controlled crossings.

- Loss of some existing trees due to construction works.

Economic	Affected Populations
Positive	
• Additional transport options will help to combat transport poverty and infrastructure will aid in the ability to travel to wider network via cheap/free transport alternatives.	All
• Potential reduction in vehicle operating costs for individuals, due to anticipated modal shift.	
• Research has shown that efforts to attract more pedestrians and cyclists has a positive economic impact on local businesses.	
• Reduction in long-term health costs for the NHS due to improvements in health prospects as a result of anticipated reduced pollution and increased average physical activity.	
• Improvement in accessibility for employees and visitors to local	

businesses.	
• Project to include requirements during construction phase to offer job and learning opportunities for local residents. • Bike theft has been reported as an issue at public consultation events. Opportunity to provide secure cycle parking hangars and improved cycle parking along corridor to reduce the risk of theft. Also opportunities to engage with Police Scotland to provide bike marking sessions as part of behaviour change programme. **Negative** • The introduction of new infrastructure may necessitate additional maintenance costs. • Those who rely on car to travel to work / visit may have less parking available in the local area. • Potential to negatively impact businesses during construction works. • Potential reduction in loading opportunities due to reduction in parking spaces.	

8. **Is any part of this policy/ service to be carried out wholly or partly by contractors and how will equality, human rights including children's rights , environmental and sustainability issues be addressed?**

This project work provides the City of Edinburgh Council with the deliverables that are required to progress the project to the next stage. At subsequent stages, there will be elements and actions noted that may be partly outsourced to contractors who will assist City of Edinburgh Council in its delivery. On those occasions, the Council's Procurement Policy will be followed.

9. **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.**

Any communication associated with this project will include the opportunity to have it translated or to be communicated in other formats.

The Communications Plan has considered the full spectrum of stakeholders, including internal Council departments and staff, and external decision makers, influencers, partners, and stakeholders, including local residents, employees, staff

and students of local educations institutions and those with mobility or sensory impairments. Both traditional media and social media will be used to convey messages throughout, ensuring that the message is received by as large an audience as possible.

Communications with local schools is ongoing and will continue, to actively engage with these schools as the project progresses. Engagement via the NEAT Steering group and the North Edinburgh Arts community work will ensure suitable communications with those identified above.

10. **Does the policy concern agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use?** If yes, an SEA should be completed, and the impacts identified in the IIA should be included in this.

Yes – transport and tourism. However, SEA is not thought appropriate for this level of intervention, as this is a detailed engineering intervention as opposed to a strategy or policy.

11. **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.

- Engage directly with Edinburgh Access Panel, and consider additional engagement with Age Scotland, RNIB and other organisations representing those with additional mobility needs.

12. **Recommendations (these should be drawn from 6 – 11 above)**

- The effects of the proposals on residents' health and wellbeing should be monitored through follow-up surveys.
- All communications should be as accessible as possible for all residents of all ages and abilities and should include details of audio, translation or BSL.
- Work with access panel to share information with local access and disability groups.
- Leaflet drops to all households at next stage of consultation; printed comms to those who requested at previous stage; offer of audio versions, phone, and email.
- Ensure all designs and proposals are audited in terms of accessibility.
- Hold scheme walk-throughs with local visually impaired pedestrians. Engage with care provider and support agencies to help provide these.

- Temporary signage to be used to highlight locations of relocated bus stops.

- Carry out a parking occupancy survey to validate the number of parking spaces allocated along the route. Ensure that there are a sufficient number of dedicated disabled parking spaces along the route. Consider modification of the designs to include areas for compensatory parking and implement behaviour change plan to reduce dependency on the private car.

- Modelling to be undertaken to quantify the impact at junctions and measures to be agreed with CEC Traffic Signals. Public transport to be continued to be considered in designs.

- Design to be reviewed at next design stage (Developed Design) in an effort to minimise any areas of shared use. Designs to include signage, road markings and tactile paving on any areas of shared use footway so as to appropriately alert people of their presence and status.

- Monitor impacts of traffic re-routeing on wider road network and safety impacts in M&E plan.

- Targeted engagement with affected businesses to understand their requirements for parking, loading, and servicing.

- Look to minimise carbon emissions of project through materials and sustainable design / construction.

- Ensure that construction method statement appropriately considers air and noise pollution.

- Design to ensure that appropriate spaces are provided for young people.

- Behaviour Change Plan to appropriately consider antisocial behaviour.

- Consultation to engage with groups who may be perpetrators of antisocial behaviour.

- Ensure that requirement for contractor to provide job and learning opportunities for local residents is captured at the appropriate stage.

- Research active older peoples' clubs in the area and promote and encourage these.

- Behaviour Change Plan to appropriately consider measures to encourage walking, cycling, and wheeling amongst school pupils.

- Undertake review of street lighting design at next project stage (detailed design).

- Consider adapted cyclists in design (e.g. larger turning circles and parking facilities). Barriers to disabled people walking and cycling to continue to be considered in designs.

- Wayfinding signage to be inclusive.

- Behaviour Change activities for minority ethnic people to be considered in Behaviour Change Plan.

- Engagement Plan to consider proactive ways of engaging hard to reach groups.

- Set up bike lending library as part of behaviour change programme, to include bicycles, equipment, and tools.

- Cycle parking to be appropriately considered throughout project area.

- Behaviour Change Plan to consider activities to encourage a switch to loading via cargo bikes or similar.

- Behaviour Change plan to consider measures to encourage modal shift from private vehicles to sustainable modes.

13.   Specific to this IIA only, what actions have been, or will be, undertaken and by when? 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 contact details)	Deadline for progressing	Review date	Complete
Aboricultural impact of designs to be ascertained through tree survey and Arboriculture Impact Assessment.	External consultant (TBC)	Concept Design		Yes
Barriers to disabled people walking and cycling to continue to be considered in designs.	External consultant (TBC)	Developed Design		No
Behaviour Change activities for minority ethnic people to be considered in Behaviour Change Plan.	External consultant (TBC)	Developed Design		No
Behaviour Change Plan to appropriately consider antisocial behaviour.	William Prentice (AECOM)	18/08/2023		Yes
Behaviour Change Plan to appropriately consider measures to encourage walking, cycling, and wheeling amongst school pupils.	William Prentice (AECOM)	18/08/2023		Yes
Behaviour Change Plan to consider activities to encourage a switch to loading via cargo bikes or similar.	William Prentice (AECOM)	18/08/2023		Yes
Carry out a parking occupancy survey to validate the number of parking spaces allocated along the route, including dedicated disabled bays. Consider modification of the	Barry Clarke, Michael Mackenzie (both CEC), external consultant	Developed Design		No

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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 contact details)	Deadline for progressing	Review date	Complete
designs to include areas for compensatory parking and implement behaviour change plan to reduce dependency on the private car.Carry out a parking occupancy survey to validate the number of parking spaces allocated along the route.	(TBC)			
Communications at all future project stages to be reviewed to ensure that they are as accessible as possible for all residents of all ages and abilities.	Barry Clarke, Michael Mackenzie (both CEC), external consultant (TBC)	Ongoing task		No
Consider adapted cyclists in design (e.g. larger turning circles and parking facilities).	External consultant (TBC)	Developed Design		No
Consultation to engage with groups who may be perpetrators of antisocial behaviour.	Barry Clarke, Michael Mackenzie (both CEC), external consultant (TBC)	Next stage of project (Developed Design)		No
Cycle parking to be appropriately considered throughout project area.	External consultant (TBC)	Developed Design		No
Design to be reviewed at next design stage (Developed Design) in an effort to minimise any areas of shared	Barry Clarke, Michael Mackenzie (both CEC),	Next stage of project (Developed		No

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 contact details)	Deadline for progressing	Review date	Complete
use. Designs to include signage, road markings and tactile paving on any areas of shared use footway so as to appropriately alert people of their presence and status.	external consultant (TBC)	Design)		
Design to be reviewed at next design stage to ensure that appropriate spaces are provided for young people.	Barry Clarke, Michael Mackenzie (both CEC), external consultant (TBC)	Next stage of project (Developed Design)		No
Designs to be reviewed at Developed Design stage to seek to minimise tree loss.	External consultant (TBC)	Developed Design		No
Effects of the proposals on residents' health and wellbeing to be included within M&E Plan	William Prentice (AECOM)	29/09/2023		No
Engagement Plan to consider proactive ways of engaging hard to reach groups	External consultant (TBC)	Developed Design		No
Ensure all designs and proposals are audited in terms of accessibility.	Barry Clarke, Michael Mackenzie (both CEC), external consultant (TBC)	Next stage of project (Developed Design)		No

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 contact details)	Deadline for progressing	Review date	Complete
Ensure that construction method statement appropriately considers air and noise pollution.	Barry Clarke, Michael Mackenzie (both CEC), external consultant (TBC)	Technical Design		No
Ensure that requirement for contractor to provide job and learning opportunities for local residents is captured at the appropriate stage.	Barry Clarke, Michael Mackenzie (both CEC), external consultant (TBC)	Technical Design		No
Hold scheme walk-throughs with local visually impaired pedestrians.	Barry Clarke, Michael Mackenzie (both CEC)	Completion of construction		No
Impacts of traffic re-routeing on wider road network and safety impacts to be recorded in M&E plan.	William Prentice (AECOM)	29/09/2023		No
Include details of audio, translation or BSL on leaflet materials at next consultation stage.	External consultant (TBC)	Developed Design		No
Language used on consultation materials to be as simple as possible and audio versions, phone discussions, to be offered.	External consultant (TBC)	Developed Design		No
Leaflet drops to all households	External	Developed		No

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 contact details)	Deadline for progressing	Review date	Complete
at next stage of consultation; printed comms to those who requested at previous stage; offer of audio versions, phone, and email.	consultant (TBC)	Design		
Look to minimise carbon emissions of project through specification of sustainable construction materials and construction delivery methods where possible and practicable.	External consultant (TBC)	Developed Design		No
Modelling to be undertaken to quantify the impact at junctions and measures to be agreed with CEC Traffic Signals. Public transport to be continued to be considered in designs.	Barry Clarke, Michael Mackenzie (both CEC), external consultant (TBC)	Ongoing		No
Modelling to be undertaken to quantify the impact of new crossings at Pennywell Roundabout.	External consultant (TBC)	Developed Design		No
Opportunities to re-use materials to be captured at Developed Design stage.	External consultant (TBC)	Developed Design		No
Research active older peoples' clubs in the area and promote and encourage these.	Barry Clarke, Michael Mackenzie (both CEC), external consultant	Developed Design		No

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 contact details)	Deadline for progressing	Review date	Complete
	(TBC)			
Review of street lighting design at next project stage.	External consultant (TBC)	Developed Design		No
Set up bike lending library, to include bicycles, equipment, and tools as part of behaviour change activities.	Barry Clarke, Michael Mackenzie (both CEC), Community Steering Group	Developed Design		No
Targeted engagement with affected businesses to understand their requirements for parking, loading, and servicing.	Barry Clarke, Michael Mackenzie (both CEC), external consultant (TBC)	Developed Design		No
Temporary signage to be used to highlight locations of relocated bus stops.	Barry Clarke, Michael Mackenzie (both CEC), external consultant (TBC)	Technical Design		No
Translation service to be offered at all future stages of consultation.	External consultant (TBC)	Developed Design		No
Wayfinding signage to be inclusive.	External consultant (TBC)	Developed Design		No

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 contact details)	Deadline for progressing	Review date	Complete
Work with access panel to share information with local access and disability groups.	Barry Clarke, Michael Mackenzie (both CEC), external consultant (TBC)	Next stage of project (Developed Design)		No

14. How will you monitor how this policy, plan or strategy affects different groups, including people with protected characteristics?

By revisiting this IIA assessment during the next Stage: Developed Design, to ensure that anticipated impacts have been addressed and mitigated in design.

15. Sign off by Head of Service/ Project Lead

Name

Date

16. Publication

Send completed IIA for publication on the relevant website for your organisation. See Section 5 for contacts.

Section 5   Contacts

- **East Lothian Council**

Please send a completed copy of the IIA to equalities@eastlothian.gov.uk and it will be published on the Council website shortly afterwards. Copies of previous assessments are available via http://www.eastlothian.gov.uk/info/751/equality_diversity_and_citizenship/835/equality_and_diversity

- **Midlothian Council**

Please send a completed copy of the IIA to zoe.graham@midlothian.gov.uk and it will be published on the Council website shortly afterwards. Copies of previous assessments are available via http://www.midlothian.gov.uk/downloads/751/equality_and_diversity

- **NHS Lothian**

Completed IIAs should be forwarded to impactassessments@nhslothian.scot.nhs.uk to be published on the NHS Lothian website and available for auditing purposes. Copies of previous impact assessments are available on the NHS Lothian website under Equality and Diversity.

- **The City of Edinburgh Council**

Completed impact assessments should be forwarded to Strategyandbusinessplanning@edinburgh.gov.uk to be published on the Council website.

- **City of Edinburgh Health and Social Care**

Completed and signed IIAs should be sent to Sarah Bryson at sarah.bryson@edinburgh.gov.uk

- **Edinburgh Integration Joint Board**

Completed and signed IIAs should be sent to Sarah Bryson at sarah.bryson@edinburgh.gov.uk

- **West Lothian Council**

Complete impact assessments should be forwarded to the Equalities Officer.