

Integrated Impact Assessment – Summary Report

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

1. Title of proposal

Lawnmarket Experimental Traffic Regulation Order (ETRO)

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

Our proposal aims to improve the public realm in Edinburgh's Old Town to better accommodate the high volumes of pedestrian footfall, driven predominantly by visitors. Central to the proposal is the prioritisation of pedestrian movement and improving conditions for those walking and wheeling on Lawnmarket.

As such, we are proposing an 18-month Experimental Traffic Regulation Order (ETRO) on Lawnmarket, allowing us to trial the impacts of introducing a pedestrian and cycle zone. This will restrict vehicle access during the busiest periods of the day.

The proposed trial will restrict access for vehicles to parts of Lawnmarket and Johnston Terrace, as well as Upper Bow and Castlehill, between 10:30am and 7:00pm, Monday to Sunday. In addition to this, the following changes are also proposed:

- Restricted access to Johnston Terrace for large vehicles when the pedestrian and cycle zone is in operation
- No access to Johnston Terrace for buses and coaches at any time
- Removal of existing coach parking provision on Johnston Terrace
- Coach pick-up and drop-off introduced on Castle Terrace
- Taxi and private hire pick-up and drop-off areas on Johnston Terrace
- Additional blue badge parking on Johnston Terrace
- Public and residents' parking on Johnston Terrace
- Turning area for smaller vehicles, including taxis and vans, on Johnston Terrace

Large vehicles (excluding buses and coaches), taxis and blue badge holders will continue to be able to access the pedestrian and cycle zone between 7:00pm and 10:30am to enable servicing of local businesses, taxi pick-up and drop-off, and overnight parking for blue badge holders.

An overview of the proposal is shown in Figure 0-1 below.

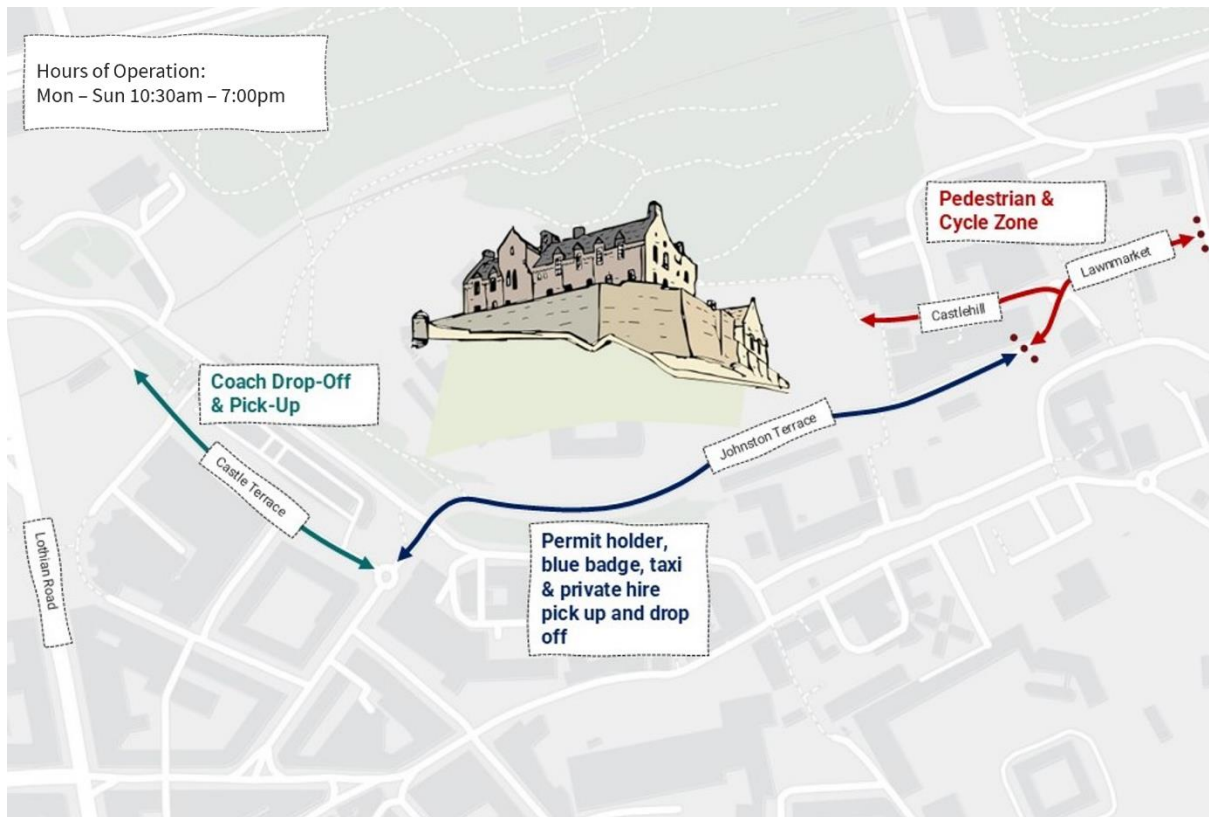


Figure 0-1 Lawnmarket ETRO overview

Throughout the trial period, access to Lawnmarket and Castlehill will be maintained for essential vehicles associated with Edinburgh Castle and to ensure events can continue unchanged.

A six-month period of public consultation and ongoing monitoring will take place during the trial. The outputs from this process will be reported to the Council’s Transport and Environment Committee for consideration, prior to a final decision on whether to retain the scheme on a permanent basis.

This Integrated Impact Assessment (IIA) considers the effects of implementing the proposed ETRO on society, the environment, and the economy. If it is recommended that the ETRO measures become permanent at a future date, this IIA will be updated accordingly.

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

2018–2019: Edinburgh City Centre Transformation Strategy

Public consultation on the Edinburgh City Centre Transformation Strategy (ECCT) took place between September and November 2018, receiving over 3,000 responses. The findings from this consultation informed the development of the strategy and its delivery plan, which were approved by the Council’s Transport and

Environment Committee on 12 September 2019. The ECCT delivery plan identified six catalyst areas considered critical to achieving the strategy's outcomes, including Edinburgh's Old Town.

A wide range of stakeholder engagement was conducted in relation to ECCT. This included meetings with the Edinburgh Access Panel and a dedicated workshop involving representatives of a range of protected characteristic groups to consider the mobility and inclusion implications of the strategy. A further public consultation on the draft ECCT was also carried out in 2019.

An initial Integrated Impact Assessment (IIA) workshop for the ECCT took place on 17 January 2019, followed by a second workshop to review emerging findings and recommendations on 5 April 2019.

2023–2024: Old Town Streets Project – Stages 0 to 2

To support the delivery of ECCT, the Old Town Streets (OTS) project was initiated, with Stages 0 to 2 funded through Sustrans' Places for Everyone. The project proposed changes to six streets in the Old Town—Johnston Terrace, Lawnmarket, Victoria Street, High Street West, Cockburn Street, High Street East, and Hunter Square—with the aim of improving accessibility for people walking and wheeling.

As part of the Stage 1 concept design process, engagement was undertaken with internal Council officers to develop project objectives and ensure alignment with wider Council policy. In August 2024, a stakeholder workshop was held at the City Chambers, focusing on the full Old Town Streets project. Attendees included:

- Edinburgh Access Panel
- Mobility and Access Committee for Scotland
- Spokes
- Old Town Community Council
- Grassmarket Residents Association
- Zedify
- Edinburgh Bus Users Group
- Equalities and Human Rights Network

Feedback from this session informed the development of proposals into Stage 2.

In parallel, street-specific engagement was carried out with businesses and groups directly affected by the proposals for Johnston Terrace and Lawnmarket. These included the Castlehill Business Partnership, businesses on Lawnmarket and Victoria Street, Lothian Buses, and McGills. The project team also engaged with

representatives from various coach operators to discuss the implications of relocating coach parking from Johnston Terrace.

2024–2025: Focus on Lawnmarket and ETRO Development

During Stage 2, it became clear that proposals for Lawnmarket should be prioritised due to ongoing resurfacing works of the street and the need to coordinate with the conclusion of the Summertime Streets Temporary Traffic Regulation Order (TTRO). As a result, the scope of the project was adjusted to focus on the implementation of an Experimental Traffic Regulation Order (ETRO) for Lawnmarket.

Following this change in scope, targeted engagement was carried out with stakeholders to discuss the revised proposals. This included engagement with the Council's Traffic Regulation Order and Parking teams, Public Transport team, Public Safety and Events teams, and Waste team, as well as with Police Scotland, Historic Environment Scotland (including Edinburgh Castle), and representatives of the coach industry.

Given the need to relocate tour buses as part of the proposals, the Council's Public Transport team also engaged directly with the two key operators affected—McGills and Lothian Buses—to discuss the implications of the Lawnmarket closure. Ongoing engagement with these operators is planned as the trial progresses.

To support wider public engagement, a public and stakeholder drop-in information session was held on 9 April 2025 at St Columba's Church on Lawnmarket. Stakeholders were invited via email, and local residents and businesses were informed through a leaflet drop. The event was also advertised on the Council's website. The purpose of the session was to consult those impacted by the proposals, provide further information, and offer an opportunity to raise questions or concerns directly with the project team.

Representatives of the Farmers' Market that takes place on Castle Terrace every Saturday have also been engaged with to discuss the implications of the reallocation of parking on Castle Terrace.

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

Following review of the Fairer Scotland Duty: guidance for public bodies (August 2022) – the project is not considered a Strategic Decision, in accordance with pages 15 and 16 'Defining Strategic Decisions'.

5. Date of IIA

- Integrated Impact Assessment drafted at Old Town Streets Delivery Group meeting on 17th April 2024.
- IIA updated again following change of project scope in September 2025.

6. Who was present at the IIA? Identify facilitator, lead officer, report writer and any employee representative present and main stakeholder (e.g. Council, NHS)

Name	Job Title	Date of IIA
Chris McGarvey	Senior Project Manager (Transport)	04/2024
Gauthier Julia	Transport Officer (Transport)	04/2024
Jordan Dunn	Senior Associate – Stantec	04/2024 09/2025
Jenny Ritchie	Senior Transport Planner	04/2024
Eve McWilliams	Transport Planner	04/2024 09/2025
Thomas Hochkins	Assistant Transport Planner	04/2024
Martyn Lings	CEC Senior Active Travel Officer	09/2025
Victoria Baillie	CEC Transport Officer (Strategic Transport Planning and Projects Development)	09/2025

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
Data on populations in need	<p>Scotland Census</p> <p>Scottish Index of Multiple Deprivation (SIMD)</p> <p>Edinburgh Locality and Ward Profiles</p>	<p>DEMOGRAPHICS</p> <p>Age - The project area sits within the Old Town, Princes Street and Leith Street Intermediate Zone (IZ). This IZ covers a large geographic area; thus, data for 5 Data Zones within this IZ which most closely align with the project area has been used to represent Old Town.</p> <p>In the 2022 Census, Old Town had a population of 5,575 compared to 4,872 in the 2011 Census, representing a population growth of 14%. This outpaced growth across the City of Edinburgh, which increased just 7.6% in the same period.</p> <p>The Old Town population in 2022 was predominantly young, with 54% aged 16 to 24, and a further 19% aged 25 to 34. Across Edinburgh, these groups made up 15% and 17% respectively. A large proportion of the population growth in the Old Town was that of the student population. It increased significantly due to purpose-built student accommodation developments.</p> <p>In the Old Town, those 15 or under, and 50 or over made up just 16% of the total population combined, approximately half that of Edinburgh overall.</p> <p>Sex - In 2022, the sex split in Old Town was roughly even with 52% female, 47% male and 1% choosing not to disclose their sex.</p> <p>Sexual orientation – Some 19% of the Old Town population identified as lesbian, gay or other (non-heterosexual) sexuality in 2022, higher than Edinburgh (7.6%) and Scotland (4%).</p>

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		<p><i>Ethnicity</i> - The Old Town was 75% White in 2022; Asian ethnicities made up the largest minority group (16%). This is more diverse than Edinburgh and Scotland, which were 85% and 93% White in 2022 respectively, with 9% and 4% Asian respectively (also the largest minority group).</p> <p><i>Religious Belief</i> - Some 63% of people living in the Old Town in 2022 had no religion. Christianity was the largest religious group, (22%). In Edinburgh and Scotland, people with no religion also make up the largest share, but to a lesser extent (56% and 51% respectively).</p> <p><i>Population Health</i> - In 2011 (2022 not yet available), approximately 12% of the population of the Old Town reported a long-term health problem or disability. For 7% this limited them a little and for 6% this limited them a lot. This was lower than Edinburgh, for which being limited a little and being limited a lot by a long-term health problem or disability was 7% and 9% respectively.</p>
Data on service uptake/access	<p>Scotland Census</p> <p>Edinburgh Walking and Cycling Index 2023</p> <p>Scottish Household Survey 2022</p>	<p>https://www.sustrans.org.uk/media/13315/walking-and-cycling-index-2023-edinburgh.pdf</p> <p><i>Travel to work</i> - In 2011, 15% of the Old Town population used a car or van to travel to work. Some 38% walked and 24% used a bus or coach to travel to work. Just 2% cycled to work and 14% worked mainly from home.</p> <p>Of those working in the Old Town but living elsewhere, 47% used a bus or coach to travel to work, 24% travelled on foot and just 4% travelled by bicycle. 14% of people</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
		working in Old Town travelled to work in a car.
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	Scottish index of multiple deprivation (simd)	<p>In 2020, the Old Town was mixed, with individual Data Zones having wide ranging levels of deprivation; data Zones within Old Town ranged from the 2nd and 6th Decile were in either the 5th, 6th or 7th decile.</p> <p>Across the Data Zones, 10% of the working age population on average were income deprived, and 8% on average were employment deprived.</p> <p>The Data Zones within the Old Town all rank very high for geographic access, between the 6th and 9th decile (most accessible).</p>
Data on equality outcomes	Edinburgh Walking and Cycling Index 2023	<p>The walking and cycling index found that participation in active travel in Edinburgh was unequal across some different segments of the population.</p> <p>Walking and Wheeling</p> <p>Some 68% of women and 64% of men walked or wheeled at least five days a week. Among LGBTQ+ individuals, the rate was 75%, compared to 65% for non-LGBTQ+ individuals.</p> <p>By age, the highest walking and wheeling rate was among 16-25 year-olds at 72%. The rate generally decreased slightly with age, dropping to 70% for those aged 26-35, 67% for those aged 36-45, 65% for those aged 46-55, 59% for those aged 56-65 and 61% for those aged 66+.</p> <p>Only 61% of disabled people walked or wheeled at least 5 times a week, compared to 68% of non-disabled people.</p> <p>The proposal aims to improve conditions for walking and wheeling by reducing vehicle dominance in the project area.</p>

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		<p>Cycling</p> <p>Only 16% of women compared to 28% of men cycled at least once a week. Among LGBTQ+ individuals, the rate was 25%, compared to 21% for non-LGBTQ individuals.</p> <p>By age, the highest cycling rate was among 36-45 year-olds at 29%. The rate was similar for those 26-35 (26%) and those 46-55 (28%) and slightly lower for those 16-25 (19%) and 56-65 (17%). The rate was significantly lower for those aged 66+ (6%).</p> <p>Only 15% of disabled people cycled at least once a week, compared to 24% of non-disabled people.</p>
Research/literature evidence	<p>WHO (World Health Organisation: Factsheet- Ageing and health</p>	<p>The delivery of the Lawnmarket ETRO forms part of the delivery of the City Centre Transformation Strategy and the City Mobility Plan. The proposal will help to deliver a walkable, people-focused city centre right at the heart of the World Heritage Site, enabled by a pedestrian priority zone.</p> <p>Equality and Human Rights</p> <p>Like many other places worldwide, Scotland has an ageing population. Health conditions commonly associated with ageing can limit the mobility of older individuals. Additionally, older people are often more likely to experience multiple health issues simultaneously, which can restrict their access to essential services and areas.</p> <p>This growth in the ageing population presents challenges for designing urban environments that support and encourage social interaction and healthy living for</p>

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	<p>Public Health Scotland: Transport poverty article</p> <p>Sustrans Blog: How our neighbourhoods exclude disabled people</p> <p>Article- Inclusive streetscapes: Embedding disabled people's lived experience into street accessibility</p> <p>Article- How Urbanism Enhances Walkability and Accessibility</p>	<p>older adults. Certain physical features in these environments, such as street clutter and a lack of crossing opportunities, can be difficult for older individuals to navigate, creating barriers to completing everyday tasks and engaging in their communities.</p> <p>To address these issues, it is crucial to design spaces that consider the needs of all users, with a particular focus on improving mobility for older people.</p> <p>The physical inaccessibility of some public spaces can limit the ability of disabled people to travel independently, due to uncertainties surrounding the environment and transport services. Streetscape features such as narrow or even footways, missing tactile paving and dropped kerbs and congestion, create challenges around accessibility and safety.</p> <p>Inclusive street design can support social inclusion among vulnerable and marginalised groups. When streets are accessible, they enable greater participation in social, cultural, and economic life. The ability to move more freely and access all parts of society is fundamental to dismantling barriers that have restricted opportunities and contributed to inequality.</p> <p>Addressing these challenges requires a commitment to prioritising accessibility upgrades across streetscape initiatives. Improvements to footways, crossings, and public spaces can help reduce the barriers identified in the research and evidence.</p> <p>Similarly to the considerations outlined for older and disabled people, pregnant women and those travelling with prams or young children may also face restrictions when accessing public spaces or walking</p>

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	<p>Institute for transport * development policy- article Access for All - Babies and Toddlers</p> <p>London School of Economics & Political Science article- How can urban planners build more inclusive cities for women?</p>	<p>and wheeling. Inadequate infrastructure such as poorly maintained, narrow, or absent footways and crossings, combined with high traffic volumes and speeds, can make these journeys and spaces feeling unsafe and inaccessible. Additionally, if the streetscape design makes it easy for children to accompany caregivers, young children will also be better included, fostering independence and a sense of community.</p> <p>Improving streetscape accessibility can significantly enhance mobility and inclusion for older people, disabled people, pregnant women, and caregivers with young children. By addressing physical barriers and prioritising inclusive design, urban spaces can better support equal access to public life and reduce inequalities across vulnerable groups.</p> <p>Environmental</p> <p>Reducing vehicle dominance in urban environments can deliver a range of environmental benefits, including lower carbon emissions, improved air quality, reducing noise pollution, and more efficient use of existing infrastructure.</p> <p>Encouraging modal shift from private vehicles to walking and wheeling reduces emissions and contributes to better air quality. Evidence shows that pedestrian-only streets can have long-term positive effects on air pollution levels.</p> <p>Reducing vehicle dominance also helps to lower ambient noise pollution, which is largely generated by vehicles, freight and service vehicles. Quieter streets improve the soundscape, benefitting wellbeing and the local environment.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	<p>ARUP Article- Cities Alive: Towards a walking world</p> <p>CNU Journal: Ten environmental benefits of walkable places</p> <p>Article: How Urbanism Enhances Walkability and Accessibility</p> <p>Living Streets blog- Pedestrian Pound</p>	<p>Reallocating space in constrained urban environments to reflect actual travel demand can improve transport efficiency in an area. Reallocating space from motor vehicles to walking and wheeling encourages an uptake of people accessing public spaces in this way and creates more public space, delivering associated environmental and social benefits.</p> <p>Economic</p> <p>Improved access to sustainable travel benefits local businesses through increased footfall and decreased congestion and pollution. Reducing vehicle dominance and enhancing pedestrian comfort and safety can support local economies by increasing footfall.</p> <p>Research by Living Streets has highlighted the economic benefits of investing in better streets and public spaces. Living Streets demonstrated that improvements to streets can offer high returns on public spending (e.g. Benefit to Cost Ratio), with case studies showing well-planned public space improvements can boost footfall, retail sales, and property values. Overall, it suggests that when implemented successfully, sustainable travel interventions can make a place more appealing, which encourages people to spend longer and spend more in an area. Investing in walkability and public realm improvements can result in substantial economic and social benefits.</p> <p>Key citywide documents that support the delivery of the proposal are also supported by evidence. Key documents include:</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	<p>The environmental, social, and economic benefits of sustainable travel to local highstreets and town centres</p>	<p>Edinburgh’s Public Realm Strategy The Economic Strategy City Plan 2030 City Centre Transformation Low Emission Zone City Mobility Plan The Edinburgh Street Design Guidance National Transport Strategy 2050 City Vision The Edinburgh Design Guidance</p>
<p>Public/patient/client experience information</p>	<p>Engagement from August 2024 Stakeholder Workshop</p> <p>Findings from engagement with businesses, and coach and bus operators across September 2024</p>	<p>Engagement with the public and key stakeholders has taken place in a phased approach and the details of this are set out below.</p> <p>The first in-person workshop held in August 2024 and attended by a wide range of stakeholders including accessibility and mobility focused groups such as Mobility Access Scotland, and local community user groups including the Old Town Community Council. The following organisations attended:</p> <p>Old Town Community Council Grassmarket Resident Association Mobility and Access Committee</p>

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	Findings from stakeholder and public drop-in in April 2025	<p>Spokes Zedify Edinburgh Bus User Group Equalities and Human Rights Network</p> <p>The stakeholders suggested that this project should be considered alongside other city centre projects including Meadows to George Street and proposals for the Cowgate. Other key comments included:</p> <p>The hostile vehicle mitigation barriers were considered to not be in keeping with the heritage of the area, and restrict pedestrian movement</p> <p>The importance of maintaining accessibility for those with limited mobility was emphasised</p> <p>Street clutter was noted to be a significant constraint to pedestrian comfort in the area</p> <p>Business and operational bodies across the project area were engaged with shortly after the stakeholder workshop. Online meetings took place across the week commencing the 2nd of September, 2024. Attendees included:</p> <p>Hunter Square Working Group Castlehill Business Group Businesses on Victoria Street St. Giles Cathedral The French Institute The High Court</p> <p>Those engaged supported the project objectives in principle but questioned the logistics of access, loading, unloading and servicing. There was a consensus that if a consistent operational plan that considered the needs of local businesses could be</p>

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		<p>developed, businesses would be receptive to the proposed changes.</p> <p>An online workshop was conducted with Coach Operator representatives on the 17th of September, 2024 via Microsoft Teams. There was general consensus that currently Lawnmarket is dangerous for pedestrians and coach drivers struggle to navigate through the volume of pedestrians that walk or wheel on the carriageway. There was also a general query about the management of coaches across the city more widely.</p> <p>Lothian Bus expressed disappointment in the Summertime Streets Trial 2024 as pedestrians continued to walk and wheel on the carriageway, which they felt worsened conflict between users. Both Lothian Bus and McGill’s expressed that the pick-up and drop-off point on Lawnmarket for tour buses is a key point in providing access to the Castle. Lothian Bus expressed that this would have a significant impact on business operations and on the network due to subsidies.</p> <p>Several key external stakeholders have vested interests in the project area, particularly Historic Environment Scotland, Edinburgh Castle, and Coach Operators, as the area is a key visitor attraction. Engagement with these parties was hosted in the form of online workshops in mid-February 2025.</p> <p>Engagement with coach operators revealed a desire to improve accessibility from Castle Terrace to Lawnmarket. The usual demographic of the people travelling by coach tour is older, often with age-associated health conditions that limit mobility. Subsequently, this type of visitor</p>

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		<p>may face a challenge when walking from Castle Terrace to the Castle, which is a continuous gradient.</p> <p>Historic Environment Scotland and Edinburgh Castle expressed a desire to promote sustainable tourism but also expressed concern regarding access for coach visitors. They also expressed concern that coaches will continue to access Johnston Terrace on a Sunday morning as the road closure of Lawnmarket is not operational until 12.30pm¹.</p> <p>During Stage 2, consultation with external stakeholders was held in the form of an information drop-in event held on 9th April 2025 at St Columba’s church. The event was advertised through the Council website and a leaflet drop in the local area to ensure all businesses, residents and workers were aware of the event and proposed trial.</p> <p>Key findings from this are set out below.</p> <p>Parking: Residents, particularly from Castle Terrace, raised concerns about reduced resident parking and the impact on those with mobility issues. Some felt the proposal did not adequately consider local needs, especially in light of recent changes such as the introduction of coach parking. Concerns were also raised about emissions from idling coaches and the need for time-limited parking enforcement.</p> <p>Accessibility: Attendees highlighted potential impacts on access for disabled people and event</p>

¹ The ETRO has since been updated and the pedestrian and cycle zone will be operational 10:30am to 7:00pm, Monday to Sunday and buses (including coaches) will be prohibited from accessing Johnston Terrace, Lawnmarket, Castlehill and Upper Bow at all times.

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		<p>logistics. The Assembly Hall noted that their accessible entrance is on Lawnmarket and feared the proposal would limit access for visitors arriving by taxi. Concerns were also raised about the adequacy of blue badge parking and access for events such as the Royal Edinburgh Military Tattoo and weddings at Riddles Court.</p> <p>Management and Deliveries: Questions were raised about who would manage the planters used to restrict access and how deliveries from couriers would be handled. Some residents feared increased delivery costs and reduced waste collection reliability. There were also queries about how long-term access would be managed if the trial became permanent. Despite these concerns, there was general support for improving safety for people walking and wheeling, with attendees emphasising the importance of clear communication and responsive management during the trial.</p>
Evidence of inclusive engagement of people who use the service and involvement findings		Key stakeholder, accessibility group, and business engagement workshops have provided the opportunity to hear the opinions and experiences of a variety of groups for whom the project influences in different ways.
Evidence of unmet need	Edinburgh Walking and Cycling Index 2023	Perceived safety - The Walking and Cycling Index (WCI) 2023 found that 70% of residents in Edinburgh thought the level of safety for walking and wheeling in their local area was good, lower than in 2021 (77%).

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		<p>Some 67% of women and 74% of men thought walking and wheeling safety is good. 71% of both LGBTQ+ and non-LGBTQ+ people thought walking and wheeling safety was good.</p> <p>By age, the highest perception of safety was among people aged 16-25 at 81%, while the lowest is among those aged 26-35 at 65%. For all other age groups, approximately 70% thought walking and wheeling safety was good.</p> <p>Some 62% of disabled people thought walking and wheeling safety is good, compared to 73% of non-disabled people and 76% of people from ethnic minority groups thought this, compared to 70% of white people.</p> <p>There was widespread support for several measures to encourage people to walk and wheel more, including:</p> <ul style="list-style-type: none"> Wider pavements More frequent road crossings and reduced wait times Nicer places to stop and rest (e.g., benches, trees and shelters) Improved footway accessibility (e.g., level surfaces, dropped kerbs etc.) Fewer cars parked on the footway Reduced fear of crime and antisocial behaviour <p>The proposals aim to improve perceptions of safety by reducing the potential for conflict between people walking and wheeling and private vehicles.</p> <p>Pedestrian comfort analysis was undertaken at a number of locations on Lawnmarket, Johnston Terrace and Castlehill to assess the level of comfort afforded to pedestrians based on the</p>

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		available footway width and the average and maximum hourly flow of pedestrians. The analysis determined that the level of pedestrian comfort at the west end of Lawnmarket was unacceptable under both average, and maximum pedestrian flow conditions both before and during the festival season. At the east end, the results were better with pedestrian comfort being comfortable under average hourly flow conditions outside the festival seasons but slipping to unacceptable during the maximum hourly flow during the festival period.
Good practice guidelines	<p>Edinburgh Street Design Guidance</p> <p>Cycling by Design 2021</p> <p>RNIB Key Principles of Inclusive Street Design</p> <p>Living Streets – research and design guidance on continuous footways and bus stops</p> <p>Transport Scotland: Guidance on Inclusive Design for Town</p>	<p>Edinburgh Street Design Guidance</p> <p>Cycling by design 2021 guidance</p> <p>RNIB Key Principles of Inclusive Street Design</p> <p>Living Streets- Design Guidance on continuous footways and bus stops</p> <p>Inclusive design for Town Centres and Busy Streets</p>

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Carbon emissions generated/reduced data	Edinburgh Walking and Cycling Index 2023	Report notes potential to save 42,000 tonnes of greenhouse gas emissions through supporting active travel to meet demand.
Environmental data	CEC Air Quality Action Plan.	City of Edinburgh Air Quality Action Plan
Risk from cumulative impacts	N/A	
Other (please specify)	N/A	
Additional evidence required	N/A	

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

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Positive</p> <p>The impacts resulting from the introduction of a pedestrian and cycle zone on Lawnmarket are anticipated to be predominately positive. A significant reduction in vehicle dominance, with a focus on improving accessibility, pedestrian comfort, and safety will have wide-scale positive impacts. As these impacts are determined as positive, no mitigation measures are set out. The positive impacts for equality, health wellbeing and human rights relate to the following aspects of the proposal.</p> <p>Impact:</p> <p>The introduction of daytime access restrictions for motorised vehicles on Lawnmarket, Castlehill and the upper section of Johnston Terrace will have a range of positive impacts. Wider measures to enhance the walking and wheeling environment will have positive</p>	<p>All people</p> <p>People with visual impairments</p> <p>People with disabilities</p> <p>Children and young people</p> <p>Pregnant women</p> <p>Older people</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>impacts, especially for those with limited mobility, the elderly and young children.</p> <p><i>Improving and de-cluttering footways</i></p> <p>Enhancing the walking and wheeling environment will improve accessibility for those with mobility issues. This includes improved accessibility for those who use wheelchairs, those who use mobility aids such as walking sticks, and those who are unsteady on their feet. Smooth footways, with reduced street clutter will also be beneficial for those who are using pushchairs.</p> <p>Obstruction-free walking routes with well-maintained, smooth and slip-free surfaces are key to facilitating potential for increased walking and wheeling. This is especially true for people with disabilities and older people. A reduction in unnecessary street clutter – including Hostile Vehicle Mitigation (HVM) barriers – will increase the available footway space for pedestrians, having a positive impact on all users but particularly those with visual or mobility impairments.</p> <p>The Edinburgh Access Panel emphasised the benefits of decluttering footways and creating a simplified and consistent street layout for those with neurological disabilities, including autism, sensory impairments and poor mental health. As such, creating a simplified, consistent street environment that has limited street furniture, such as a pedestrian and cycle zone, can improve the accessibility of an area or street for many user groups.</p> <p>All of the above will improve the accessibility of Lawnmarket and encourage walking and wheeling. Encouraging and facilitating physical activity through enhancing the environment for walking and wheeling has a wide range of health benefits, such as reducing the incidence of health diseases, asthma, type 2 diabetes, cancer and obesity. Exercise, especially when outdoors, can have positive mental health impacts in terms of reducing anxiety and depression. As older and disabled people are more likely to suffer from some physical and mental health conditions, any measure that is likely to increase walking will have a beneficial impact on these groups.</p> <p><i>Introduction of Pedestrian and Cycle Zone</i></p>	

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>The removal of vehicles during the stated hours will significantly reduce potential conflict between pedestrians and motorised traffic and improve the safety of all users. This will be particularly beneficial for vulnerable road users, including those with mobility impairments, the elderly and children. In addition to reducing conflict between users, pedestrians will have significantly more space to navigate Lawnmarket and will be able to use the carriageway, which will effectively support the pedestrian desire lines to Edinburgh Castle. This will improve comfort for all users on Lawnmarket. Of note, those with mobility or sensory impairments are more likely to feel unsafe in congested spaces. As such, the reduction of vehicle dominance on Lawnmarket will alleviate pedestrian congestion on footways, creating a more welcoming streetscape for the most vulnerable users.</p> <p>CCTV surveys of the area were conducted in August 2025, when a temporary pedestrian and cycle zone was in place, and findings from this support the impacts identified above. Pedestrians were provided with more street space and the removal of vehicles resulted in pedestrians being able to use the carriageway safely without the risk of conflict with vehicles.</p> <p>There will also be wider health benefits from reduced vehicle-based emissions in the project area. If the proposal can demonstrate improvements to air quality, this could have health benefits for children and young people who are more susceptible to respiratory conditions.</p>	
<p><u>Improved Safety of Crossings</u></p> <p>Impact:</p> <p>Measures to improve the safety and efficiency of crossings would improve the accessibility of the area, making it safer and easier for people to undertake walking and wheeling journeys.</p> <p><i>Introduction of Pedestrian and Cycle Zone</i></p> <p>The removal of traffic on Lawnmarket, Castlehill and the upper section of Johnston Terrace will give pedestrians significantly more space and enable them to safely cross where the desire lines are. On Lawnmarket, a</p>	<p>All people</p> <p>People with visual impairment</p> <p>People with disabilities</p> <p>Children and young people</p> <p>Pregnant women</p> <p>Older people</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>desire line is directly across the mini roundabout; the removal of traffic will enable pedestrians to safely use this desire line. This is especially important for people with limited mobility, older people and younger people who will benefit from shorter crossings.</p> <p>CCTV surveys of the area were conducted in August 2025, when a temporary pedestrian and cycle zone was in place, and findings from this support the impacts identified above.</p>	
<p><u>Provide additional places to rest</u></p> <p>Impact: Given the topography of the Old Town, it is important that there are appropriate places to rest, especially to accommodate the needs of those with mobility impairments, older and younger people, and those with pushchairs. Generally, providing places to rest (where it does not unduly result in street clutter), significantly improves the accessibility of an area for a wide range of users.</p> <p><i>Additional places to rest on Johnston Terrace</i></p> <p>It is proposed that additional places to rest should be introduced on Johnston Terrace. This would enable more comfortable journeys for those accessing the Old Town from Castle Terrace, especially those using the new coach pick-up / drop-off facilities on Castle Terrace. Additional resting places will specifically benefit those with mobility impairments, older and younger people, people with pushchairs and those with sensory impairments.</p>	<p>People with disabilities Children and young people Pregnant women Older people</p>
<p><u>Review and retention of blue badge parking provision</u></p> <p>Impact:</p> <p>After reviewing the provision of blue badge parking in the surrounding area, it is proposed that additional blue badge parking is introduced on Johnston Terrace. This will facilitate improved access to the Old Town for blue badge holders. In addition to this, blue badge access to the pedestrian and cycle zone between 7.00pm and 10.30am will be maintained.</p>	<p>People with visual impairments People with disabilities Older people</p>
<p>Negative</p>	

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>There is the potential for some negative impacts as a result of the proposed trial, particularly in relation to the proposed vehicle access restrictions and changes to parking provision.</p> <p>As part of the trial, a 6-month period of public consultation will be conducted. During this time, anyone can raise comments, objections, or statements of support to the experimental order. This consultation will be available on the City of Edinburgh traffic orders website. The results of the consultation, alongside the outputs of all other monitoring – as set out in the supplementary Lawnmarket ETRO Monitoring and Evaluation Plan – and any objection or support received during the initial six-month period will be reported to the Council’s Transport and Environment Committee for consideration, prior to a final decision being taken on whether to retain the scheme on a permanent basis. Mitigation to any raised issues will be considered prior to reporting to Committee.</p>	
<p><u>Vehicle access restrictions: general reduced access</u></p> <p>Impact: People with disabilities are more likely to be a passenger in a car or use taxis as their main mode of travel than other users (Transport Scotland, 2021). Some people with disabilities may also rely more heavily on a car for mobility than people without disabilities. While many of these users will be holders of a blue badge, there are people with additional mobility needs who do not hold a blue badge. The introduction of vehicle access restrictions will reduce the accessibility to Lawnmarket between 10:30am and 7pm by private vehicle, including for this user group. The proposed relocation of coach pick-up and drop-off on Castle Terrace could negatively impact residents with mobility or sensory impairments or older residents on Castle Terrace, making it more challenging for them to access their homes by parking directly outside.</p> <p>Engagement with local community groups including Edinburgh Access Panel during RIBA Stage 2 revealed locations where disabled access is required on Lawnmarket. In particular, it was identified that the disabled access to the Assembly Hall is located on</p>	<p>People with visual impairments</p> <p>People with disabilities</p> <p>Children and young people</p> <p>Older people</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Lawnmarket, presenting a challenge to access for this user group.</p> <p>Mitigation: Continued engagement with the impacted venues throughout the trial will allow arrangements to be made that mitigate this negative impact. As noted above, it is proposed that additional blue badge spaces are introduced on Johnston Terrace and that pre-arranged permit access to Edinburgh Castle for blue badge holders is retained, as per the existing arrangement. This will enable blue badge holders to park close to the Old Town.</p> <p>There will also be a small number of additional public pay and display parking spaces on Johnston Terrace which will help those with limited mobility but are not blue badge holders.</p> <p>As part of the monitoring of the trial, it is proposed that parking surveys are undertaken on Lawnmarket, Johnston Terrace and Castle Terrace. This will give an insight into the use and capacity of the blue badge, resident and public parking, which can be used to inform future parking provision in the area. In addition to this, engagement with local community groups which focus on accessibility and mobility will be undertaken during the trial to fully understand the impacts of the increased restrictions and inform any further mitigation. Engagement will also be carried out with religious establishments in the area to understand the impact on their patrons who tend to be elderly. Residents in the area who rely on parking to access their residence will be provided with the opportunity to provide feedback during the consultation of the trial.</p>	
<p><u>Vehicle access restrictions: loss of kerbside pick-up / drop-off opportunities</u></p> <p>Impact: There may be a negative impact on those with mobility difficulties who require dropping off close to their destination as parking / drop off and collection by private vehicle or private hire / taxi will become more restrictive. This may be especially acute for those who have additional mobility needs but do not hold a blue badge, as vehicle access will be restricted during the</p>	<p>People with visual impairments</p> <p>People with disabilities</p> <p>Children and young people</p> <p>Older people</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>day, resulting in increased distances to desired destinations.</p> <p>Mitigation: As part of the trial, it is proposed to increase the provision of blue badge parking at the eastern extent of Johnston Terrace, as well as implementing a pick-up / drop-off area for taxis and private hires, providing access to the edge of the pedestrian and cycle zone. Pick-up and drop-off within the pedestrian and cycle zone will also be possible by taxi, and for blue badge holders, between 7.00pm and 10.30am. The parking and loading surveys that will be undertaken as part of the monitoring of the trial will give a quantified understanding of drop-off and pick-up activity in the area.</p> <p>Although the number of shared-use bays will decrease, the proposed changes will create more dedicated Zone 4 permit holder parking, in the project area. This will provide residents with permits greater access to parking spaces reserved exclusively for permit holders.</p> <p>Engagement with Edinburgh Castle revealed the usage of their blue badge spaces. Blue badge holders accessing Edinburgh Castle and who have established prior arrangements with Edinburgh Castle will be exempt from the pedestrian and cycle zone in order to access the Castle.</p>	
<p><u>Vehicle access restrictions: increased walking / wheeling distances to destinations</u></p> <p>Impact: There may be a negative impact on those with mobility difficulties who may have to walk or wheel further to reach their destination due to the proposed access restrictions. This may be especially acute for those who have additional mobility needs but do not hold a blue badge. In some cases, and in the worst-case scenario, this could result in some people not travelling to or leaving the area.</p> <p>Mitigation:</p> <p>It is proposed that more places to rest are introduced on Johnston Terrace to reduce the negative impact of the increased distance.</p> <p>Engagement throughout the trial with local accessibility and mobility groups will aim to understand the impact of the measures on these users and the consequences of</p>	<p>People with visual impairments</p> <p>People with disabilities</p> <p>Children and young people</p> <p>Older people</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>the increasing walking and wheeling distances. Engagement will also be used to understand any other potential mitigating measures.</p> <p>Over the long-term, engagement with Historic Environment Scotland, Edinburgh Castle, and VisitScotland may help to explore alternative transport solutions to access the Castle. Continued engagement during the trial period could help assess the general feasibility of such options.</p>	
<p><u>Vehicle access restrictions: reduced access to religious establishments</u></p> <p>Impact: Due to changes in vehicle access, there may be some negative impacts on people with religions or beliefs due to the proximity of the proposals to places of worship. However, these impacts are likely to be limited to people with religions of beliefs who also fall into other groups of affected populations, such as disabled people, pregnant women and older people; the impacts are not anticipated to directly affect people based solely on their religions of beliefs. The impacted establishments include, most notably, St Columba's by the Castle, which sits within the proposed pedestrian and cycle zone. New access restrictions, changes to parking provision or timings, or changes to footway space or pedestrian crossings may impact access to places of worship. In general, places of worship on Johnston Terrace currently have double yellow lines outside and vehicles can drive to the entrance, meaning people attending religious services can be dropped off and picked up at the kerbside close to the entrances. As the scheme proposes to restrict vehicle access at the eastern end of Johnston Terrace, this will negatively impact people who are currently dropped off picked up outside churches.</p> <p>Mitigation: The proposed introduction of additional blue badge parking at the top of Johnston Terrace; increased provision for general parking west of Castle Wynd North; and introduction of an area for taxis and private hires to pick up and drop off on Johnston Terrace at the boundary of the pedestrian and cycle zone will facilitate access to places of worship.</p>	<p>People with different religions or beliefs People with disabilities Older people Pregnant women</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
Engagement with the relevant religious establishments throughout the trial will be used to understand the success, or otherwise, of the trial access arrangements on access to their facilities by their patrons.	
<p><u>Vehicle access restrictions and pedestrian zone: changes to the layout of streetscape</u></p> <p>Impact: New layouts and restrictions can be confusing for many people and can create anxiety and inability to travel through street spaces. It can be particularly confusing for those with sensory impairments, neurodegenerative or neurodivergent conditions and poor mental health. Visually impaired people with guide dogs are trained to follow certain local routes, and relocation of crossings and public realm improvements may impact them. Visually impaired people rely on landmarks to help navigate the area which could be confusing with the introduction of access restrictions. Changes in layout can also have an impact on people with dementia. Those with mental health conditions, cognitive impairments and blind or partially sighted users who can rely more heavily on memory and familiar routes to navigate.</p> <p>Mitigation: While there are very few physical changes to the streetscape proposed as part of the ETRO trial, all changes will be designed in line with Street Design Guidances and Edinburgh World Heritage input. It is noted that there are no adverse changes proposed to the footways.</p> <p>Engagement with relevant groups including the Edinburgh Accessibility Commission and Edinburgh Access Panel will be undertaken throughout the trial to understand the effectiveness of the pedestrian and cycle zone and the accessibility levels for those that they represent.</p> <p>CCTV surveys were conducted in August 2025. Observations from the survey revealed that the reallocation of space to pedestrians has reduced conflict between different user groups, particularly those walking and wheeling and vehicles.</p>	
<p><u>Vehicle access restrictions and pedestrian zone: reduced access to Edinburgh’s Old Town by coach</u></p>	<p>People with disabilities Older and younger people</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Impact: Currently, Johnston Terrace is used for coach parking for visitors to access the Old Town, in particular, Edinburgh Castle. However, as noted previously, the introduction of the pedestrian and cycle zone will result in the removal of coach parking on Johnston Terrace due to the inability of vehicles to turn safely. Alternative coach parking will be further away from the key attractions than the current parking provision.</p> <p>Holidays that involve coach travel or touring by coach are often associated with older and less mobile user groups. Additionally, there is a strong relationship between age and health, as people age, they are more likely to suffer from health conditions. As such, accessibility issues related to the removal of coach parking on Johnston Terrace are more likely to affect older people.</p> <p>Mitigation: Efforts have been made to identify conveniently located alternative coach parking near to Johnston Terrace. Castle Terrace was identified as the closest and best alternative location and coach drop-off and pick-up areas have been introduced here to accommodate coaches during the resurfacing work on Lawnmarket. Coach pick-up and drop-off will be retained here during the ETRO, with a maximum stay of 30 minutes to promote turnover of coaches and discourage long term parking; the aim is to ensure there are spaces available for coaches to pick up and drop off. Usage of the coach pick up and drop off facilities will be monitored throughout the trial.</p>	<p>Pregnant women</p>
<p><u>Increased frequency of on-street events / performers</u></p> <p>Impact: Vehicle access restrictions combined with public realm improvements may encourage further on-street performances, attracting crowds and further congesting the project area. This occurred in 2019 when Lawnmarket was close to through traffic. People with disabilities, sensory impairments, pregnant women, older and young people may perceive crowded spaces as unsafe, negatively impacting these groups.</p> <p>Mitigation: Engagement with the Council's Events team and the wider Edinburgh Festival team will identify</p>	<p>People with disabilities Older and younger people Pregnant women</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
potential issues, hot-spot areas and mitigation measures.	

Environment and Sustainability including climate change emissions and impacts	Affected populations
<p>The measures proposed as part of the Lawnmarket ETRO will increase the amount and quality of space dedicated to walking and wheeling while significantly reducing access for motorised traffic during the busiest periods. This will encourage walking and wheeling and reduce the number of vehicles in the area, reducing emissions which contribute to climate change. Moreover, the improvements to the public realm will enhance the World Heritage environment, improving the environment, especially for visitors to the city. The positive impacts for the environment and sustainability, including climate change, as a result of the proposals are set out below.</p> <p>Positive</p> <p><u>Enhancing the Walking and Wheeling Environment</u></p> <p>Impact: Measures to enhance the walking and wheeling environment, including the decluttering of footways, improve the accessibility of the street environment for all users. Of note, for people who experience significant barriers to walking and wheeling, these measures would improve accessibility for everyday journeys. This includes, but is not limited to, people with disabilities, people with a sensory impairment, pregnant women, or those travelling with pushchairs.</p> <p>All of these measures will encourage users to walk for shorter everyday journeys, encouraging modal shift and reducing emissions associated with the reduction / removal of motorised vehicles.</p>	<p>All people</p> <p>People with disabilities</p>
<p><u>Vehicle Access Restrictions: Reduced Motorised Traffic</u></p> <p>Impact: The introduction of the pedestrian and cycle zone will result in a larger area of the Old Town being subject to restricted loading and servicing times, particularly during the busiest times of day for</p>	All people

<p>Environment and Sustainability including climate change emissions and impacts</p>	<p>Affected populations</p>
<p>pedestrians. The restrictions will also reduce / remove coaches and tour buses from the area.</p> <p>It is anticipated that this will help to improve air quality and reduce carbon emissions, improving overall health and wellbeing for all users. Restricted vehicle access will also reduce emissions from motor traffic.</p>	
<p><u>Vehicle Access Restrictions: Sustainable Servicing and Loading</u></p> <p>Impact: Restricting servicing and loading by traditional goods vehicles to periods when there is less pedestrian activity means there is potential to encourage more sustainable delivery methods including cargo bikes and smaller electric vehicles reducing vehicle dominance and the likely level of pedestrian and vehicle conflicts whilst maintaining the function of businesses. Greater use of more sustainable delivery methods will also support the drive to achieve a net zero carbon city by 2030.</p>	<p>All people</p>
<p><u>Public Realm Improvements</u></p> <p>Impact: Proposed improvements to the physical environment, including access to seating and resting spaces will create a more welcoming environment in the area. This will contribute to improved overall health and well-being, encouraging people to travel actively for short journeys, which will contribute to reduced emissions from motor traffic.</p>	<p>All people</p>
<p><u>Negative Traffic Congestion and Displacement</u></p> <p>Impact: The introduction of the pedestrian and cycle zone could result in traffic displacement into other areas of the Old Town. This is anticipated to be predominately related to coaches and private hire / taxis. In the longer term, this impact could be compounded by the implementation of other city centre projects presented in Edinburgh's Our Future Streets. While this may be temporary as behaviours adjust, there is potential that this will continue, potentially increasing emissions due to idling vehicles, adversely impacting air quality in the area.</p>	<p>All people</p>

Environment and Sustainability including climate change emissions and impacts	Affected populations
<p>Mitigation: It is proposed that traffic monitoring is undertaken during the ETRO trial to understand traffic movements around the area, capturing any notable increases. In addition to this, it is intended that site visits are undertaken regularly during the trial to understand any unintended consequences of the pedestrian and cycle zone introduction – notably the movement of coaches.</p> <p>Working in coordination with other city centre project teams will also be undertaken to understand any cumulative impacts the Old Town Streets project may have on other city centre projects, such as Meadows to George Street and Lothian Road.</p> <p>Coach movement and parking will be monitored to help inform the development of a long-term coach strategy for the city centre.</p>	
<p><u>World Heritage Site</u></p> <p>Impact: The proposals will result in some physical changes to the urban environment in the context of the World Heritage Site of Edinburgh’s Old Town. Physical changes will be limited to temporary signing and lining for the trial; any permanent physical changes to the will be discussed and agreed with heritage stakeholders should the trial be made permanent upon completion of the ETRO.</p> <p>Mitigation: Should the trial be made permanent, it is crucial that the project team work closely with key heritage stakeholders to ensure that the design of any permanent physical changes to the street respect the historic environment. Designs should consider minimising or abstaining from making significant physical changes which would alter the street pattern, or key sight lines and views within Old Town. Materials chosen should be sensitive to the existing urban fabric, including cobbles / setts and other materials already in use across the Old Town. This includes careful consideration of any materials used to introduce traffic restrictions, such as planters. The project area road surface was recently reset with cobbles appropriate for the heritage of the site. Historic Environment Scotland</p>	

Environment and Sustainability including climate change emissions and impacts	Affected populations
and City of Edinburgh Council planners were involved in the process of this to ensure compliance with guidance.	
<p><u>On-street Entertainment</u></p> <p>Impact: Improvements to the physical environment on Lawnmarket may encourage more street performers and on-street entertainment to use the space. This could exacerbate crowding, particularly in busy months and may also deteriorate the World Heritage environment. Moreover, increased on-street performers may make the space less attractive to local residents, discouraging active travel across the Old Town.</p> <p>Mitigation: The project team will work closely with the Council's culture and events team as well as other key stakeholders such as Edinburgh Fringe Festival to develop strategies to manage the use of public space for entertainment. This may include, for example, to explore the possibility of introducing permits, which direct street performers to the most appropriate spaces and at the most appropriate times of day to minimise any environmental impacts.</p>	<p>All people</p> <p>People with disabilities</p> <p>Older people</p> <p>Younger people and children</p>
Economic	Affected populations
<p>The economic impact of the introduction of the pedestrian and cycle zone are anticipated to be largely positive. The increased space available for pedestrians and improved attractiveness of the public realm will likely encourage people to spend more time in the area, which may encourage people to spend more in local businesses. The area will become a more attractive destination, drawing in visitors and tourists to new and improved public spaces which can support cultural events, processions and festival-related activities, boosting the economic impact of the festival season.</p> <p>Positive</p> <p><u>An Enhanced Environment for Walking and Wheeling</u></p>	<p>All people</p> <p>Urban Community</p> <p>Business Community</p>

Economic	Affected populations
<p>Impact: An enhanced environment for walking and wheeling, with significantly reduced vehicle dominance, will improve access and comfort for pedestrians, encouraging them to visit, and spend more time in the project area. The widening and decluttering of footways, and expansion of a new pedestrian and cycle zone, will encourage all user groups to visit the area, particularly local residents who may currently avoid the area due to overcrowding. These factors will contribute to people spending more time in the area, with benefits potentially including increased spend in local businesses.</p>	
<p><u>A People-Focused, Attractive and Liveable Place</u> Impact: It is anticipated that good quality public realm may help to attract new investment and increase footfall. It is expected that improving the public realm in the Lawnmarket may have economic benefits for the wider area, including supporting and sustaining local businesses and elevating Edinburgh's status as a tourist destination. In particular, public realm enhancements on Lawnmarket will provide attractive public spaces suitable for everyone all year round.</p>	<p>Business Community Tourism All People</p>
<p><u>Vehicle access restrictions</u> Impact: A reduction in vehicle dominance as a result of a new pedestrian and cycle zone and decluttered footways may provide the business community with new opportunities to serve customers on the street (e.g., outdoor seating for restaurants). This will likely result in economic benefits from additional trade on Lawnmarket. This will be in addition to the increased foot traffic these measures are likely to bring, allowing businesses to attract a larger number of potential customers who feel safer and more comfortable walking or wheeling around.</p>	<p>Business community Urban Community</p>
<p>Negative There may be unintended impacts related to changing servicing and loading arrangements and the suitability / availability of public spaces for hosting cultural events. These are described in detail below.</p> <p><u>Vehicle access restrictions: Coach Operations</u></p>	<p>Urban Community Business Community</p>

Economic	Affected populations
<p>Impact: The introduction of vehicle access restrictions on Lawnmarket may negatively impact coach operators as they will no longer be able to pick-up, drop-off, or park on Johnston Terrace, and will be more restricted in how they travel through the project area. This may result in longer and more circuitous routes for coaches to drop-off and pick-up passengers, and park in between. This may impact coach operation schedules which may have a knock-on impact for the economic viability of coach operations in Edinburgh, especially those carrying passengers with additional mobility needs. There may be associated impacts for local businesses which rely on trade from coach passengers.</p> <p>Mitigation: Early engagement with coach operators in Edinburgh has been undertaken to help identify suitable alternative locations for coaches to pick up and drop off passengers, as well as both short- and long-term parking within the city centre. Clear communication with the industry and on-street signage is noted as important to successful delivery.</p> <p>It is proposed that traffic and parking surveys are undertaken throughout the trial to understand the impact of the restrictions on coaches.</p>	
<p><u>Vehicle access restrictions: Revised Servicing Arrangements</u></p> <p>Impact: The introduction of the pedestrian and cycle zone will result in businesses being subject to a restricted loading window, which may adversely impact businesses and their operations. This may increase costs for businesses as they alter staffing hours or requirements to manage deliveries. The Summertime Streets trial introduced similar measures and the servicing and loading activity of businesses has been monitored using temporary CCTV installations on Lawnmarket and Johnston Terrace. Whilst some businesses have been observed carrying out loading and servicing outside the restricted hours, the majority of loading appears to be occurring within the designated times.</p> <p>Mitigation: Knowledge of existing on-street loading and servicing operations have been gathered through early engagement with local businesses during Stage 1 of</p>	<p>Urban Community Business Community</p>

Economic	Affected populations
<p>the project. This has been used to help inform the loading periods. There has also been engagement with relevant internal CEC teams including Waste, to understand their requirements.</p> <p>Traffic, parking and loading surveys during the trial will indicate how businesses have altered their delivery arrangements. This will highlight any potential issues and help to form any further mitigation as required.</p>	
<p><u>Tour Bus Stop Relocation and Rerouting</u></p> <p>Impact: Vehicle access restrictions on Lawnmarket will stop access to the area for city tour buses. This could lead to a reduction in tourist footfall on Johnston Terrace and Lawnmarket, affecting local businesses and making it more difficult for tourists who rely on these services for access to attractions.</p> <p>It also may create operational challenges for tour bus companies as rerouting tour buses may complicate logistics for tour operators, leading to increased operational costs and scheduling difficulties. This could also reduce the efficiency of tour services, making them less attractive to tourists. Moreover, there may be resultant impacts for other bus services which rely on revenue generated by tour buses.</p> <p>Mitigation: Early engagement with tour bus operators (Lothian Buses and McGill's) during Stage 2 of the project has helped identify and establish alternative drop-off and pick-up points, and revised tour bus routes, that are still within close proximity to key tourist attractions. Additional signage and wayfinding may be needed to ensure these locations are easily accessible to minimise inconvenience for tourists as well as other measures (e.g., advertising campaigns) to inform tourists about the changes. Strategies to enable tour bus operators to continue selling tickets in the highest footfall areas may also effectively mitigate impacts.</p>	

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

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

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

A range of communication methods will be used to reach out to different groups of people. A wide range of internal and external stakeholders have been informed of the ETRO proposals to date. In addition to this, a public drop-in information session was held in April 2025, at which the public and businesses had opportunity to find out more about the project and ask the project team further questions. The material presented at this session were concise and clear, to be understood by everyone. The project's website will also be updated to reflect the proposed ETRO. The content on the webpage has been designed to be accessible to everyone.

11. Is the plan, programme, strategy, or policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a Strategic Environmental Assessment (SEA) will be required and the impacts identified in the IIA should be included in this. See section 2.10 in the Guidance for further information.

A Preliminary Environmental Assessment was undertaken as part of RIBA Stage 1 to establish whether a full Strategic Environmental Assessment is required for the project. Given the urban context of the project area, and the proposed strategies for delivery being minimal in terms of construction, it was concluded that a full SEA was not necessary, unless the scope of the project or strategies for delivery change significantly.

In addition to this, the project area acts as a catalyst area within the City Centre Transformation Strategy. As part of this strategy, a full Strategic Environmental Assessment was completed.

12. Additional Information and Evidence Required

As part of the ETRO trial, a comprehensive monitoring and evaluation plan has been developed to assess its impact. This will provide the relevant evidence to assess the impact of the ETRO.

In addition, a six-month public consultation period will be held during the trial, providing individuals and stakeholders with the opportunity to share feedback and contribute to the evaluation process.

13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above)

Please complete:

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and contact details)	Deadline for progressing	Review date	Complete
Host public drop-in events to enable members of the public to share their views and act on feedback to ensure the design process is collaborative	Stantec	April 2025	April 2025	Complete
Carry out the activities detailed in the Lawnmarket ETRO Monitoring and Evaluation Plan	Stantec / CEC	January 2026	July 2026	

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

No.

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

During the six-month consultation period of the ETRO, we will seek feedback from a diverse range of community members, including those representing equality and accessibility groups. This feedback will be analysed alongside the data gathered as part of the M&E plan to identify any disproportionate impacts and inform any necessary adjustments to the scheme.

16. Sign off by Head of Service

Name- Deborah Paton

Date- 28.01.2026

17. Publication

Completed and signed IIAs should be sent to:

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

Edinburgh Integration Joint Board/Health and Social Care

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