

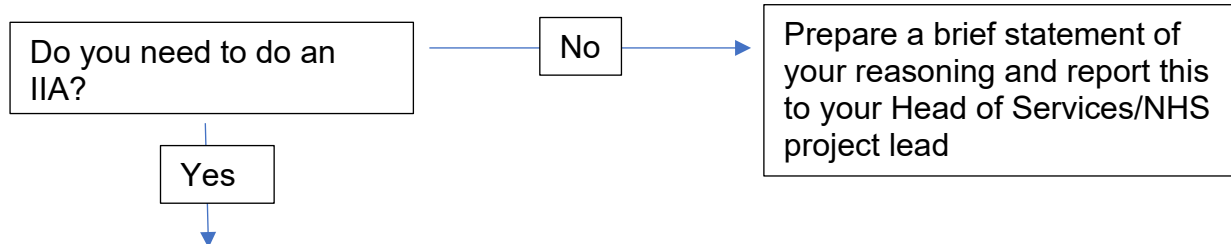
INTEGRATED IMPACT ASSESSMENT Guidance

A guide to Integrated Impact Assessment (IIA) for Councils,
Health & Social Care Partnerships, Health Services in the
Lothians

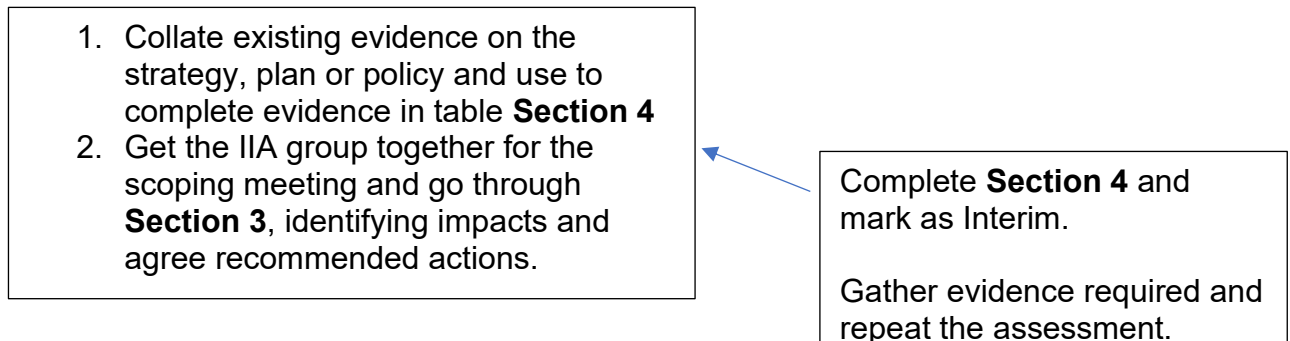
September 2024

Integrated Impact Assessment – Quick Guide

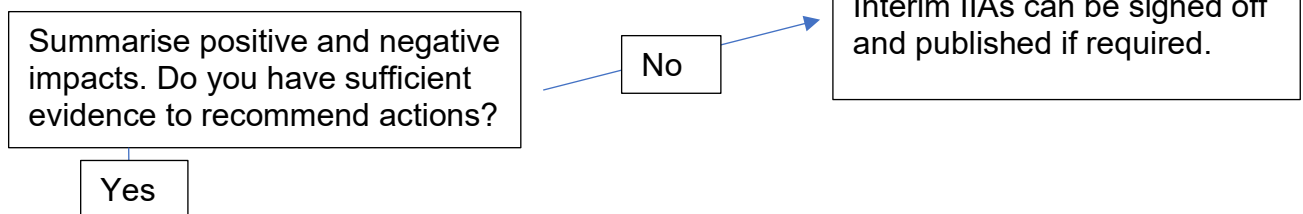
Stage 1: Identify if an Integrated Impact Assessment is Needed



Stage 2: Undertake Integrated Impact Assessment



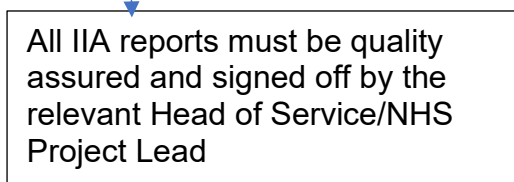
Stage 3: Consider the Results of your Assessment



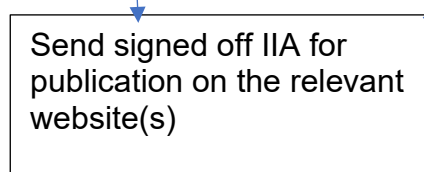
Stage 4: Report IIA Findings



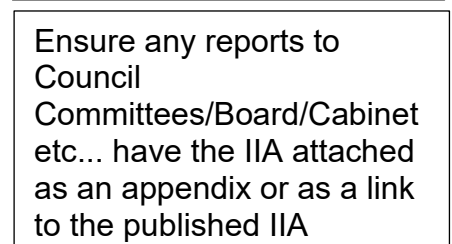
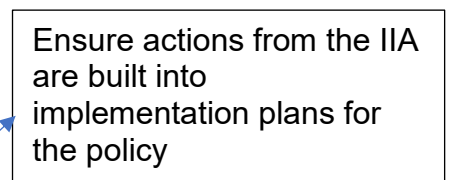
Stage 5: Sign Off



Stage 6: Publication



Stage 7: Act on IIA



Section 1 Integrated Impact Assessment - Overview

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.

Why is Integrated Impact Assessment required?

Assessing the 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 all¹
- 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.

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 characteristics² and impact on human rights, sustainability, and the environment. Consider

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.

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.

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.

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.

Section 2 Undertaking an Integrated Impact Assessment

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.

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.

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**.

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.

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

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.

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).

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.

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 regard³. 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.

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

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.

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 Commission⁴ 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?

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.

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.

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.

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.

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

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.

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.

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.

Before going through the checklist, consider:

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

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 (<i>how may each group be affected in different ways?</i>)
People with protected characteristics Older people and people in their middle years	Positive – Older people are generally more likely to travel by bus for journeys than other age groups, as they are often more reliant on bus travel and those over 60 are entitled to concessionary bus travel. Also, those who are no longer working are more likely to travel during the weekday off peak. Reduced bus journey times and increased reliability during these times will likely positively impact the journeys this user group takes. Positive - Older people are more likely to experience age associated limited mobility. The proposal is expected to reduce the impact of parking and loading in the vicinity of bus stops. This will enable buses to stop closer to the kerb, improving accessibility for older passengers with limited mobility. Positive - Older people with severe age-related mobility limitations who cannot easily walk to or from a bus stop, and do not drive, often rely on taxis for door-to-door travel, including through use of the Council's Taxicard scheme. The proposal is expected to reduce journey times for taxis permitted to use bus lanes outside of the weekday peak periods, thereby resulting in a positive impact for this group. In addition, the proposal will result in a decrease in parking activity along the route which could enable taxis to stop closer to the intended destination at the kerbside outside of the weekday peak periods, making it easier for older passengers with limited mobility. Positive - The western section of the corridor lies within the Central Air Quality Management Area. By encouraging a modal shift, the proposal supports a reduction in vehicle emissions. These improvements in air quality are likely to support better respiratory health, including for some older people, who are generally more vulnerable to pollution.

Population Groups	Differential impacts <i>(how may each group be affected in different ways?)</i>
• Young people and children	• Negative - Older people with more severe age-related mobility limitations, including those with a blue badge, often rely on private cars for door-to-door travel. Reducing parking along the route during the weekdays and at weekends may negatively affect this group as they are likely to face increased longer onward walking or wheeling journeys to and from their destination. • Negative – New signage, including parking restrictions, could be confusing for some older people and may create anxiety, particularly those with dementia, potentially negatively impacting this user group. • Negative – The introduction of new signage and poles associated with the proposal may result in additional street clutter through the corridor, impeding footway widths, negatively impacting those with limited mobility. • Negative – The proposal will limit pick up or drop-off opportunities for private cars and private hire vehicles due to the increased duration of bus lane operational hours, potentially resulting in longer onward walking or wheeling journeys for older people with more severe-age related mobility limitations. • Positive – Younger people are generally less likely to drive and are also more likely to use the bus, noting that those aged under 22 are entitled to concessionary bus travel. Part-time employment / shift working is also more common for those aged 16-24, which means they are more likely to be travelling during the weekday off peak and at weekends than other age groups in employment. The extension of bus lane operating hours is therefore likely to positively impact this group. • Positive – Younger people typically experience higher unemployment rates. Extending bus lane operating hours to reduce journey times and improve reliability is likely to benefit this group by improving accessibility of employment opportunities. • Positive - The proposal is expected to reduce parking and loading activity in the vicinity of bus stops. This will likely enable buses to stop closer to the kerb, improving accessibility for those travelling with young children in prams. • Positive - The western section of the corridor lies within the Central Air Quality Management Area. By encouraging a modal shift from private vehicles to LEZ-compliant buses and active travel, the proposal supports a reduction in vehicle emissions. These improvements in air quality are likely to support better respiratory health, including for children who are more vulnerable to pollution. • Negative – The introduction of new signage and poles associated with the proposal may result in additional street clutter through the corridor, impeding footway widths, negatively impacting those with limited mobility.

Population Groups	Differential impacts (<i>how may each group be affected in different ways?</i>)
- Men (including trans men), Women (including trans women) and Non-binary people (Include issues relating to pregnancy and maternity including same sex parents) - Disabled people (includes physical disability, learning disability, sensory impairment, long-term medical conditions, mental health problems)	Positive – Women are generally more likely to use bus services and trip-chain, which involves making multiple purpose journeys. Enhancing journey times and service reliability is likely to have a positive impact on women as improved reliability makes trip-chaining easier and more efficient. Positive – Women are generally less likely to cycle on roads compared to men, often due to concerns about safety and traffic conditions. Extending bus lane operational hours may positively impact this group by reducing interactions with general traffic and improving perceived and actual safety for cyclists when cycling in bus lanes. Positive – Safety concerns influence women's travel choices, particularly fears of violent or harassment on public transport. By improving bus efficiency and reducing unexpected waiting times at stops, the proposal may enhance perceptions of safety for women outside of the weekday peak periods. Negative – Pregnant women often rely on private cars for door-to-door travel due to the mobility limitations they experience getting to and from bus stops. Reducing parking along the route during the weekdays and at weekends may negatively affect this group as they are likely to face increased longer onward walking or wheeling journeys to and from their destination. Positive – Disabled people are less likely to possess a driving licence compared to non-disabled people and are therefore more likely to be reliant on bus travel, noting that people with certain disabilities are entitled to concessionary bus travel. Improved bus journey times and reliability are likely to have a positive impact on disabled people by enhancing access to key services and reducing waiting times at bus stops, which can be particularly beneficial for those with mobility or health-related challenges. Positive - The proposal is expected to reduce parking and loading activity in the vicinity of bus stops. This will likely enable buses to stop closer to the kerb, improving accessibility for passengers with physical disabilities. Positive – People with physical disabilities who cannot easily walk or wheel to or from a bus stop, and do not drive, often rely on taxis for door-to-door travel, including through use of the Council's Taxicard scheme. The proposal is expected to reduce journey times for taxis permitted to use bus lanes outside of the weekday peak periods, thereby resulting in a positive impact for this group. In addition, the proposal will result in a decrease in parking activity along the route which could enable taxis to stop closer to the intended destination at the kerbside outside of the weekday peak periods, making it easier for people with physical disabilities.

Population Groups	Differential impacts (<i>how may each group be affected in different ways?</i>)
- Minority ethnic people (includes Gypsy/Travellers, migrant workers, non-English speakers) - Refugees and asylum seekers	Negative – Disabled people with more severe physical disabilities, including those with a blue badge, often rely on private cars for door-to-door travel. Reducing parking along the route during the weekdays and at weekends may negatively affect this group as they are likely to face longer onward walking or wheeling journeys to and from their destination. Negative – The proposal will limit pick up or drop-off opportunities for private cars and private hire vehicles due to the increased duration of bus lane hours, potentially resulting in longer onward walking or wheeling journeys for people with physical disabilities to and from their destination. Negative – The introduction of new signage and poles associated with the trial may result in additional street clutter through the corridor, impeding footway widths, negatively impacting those with limited mobility. Negative – New signage, including parking restrictions, could be confusing for some disabled people, such as those who may have cognitive impairments, potentially negatively impacting this user group. Positive – Minority ethnic people are less likely to have access to a car, are more likely to experience higher rates of poverty, and rely on public transport more than other groups, including bus services. The proposals is likely to positively impact this user group by improving bus journey times and reliability, improving access to key services. Positive – Minority ethnic groups, refugees, asylum seekers, people of different religious beliefs, and LGBT+ individuals are more likely to experience or fear hate crime and violence in public spaces. By improving bus service efficiency and reducing waiting times at stops, the proposal has the potential to enhance perceptions of safety and positively impact these user groups. Positive – Refugee and asylum seekers are more likely to experience higher rates of poverty, partly due to restrictions on employment under UK law. They are also entitled to concessionary bus travel. This makes car ownership less likely and increases reliance on bus travel. The proposed measures are likely to positively impact this group by providing faster, more reliable services that improve access to essential services and opportunities for social inclusion. Positive – Minority ethnic groups, refugees, asylum seekers, people of different religious beliefs, and LGBT+ individuals are more likely to experience, or fear hate crime and violence in public spaces. By improving bus service efficiency and reducing waiting times at stops, the proposal may enhance perceptions of safety and positively impact these user groups.

Population Groups	Differential impacts <i>(how may each group be affected in different ways?)</i>
• People with different religions or beliefs (includes people with no religion or belief) • Lesbian, gay, bisexual, and heterosexual people • People who are unmarried, married or in a civil partnership	• Positive – Minority ethnic groups, refugees, asylum seekers, people of different religious beliefs, and LGBT+ individuals are more likely to experience, or fear hate crime and violence in public spaces. By improving bus service efficiency and reducing unexpected waiting times at stops, the proposal may enhance perceptions of safety and positively impact these user groups. • Negative – There are several religious venues along the corridor, including Christian Revival Church, Meadowbank and Willowbrae Church, and Willowbrae Parish Church. The loss of parking near these venues within bus lanes, including on Sundays, may negatively impact congregations, as attendees with physical mobility impairments who find it difficult to travel by bus may be unable to park directly outside or near these churches, requiring them to walk or wheel further. • Positive – LGBT+ individuals in Scotland are at greater risk of poverty, which may increase reliance on bus travel. The proposed measures will positively impact this group by improving service reliability and reducing journey times, thereby enhancing access to key services, amenities, and opportunities for social participation and equality. • Neutral
Those vulnerable to falling into poverty: • Unemployed	• Positive – Enhanced bus services have the potential to improve access to employment by expanding the catchment area for job opportunities. A reliable and fast service will likely increase the range of roles accessible to individuals, helping to reduce barriers to work and potentially lifting people out of unemployment. The Jobcentre Plus Travel Discount Card also gives unemployed people discounted travel on bus, encouraging patronage to access opportunities. • Positive – Bus lanes are also available for cyclists. Extending bus lane operational hours may positively impact this group by reducing interactions with general traffic and improving perceived and actual safety for cyclists when cycling in bus lanes. This is likely to positively impact user groups who are more financially constrained, offering an affordable and sustainable transport alternative.

Population Groups	Differential impacts (<i>how may each group be affected in different ways?</i>)
• People on benefits • Single parents • Vulnerable families e.g. young mothers, people experiencing domestic abuse, children at risk of statutory measures • Pensioners	• Positive – People on lower incomes are more likely to use bus services compared to those on higher incomes. Reduced journey times and improved reliability will have a positive impact on individuals receiving benefits, who may rely on these services to access essential amenities and key services such as healthcare, education, and employment opportunities. • Positive – Bus lanes are also available for cyclists. Extending bus lane operational hours may positively impact this group by reducing interactions with general traffic and improving perceived and actual safety for cyclists when cycling in bus lanes. This is likely to positively impact user groups who are more financially constrained, offering an affordable and sustainable transport alternative. • Positive – Single parent households are more likely to experience time and financial constraints, increasing the reliance on bus travel as an affordable mode. Women are also more likely to be the head of single-family households. Improved journey times and service reliability will likely positively impact this group by making it easier to balance work and childcare, while enhancing access to essential services. • Positive - The proposal is expected to reduce loading activity at bus stops due to increased parking restrictions, encouraging loading to take place elsewhere. This will enable buses to stop closer to the kerb, improving accessibility for single parents travelling with young children in prams. • Negative – The introduction of new signage and poles associated with the trial might introduce street clutter through the corridor, impeding footway widths, negatively impacting those travelling with children or a pram. • Positive – Vulnerable families can face barriers to mobility and essential services. Reliable and faster bus services could positively impact this group by improving access to healthcare, education, social support, and safe spaces. Enhanced connectivity can help reduce isolation, support intervention, and enable access to services. • Positive - The proposal is expected to reduce loading activity at bus stops due to increased parking restrictions, encouraging loading to take place elsewhere. This will enable buses to stop closer to the kerb, improving accessibility for young mothers travelling with children in prams. • Negative – The introduction of new signage and poles associated with the trial might introduce street clutter through the corridor, impeding footway widths, negatively impacting young mothers travelling with children in prams. • Positive and negative – See <i>Older people</i>

Population Groups	Differential impacts (<i>how may each group be affected in different ways?</i>)
• Looked after children and young people • Those leaving care settings (including children and young people and those with illness) • Homeless people • Carers (including young carers and carers with protected characteristics) • Those involved in the criminal justice system • Those living in the most deprived communities	• Positive and negative – See <i>Young people and children</i> • Positive – Improved bus journey times and improved reliability have the potential to improve access to education and employment opportunities, as well as health care and social support. Enhanced accessibility can help promote independence, social inclusion, and equal opportunities. • Positive – Transport can be a significant barrier to accessing essential services such as healthcare, housing support, and employment opportunities for this user group. While financial constraints may remain for some individuals, the proposed measures can help improve access and reduce social exclusion by providing faster, more reliable bus services that connect people to critical resources. • Positive – The proposal will positively impact this user group, who are often carrying out support work while travelling. Carers can often travel free or at a reduced fare if the person they care for has a National Entitlement Card. • Negative – Carers, including those in healthcare and social care settings, generally rely on private vehicles to travel between multiple locations as part of their caseload. Reducing parking along the corridor may negatively impact their ability to access residential properties efficiently as it is likely to require them to walk or wheel further. • Positive – People in the criminal justice system often face barriers to employment, housing, and other essential services. They are also more likely to experience financial constraints, making them more reliant on bus travel. Reliable and faster bus services can improve connectivity to key services and support networks, which may help reduce the risk of reoffending. • Positive – Those on lower incomes are less likely to have access to cars and are more likely to be reliant on bus travel. This proposal will likely have a positive impact on residents in the most deprived communities by improving access to essential services and opportunities through faster and more reliable bus services. • Positive – Bus lanes are also available for cyclists. Extending bus lane operational hours may positively impact this group by reducing interactions with general traffic and improving perceived and actual safety for cyclists when cycling in bus lanes. This is likely to positively impact user groups who are more financially constrained, offering an affordable and sustainable transport alternative.

Population Groups	Differential impacts (<i>how may each group be affected in different ways?</i>)
• People with low literacy/numeracy • People misusing substances • Others e.g. students, church congregations	• Positive – Enhanced bus services can improve access to employment and education opportunities by expanding the catchment area. A reliable and fast service has the potential to increase the range of accessible opportunities to individuals, helping to reduce barriers to social inclusion and increasing equality of opportunities. • Negative – New signage and parking restrictions might be confusing for some people with limited literacy or numeracy skills and can create anxiety, potentially negatively impacting this user group. • Positive – Extending bus lane operating hours to reduce journey times is likely to benefit this group by improving reliable access to key services and support, including health centres. • Positive / negative - See <i>Young people</i> and children as well as <i>People with different religions or beliefs</i>
Geographical communities • Rural/ semi-rural communities • Urban communities	• Positive - The proposal is expected to reduce bus journey times and improve service reliability along a key corridor connecting communities in East Lothian to Edinburgh City centre. Some of these communities could be considered semi-rural. • Positive – The proposal aims to improve bus journey times to and from the city centre, positively impacting urban communities along the route. Extending bus lane operating hours and introducing associated parking restrictions will improve journey times and reliability, making bus travel more convenient for these communities travelling to and from the city centre. • Positive - The western section of the corridor already lies within the Central Air Quality Management Area. By encouraging a modal shift from private vehicles to LEZ-compliant buses and active travel, the proposal supports a reduction in vehicle emissions. These improvements in air quality are likely to support better respiratory health among residents living along the corridor, including those more vulnerable to pollution such as children, older people, and those with existing respiratory conditions. • Positive – Reducing traffic dominance and parking activity could help create a more pleasant and accessible environment for pedestrians, positively impacting amenity for people living along the corridor. • Negative – The reduction in parking along the route may result in some residents having to park in surrounding streets rather than directly on the corridor. In addition, there it is likely that parking will overspill into

Population Groups	Differential impacts (<i>how may each group be affected in different ways?</i>)
• Coastal communities • Business community	the surrounding residential streets, particularly where there is no controlled parking zone in place (e.g., Willowbrae). • Positive - See <i>rural/semi-rural communities</i> above. • Positive - The proposed trial aims to reduce journey times and improve reliability for bus passengers along the corridor. By making bus travel more efficient and dependable, the scheme could enhance the overall attractiveness of public transport. This, in turn, has the potential to boost footfall for local businesses situated along the corridor, particularly those near bus stops. • Positive - Reducing parking along the route during the new bus lane operational hours is likely to create better opportunities for loading to occur directly outside businesses, during hours in which it is permitted. This improvement has the potential to enhance operational efficiency of loading activity. • Positive – Reducing traffic dominance and parking activity could help create a more pleasant and accessible environment for pedestrians. This may make it easier for people to reach businesses, including shops along the corridor, and encourage greater use of the area. • Negative – Businesses along the corridor have active frontages with loading, and servicing needs. The proposed trial is likely to cause short-term disruption as operations adapt to the changes and have to change delivery times, particularly if businesses are not fully informed in advance. • Negative – Extended duration of loading prohibitions during weekday peak periods and weekends between 11:00 and 14:00 could be disruptive to businesses as it may require the rescheduling of deliveries. • Negative – The reduction in parking along the corridor might discourage some people from accessing the area, negatively impacting local businesses, particularly for businesses more reliant on their customers having convenient vehicular access (e.g., for bulky goods).
Staff • Full-time • Part-time • Shift workers • Staff with protected characteristics • Staff vulnerable to falling into poverty	• Positive and negative – See <i>disabled people, older people and younger people, women, ethnic minorities, people on benefits, single parents, and vulnerable families</i>.

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	Neutral
Advance equality of opportunity e.g. improves access / quality of services	• Positive – Improving bus journey times and improving reliability has the potential to enhance access to employment, education, healthcare, and other essential services, thereby advancing equality of opportunity across diverse user groups. • Negative - Reducing parking provision during bus lane operational hours may limit access for people who continue to drive to services such as GP surgeries or Meadowbank Sports Centre.
Foster good relations within and between people with protected characteristics	• Positive – Improving bus journey times not only enhances access but can also increase patronage, fostering interaction and cohesion among user groups from different backgrounds and with diverse characteristics. Reliable public transport creates shared spaces that promote inclusion and strengthen community connections.
Enable people to have more control of their social/work environment	• Positive – Improving bus reliability and journey times empowers those who rely on bus travel to better manage their schedules, working hours, and social activities. Greater predictability in travel reduces stress and supports flexibility, enabling individuals to participate more fully in employment and community life.
Reduce differences in status between different groups of people	• Positive – It is expected that improving bus reliability and journey times will enhance access to essential services such as healthcare, education, and employment, particularly for people without access to private vehicles. This contributes to reducing transport-related inequalities and supports equality of opportunity across socio-economic groups.
Promote participation, inclusion, dignity, and control over decisions	• Positive – Improved public transport access promotes social inclusion and enables greater participation in community and economic activities. By reducing barriers to mobility, it empowers individuals to exercise greater choice and control over their daily lives.
Build family support networks, resilience, and community capacity	• Neutral
Reduce crime and fear of crime including hate crime	• Positive – Improved efficiency across bus services should reduce dwell times at bus stops, positively impacting user groups who have safety concerns. • Positive – Emergency services may experience shorter response times as they will be able to use bus lanes during the weekday off peak and at weekends.
Protect vulnerable children and adults	• Positive – Emergency services may experience shorter response times as they will be able to use bus lanes during the weekday off peak and at weekends.

Objectives	Positive/negative impacts
Promote healthier lifestyles including: - diet and nutrition, - sexual health, - substance misuse - physical activity - life skills	Positive – It is expected that reduced bus journey times and improved reliability will make travelling by bus more attractive. An increased number of people travelling by bus rather than car supports healthier lifestyles by increasing opportunities for active travel when accessing bus stops and city destinations. Positive - Extending bus lane operational hours may reduce interactions between traffic and people cycling, thereby improving the perceived and actual safety for cyclists when cycling in bus lanes. This has the potential to increase the uptake of cycling among less confident cyclists, leading to increased physical activity levels. Positive – The western section of the corridor already lies within the Central Air Quality Management Area. By encouraging a modal shift from private vehicles to LEZ-compliant buses and active travel, the proposal supports a reduction in vehicle emissions. These improvements in air quality are likely to support better respiratory health, particularly for groups more vulnerable to pollution such as children, older people, and those with existing respiratory conditions Negative – Reducing parking provision along the corridor during bus lane operational hours may limit access to key sports facilities for those who continue to drive, such as Meadowbank Sports Centre, which already has limited on-site parking. This reduction in convenience could discourage visits and, in turn, lead to lower levels of physical activity.
Environmental	
Reduce greenhouse gas (GHG) emissions (including carbon management)	Positive – The proposal seeks to achieve a modal shift from private vehicles to low-carbon forms of transport, including buses and active travel. This transition will reduce greenhouse gas emissions and contribute to Edinburgh's climate and sustainability objectives.
Plan for future climate change	Neutral
Pollution: air/ water/ soil/ noise	Positive – The western section of the corridor lies within the Central Air Quality Management Area (AQMA). By encouraging a modal shift from private vehicles to LEZ compliant buses and active travel, the proposal supports a reduction in vehicle emissions in this AQMA.
Protect coastal and inland waters	Neutral
Enhance biodiversity	Neutral
Encourage resource efficiency (energy, water, materials, and minerals)	Positive – The proposal promotes a modal shift from private vehicles to more low-carbon forms of transport, including public transport, walking, wheeling, and cycling. This transition has the potential to encourage resource efficiency through reducing fuel and energy use.

Objectives	Positive/negative impacts
Public Safety e.g.: • minimise waste generation • infection control • accidental injury • fire risk	• Positive – Emergency services may experience shorter response times as they will be able to use bus lanes during the weekday off peak and at weekends. • Positive – Reducing parking along the corridor has the potential to enhance pedestrian safety by improving crossing visibility and reducing the risk of pedestrians stepping out between parked vehicles. • Negative – An increase in bus patronage may negatively impact infection control, particularly those who are immunocompromised or otherwise vulnerable in crowded settings
Reduce need to travel and promote sustainable forms of transport	• Positive – Whilst the proposal does not reduce the need to travel, the proposal promotes a modal shift from private vehicles to more low-carbon forms of transport, including public transport.
Improve the physical environment e.g. • housing quality • public space • access to and quality of green space	• Positive – Reducing traffic dominance and parking activity could help create a more pleasant and accessible environment for pedestrians. This has the potential to improve the overall user experience of the public footways along the route. • Positive - The western section of the corridor already lies within the Central Air Quality Management Area. By encouraging a modal shift from private vehicles, the proposal supports a reduction in vehicle emissions. These improvements in air quality are likely to support better respiratory health among residents living along the corridor, including those more vulnerable to pollution such as children, older people, and those with existing respiratory conditions.
Economic	
Maximise income and /or reduce income inequality	• Positive – By improving bus journey times and reliability, the proposal has the potential to enhance transport equality for those travelling to and/or through the city centre. This has the potential to support equitable access to employment and educational opportunities.
Help young people into positive destinations	• Positive and negative – See <i>Young people and children</i>
Support local business	• Positive/Negative – See <i>Business Community</i>
Help people to access jobs (both paid and unpaid)	• Positive – See <i>unemployed</i>
Improve literacy and numeracy	• Neutral
Improve working conditions, including equal pay	• Positive – The proposal will extend the operational hours of dedicated space for buses, which is expected will reduce bus journey times and improve reliability during the weekday off peak and at weekends. This has the potential to improve bus drivers' working conditions operating along the route (e.g., welfare breaks)

Objectives	Positive/negative impacts
Improve local employment opportunities	• Positive – <i>See unemployed</i>
Improve quality of and access to services	• Positive – It is expected that improving bus reliability and journey times will enhance access to essential services such as healthcare, education, and employment, particularly for people without access to private vehicles • Negative – Reducing parking provision during bus lane operational hours may limit access for people who continue to drive to services such as GP surgeries or Meadowbank Sports Centre.

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).

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

City of Edinburgh Council – 7-7-7 Bus Lane Trial

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

The proposal includes changes to the operational hours of bus lanes within the project area and associated changes to parking, waiting and loading restrictions along the trial corridor, to be implemented through an Experimental Traffic Regulation Order (ETRO).

The City of Edinburgh Council (the Council) adopted the City Mobility Plan (CMP) in 2021, setting out the transport policies to meet several objectives and deliver the vision. These policies included to *“Expand and enforce public transport priority measures to improve journey time reliability and operational efficiency within the city and wider region.”*

Subsequently, the Public Transport Action Plan (PTAP) identified that the extension of bus lane operating hours, from 7am to 7pm, 7 days a week (7-7-7) would be trialled on key corridors, with the Transport and Environment Committee (TEC) agreeing in August 2024 that this should be along the route of the Lothian Buses 44 bus route. The trial scheme will be implemented through the promotion of an 18-month ETRO.

The proposal includes bus lanes on London Road (between Leith Walk and Montrose Terrace); the A1 (between Montrose Terrace and Milton Link Junction); and the A199 (between Milton Link Junction and Edinburgh College, as shown in Figure 0-1.

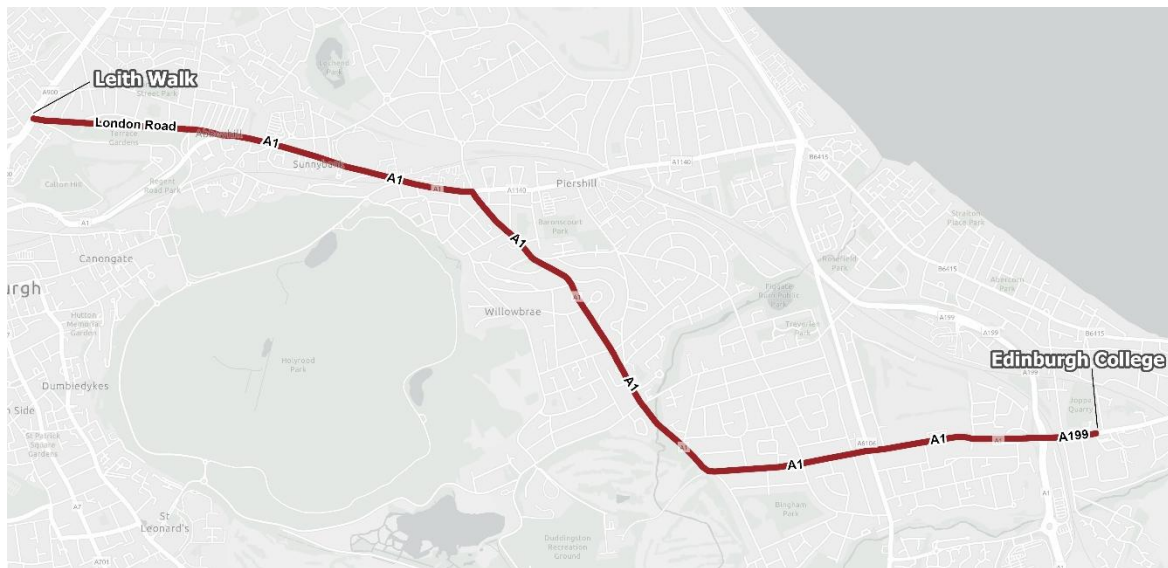


Figure 0-1: 7-7-7 Bus Lane Trial Extents

Currently, bus lanes in the project area are operational Monday to Friday in the morning peak period between 07:30 and 09:30 and in the evening peak period between 16:00 and 18:30. The trial will change the operational hours to Monday to Sunday between 07:00 and 19:00. In addition, there will be changes to waiting and loading restrictions within the project area. This will enable parking, loading and servicing to take place at appropriate times to account for the revised bus lane operational hours.

It is expected that the trial will result in a reduction in bus journey times along the corridor and improvements in journey time reliability. In particular, benefits are expected to be notable on the Lothian Buses route 44, in addition to other bus services operating within the project area, including those operated by East Coast Buses.

Alongside changes to the bus lane operation hours, the proposal includes the following key measures:

- Changes to parking restrictions, including amending the timings of parking restrictions on single yellow lines to match the new bus lane times whilst also introducing sections of new double yellow lines (e.g., at junctions).
- Changes to the times in which loading activity is banned, including through amending timings of existing part time loading prohibitions (single kerb markings), as well as introducing new part time and 24-hour loading prohibitions on sections of the route (e.g., at junctions).

The changes to loading times have been informed through a combination of reviewing bus journey time data and loading activity surveys conducted in November 2024. The approach aims to support business activity along the corridor while also minimising delays to bus services.

In general, it is proposed that the timings of part time loading prohibitions along the route will be extended to cover a longer period during the weekday peak period. In addition, part time loading prohibitions will be extended to cover 11:00 – 14:00 at

weekends. This applies only to the section of the route between Easter Road and Willowbrae Avenue, as bus journey time analysis shows this section experiences the greatest delays at weekends.

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

As noted, the 7-7-7 Bus Lanes trial is a direct result of CMP policies and the PTAP. Extensive public consultation on the CMP was undertaken prior to its approval by the TEC in February 2021. As part of the development of the CMP, an IIA workshop was held in October 2019. The final CMP took account of issues identified as part of the IIA process and new elements introduced since the Draft Plan consultation were reviewed to ensure they did not impact negatively on equalities and inclusion. Subsequently, between February and June 2023, public and stakeholder engagement was undertaken in relation to the delivery plan for CMP, which comprises 5 action plans:

- Active Travel Action Plan (ATAP)
- Road Safety Action Plan (RSAP)
- Air Quality Action Plan (AQAP)
- Parking Action Plan (PAP)
- **Public Transport Action Plan (PTAP)**

The consultation and engagement activities undertaken as part of this programme were comprehensive and included:

- Stakeholder workshops
- Online questionnaire
- Market research
- Focus groups
- Public drop-in events
- School workshops

The public online questionnaire received over 3,000 responses and included a dedicated section relating to delivering improvements to the public transport network.

Following the 2023 consultation on Edinburgh's City Mobility Plan (CMP), the draft Public Transport Action Plan (PTAP) and related plans were streamlined to reduce complexity and eliminate duplication. This resulted in a more integrated CMP-led approach, relying more heavily on the CMP's strategy to 2030 and Implementation Plan to outline the city's transport vision, goals, policies, and delivery actions.

More recently, SEStran has undertaken an extensive public consultation process in preparing their Regional Bus Strategy. The consultation process, which received over 5,000 responses, identified that one of the top priorities for bus passengers is for more reliable bus services with fewer delays. The proposal therefore directly aligns with these priorities, as they are specifically designed to reduce delays and improve the reliability of bus services along the corridor.

Planned Engagement

Prior to the trial commencing, engagement will be carried out with a wide range of stakeholders including local businesses, organisations, bus operators, elected members and Community Council representatives to raise awareness of the scheme.

An in-person drop-in session will be held for businesses and organisations located directly on the route, providing an opportunity to raise awareness of the proposals and ask questions. Two resident drop-in events will also be held.

During the trial, key stakeholders will be re-engaged to understand their experiences of the trial. There will also be an opportunity for anyone to provide feedback on the ETRO within the first six months of the trial during the statutory consultation period.

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

- October 2019 – CMP IIA Workshop
- December 2023 – Delivering Actions for Public Transport (Supporting Information Paper) IIA
- November 2025 – 7-7-7 Trial Initial IIA
- January 2026 – 7-7-7 Trial IIA

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
Elliot Reid	Stantec Associate, Transport Planning (project manager)	12/2025
Eve McWilliams	Stantec Transport Planner	12/2025
Victoria Baillie	Transport Planning Officer, CEC	12/2025
Gary Wilson	Senior Project Manager – Transport Contracts and Design	12/2025

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	Scotland Census 2011 / 2022	The Edinburgh City Centre area population ages are generally in line with the national average, showing an ageing population with more people over the age of 65 (3386) than people under the age of 16 (1968). Within the wider project area, there was a population of 47,292 at the 2022 Census compared to 44,686 at the 2011 Census. This represents an increase of 2,606 people, or approximately a 5.8% increase. This is broadly in line with population growth across the City of Edinburgh, which increased 7.6% in the same period. The 16 to 24 age group saw the largest increase in population (+24%) between 2011 and 2022 whereas the 0 to 15 age group saw the largest decrease (-8%). The only other age group to decrease in population was 35 to 49 (-3%). Age Distribution <table><caption>Age Distribution Data</caption><thead><tr><th>Age Group</th><th>% of Population</th></tr></thead><tbody><tr><td>0-15</td><td>10%</td></tr><tr><td>16-24</td><td>16%</td></tr><tr><td>25-34</td><td>21%</td></tr><tr><td>35-49</td><td>20%</td></tr><tr><td>50-64</td><td>17%</td></tr><tr><td>65+</td><td>14%</td></tr></tbody></table> In 2022, the gender split in the wider project area was roughly even with 52% female and 48% male. 11% of the population identified as lesbian, gay or other (non-heterosexual) sexuality in 2022, higher than Edinburgh (7.6%) and Scotland (4%). The wider project area was 85% White in 2022; Asian ethnicities made up the largest minority group (9%). This is in line with Edinburgh which was also 85% White with 9% Asian in 2022, and slightly more diverse than Scotland for which these values were 93% and 4% respectively. 60% of people living in the wider project area in 2022 had no religion. Christianity was the largest religious group (27%). In Edinburgh and Scotland, people with no religion also make up the largest share, but to a lesser extent (56% and 51% respectively).	Age Group	% of Population	0-15	10%	16-24	16%	25-34	21%	35-49	20%	50-64	17%	65+	14%
Age Group	% of Population															
0-15	10%															
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25-34	21%															
35-49	20%															
50-64	17%															
65+	14%															

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																						
		In 2022, approximately 21% of the population of the wider project area reported having a long-term health problem or disability. For 13% this limited them a little and for 8% this limited them a lot. This was broadly in line with Edinburgh, for which being limited a little and being limited a lot by a long-term health problem or disability was 12% and 8% respectively.																						
Data on service uptake/access	Census 2022 / Transport and Travel in Scotland 2023	In 2022, 35% of the working population (excluding those who work from home) in the wider project area used a car or van to travel to work. 24% walked and 25% used a bus or coach to travel to work whilst only 7% cycled to work. In 2022, 39% of the working population in the wider project area worked mainly from home. Census 2022 data also shows that there are over 11,000 people who live in East Lothian and work in Edinburgh. Of these commuters, 61% travel to work using a car or van, 19% travel by bus and 12% travel by train. 8% travel to work by other modes of transport. The majority of bus services between major towns in East Lothian and Edinburgh travel through the project area. In 2023, 37% of Edinburgh households surveyed did not have access to a car, the third highest local authority in Scotland. 17% of households surveyed in East Lothian did not have access to a car.																						
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	SIMD 2020 https://simd.scot/	There are 57 Data Zones within the wider project area, which range from the bottom 10% (most deprived) to the top 10% (least deprived), as shown below. Wider Project Area Deprivation <table><thead><tr><th>SIMD 2020 Decile</th><th>Number of Data Zones</th></tr></thead><tbody><tr><td>Most Deprived</td><td>3</td></tr><tr><td>2nd</td><td>3</td></tr><tr><td>3rd</td><td>5</td></tr><tr><td>4th</td><td>3</td></tr><tr><td>5th</td><td>5</td></tr><tr><td>6th</td><td>4</td></tr><tr><td>7th</td><td>7</td></tr><tr><td>8th</td><td>8</td></tr><tr><td>9th</td><td>8</td></tr><tr><td>Least Deprived</td><td>11</td></tr></tbody></table> While generally the wider project area encompasses areas with lower deprivation, there are 3 Data Zones in the area which fall into the most deprived 10% in Scotland and 19 Data Zones in the bottom 50%. 3 of the Data Zones in the wider project area are also within the bottom 10% most deprived in Scotland in the income domain. 13% of the working age population within the wider project area were	SIMD 2020 Decile	Number of Data Zones	Most Deprived	3	2nd	3	3rd	5	4th	3	5th	5	6th	4	7th	7	8th	8	9th	8	Least Deprived	11
SIMD 2020 Decile	Number of Data Zones																							
Most Deprived	3																							
2nd	3																							
3rd	5																							
4th	3																							
5th	5																							
6th	4																							
7th	7																							
8th	8																							
9th	8																							
Least Deprived	11																							

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
		income deprived in 2020; in the most deprived Data Zones, this was as high as 66%.
Data on equality outcomes	A Draft Just Transition Plan for Transport in Scotland (February 2025) Equality and Fairer Scotland Statement (December 2023) Transport and Travel in Scotland 2023 Equality and Fairer Scotland Statement (December 2023) The Accessible Travel Framework	In Scotland, transport poverty disproportionately affects women, disabled people, and low-income households, due to higher costs and limited public transport access. Moreover, bus usage is much higher among lower-income individuals; in 2019, 51 % of households earning ≤ £10k used a bus in the last month compared to 27 % of those earning over £50k. Bus reliance is also higher among some minority ethnic groups as well as peoples aged under 22. Women are less likely to hold driving licences (67%) compared to men (77%), making them more dependent on public transport; however, the proportion of women with a driving license is increasing. In addition, women are more likely to engage in ‘trip-chaining’, for example combining travel to work with trips for other purposes such as taking children to school, looking after family members or shopping. Disabled people generally make fewer daily journeys than non-disabled people and, on average, these journeys are shorter in distance. Disabled adults are more likely to use the bus than non-disabled adults (9% of journeys vs 6%), less likely to drive (43% vs 54%), and more likely to be a car-passenger (17% vs 11%). Disabled people report lower satisfaction in areas like interchanges compared to non-disabled people and transport accessibility is central to enabling employment, healthcare, and social participation for many people with disabilities.
Research/literature evidence	Bastiaanssen, Johnson and Lucas, 2021	One study found that providing better public transport access to jobs increases the likelihood of finding employment. In particular, those in urban areas with low car ownership rates are found to benefit from higher levels of public transport job accessibility. The study shows that public transport job accessibility is much lower in low-income neighbourhoods; improved accessibility would be most impactful in these areas. Low-educated individuals and young people benefit most from better public transport job accessibility. The study identified the “need for public transport delivery strategies to be better targeted towards improving public transport services and subsidies in under-served neighbourhoods, such as peripheral and deprived urban areas, and among disadvantaged population groups without access to private

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
	Crisp and Gore, 2020 Sustrans, 2023 Transport poverty: a public health issue	vehicles, such as low-income households and younger people”. Another study finds that transport often acts as a major obstacle to employment for people in low-income areas. Many individuals described being unable to access jobs due to issues like unreliable bus services, high fares, or long travel times. The study also connects transport to the type and location of available work; employment sites on the outskirts (e.g., retail or industrial parks) are often poorly served by bus networks. The Transport to Thrive project found that young people (aged 16-24) make 21% fewer trips compared to other working age adults. The Sustrans research identified key barriers, including a lack of suitable services. Young people reported being unable to attend work placements, take up better job opportunities, or access education and training because public transport options were unavailable or unreliable. The paper warns that young people face increasing risk of economic and social exclusion as a result. Sustrans’ Tim Burns commented that current transport policies are “denying young people opportunities for education and work,” with potentially “profoundly damaging” long-term consequences. The report recommends significant long-term investment in public transport, walking, and cycling infrastructure in addition to stronger local control over transport planning and delivery to support youth development, improve equality, and prevent long-term social and economic harm. Public Health Scotland (2024) explored the relationship between transport poverty and health inequalities. Transport poverty can be defined as a lack of transport options that are available, reliable, affordable, accessible or safe that allow people to meet their daily needs and achieve a reasonable quality of life. The briefing found that individuals most affected by transport poverty tend of experience poorer health outcomes. It concluded that improving access to sustainable transport can help reduce widening health and social inequalities across different population groups. Those most at risk of transport poverty include disabled people, women, low-income households, and those in rural areas. Importantly, the report highlights the

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
		intersectionality of those factors. For example, women and disabled people are more likely to live in low-income households. To address these challenges, the briefing recommends a cross-sector approach. From a transport perspective, this means increasing investment in sustainable transport options to improve the frequency, reliability, accessibility, integration, affordability and safety of services and infrastructure.
Public/patient/client experience information	Delivering the City Mobility Plan (Online Consultation / Market Research / Focus Groups) Edinburgh by Numbers (2024)	Evidence from past engagement activities in relation to the delivery plan for the CMP highlighted mixed levels of support for 7-7 bus lanes, with concerns about the effectiveness of extending bus lane operating hours and the impacts for those reliant on cars. Some respondents were strongly opposed to changing the current bus lane times, fearing it will lead to more congestion and pollution. However, there was support for wider bus priority measures. Those from rural communities were less supportive of extended bus lane hours as many people did not see the bus as a viable transport option for them. Women, however, were generally more supportive of extended bus lane hours but did not go as far as to support 7-7. The latest Edinburgh by Numbers found that in 2023, over 60% of Edinburgh's travel involved walking or public transport, with leisure activities as the primary purpose in 44% of the trips. Public transport satisfaction stood at 86%, more than 20% over the Scottish average. Despite this good use of sustainable travel, 63% of households owned at least one car.
Evidence of inclusive engagement of people who use the service and involvement findings	Delivering the City Mobility Plan (Online Consultation / Market Research / Focus Groups)	The consultation programme for the delivery plan for the CMP was designed to be inclusive and representative, engaging a wide range of service users through multiple channels. Activities included in-person and online stakeholder workshops, public drop-in events, an online survey, market research, and targeted focus groups with hard-to-reach and underrepresented communities such as people with disabilities, older adults, young people, and those experiencing poverty. Venues for in-person events, including stakeholder workshops and public drop-ins, were carefully selected to ensure full accessibility, including for individuals with mobility impairments. Notes from workshops were circulated among attendees after the events to ensure they were accurate and representative. Planned Engagement The proposed trial will provide an opportunity for all service users to share their views on its impact. This feedback will strengthen the evidence base for inclusive engagement and ensure that the

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																																																														
		perspectives of those who use the service are fully considered.																																																														
Evidence of unmet need	Walking and Cycling Index 2023 / CrashMap	According to the City Mobility Plan “Fewer than a quarter of resident workers have public transport journey times of less than 20 minutes to work. Public transport journey times to jobs in the peripheral areas of the city are almost double those of jobs in the city centre.” Moreover, the CMP set a citywide target to reduce the car kilometres driven on Edinburgh’s roads by 30% by 2030. To achieve this, mode share targets were set for trips to work and education, as well as overall (see below). Summary Table B: Mode share targets to effect 30% reduction in car KMs by 2030 <table><tr><th rowspan="2">Mode share</th><th colspan="2">All Trips</th><th colspan="2">Trips to Work</th><th colspan="2">Trips to Education</th><th colspan="2">Other trips</th></tr><tr><th>Current</th><th>Target</th><th>Current</th><th>Target</th><th>Current</th><th>Target</th><th>Current</th><th>Target</th></tr><tr><td>Car</td><td>21%</td><td>14%</td><td>34%</td><td>24%</td><td>5%</td><td>3%</td><td>17%</td><td>11%</td></tr><tr><td>Walking</td><td>36%</td><td>37%</td><td>18%</td><td>20%</td><td>32%</td><td>32%</td><td>43%</td><td>44%</td></tr><tr><td>Cycle</td><td>4%</td><td>7%</td><td>5%</td><td>9%</td><td>6%</td><td>7%</td><td>4%</td><td>6%</td></tr><tr><td>Bus/Tram</td><td>37%</td><td>40%</td><td>42%</td><td>47%</td><td>56%</td><td>57%</td><td>34%</td><td>37%</td></tr><tr><td>Rail</td><td>2%</td><td>2%</td><td>1%</td><td>1%</td><td>1%</td><td>1%</td><td>2%</td><td>2%</td></tr></table>	Mode share	All Trips		Trips to Work		Trips to Education		Other trips		Current	Target	Current	Target	Current	Target	Current	Target	Car	21%	14%	34%	24%	5%	3%	17%	11%	Walking	36%	37%	18%	20%	32%	32%	43%	44%	Cycle	4%	7%	5%	9%	6%	7%	4%	6%	Bus/Tram	37%	40%	42%	47%	56%	57%	34%	37%	Rail	2%	2%	1%	1%	1%	1%	2%	2%
Mode share	All Trips			Trips to Work		Trips to Education		Other trips																																																								
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Rail	2%	2%	1%	1%	1%	1%	2%	2%																																																								
Good practice guidelines	Traffic Signs Manual / Traffic Signs Regulations and General Directions	Experimental Traffic Regulation Orders (ETROs) are made under Section 9 of the Road Traffic Regulation Act 1984. They do not require statutory public consultation prior to implementation; however, once in force, the public can submit formal objections within the first six months. ETROs can run for a maximum of 18 months, during which local authorities are expected to monitor impacts. While not legally required, ongoing engagement and feedback gathering during the trial period is considered good practice. If the authority decides to make the ETRO permanent, it must follow the full TRO process, including statutory consultation and public notice. The designs for the scheme will adhere to best practice including guidance contained in the Traffic Signs Manual as well as the legal requirements detailed in the Traffic Signs Regulations and General Directions, particularly for the signing and lining along the route.																																																														
Carbon emissions generated/reduced data	Citywide Carbon Emissions	Transport is the second largest contributor to CO ₂ emissions in Edinburgh. Emissions have been on an upward trajectory since the COVID-19 low in 2020; however, prior to this transport emissions were decreasing year on year. Transport accounted for approximately 686k tonnes of CO ₂ in 2022.																																																														

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		Transport Carbon Emissions (Edinburgh) <table border="1"><thead><tr><th>Year</th><th>Thousand tonnes of CO2 equivalent</th></tr></thead><tbody><tr><td>2017</td><td>750</td></tr><tr><td>2018</td><td>720</td></tr><tr><td>2019</td><td>700</td></tr><tr><td>2020</td><td>540</td></tr><tr><td>2021</td><td>660</td></tr><tr><td>2022</td><td>680</td></tr></tbody></table> This project will encourage the use of less carbon intensive modes of transport as a result of reduced bus journey times and improved bus journey reliability. Encouraging modal shift to less carbon intensive modes of transport is crucial to reducing carbon emissions citywide.	Year	Thousand tonnes of CO2 equivalent	2017	750	2018	720	2019	700	2020	540	2021	660	2022	680																																																																																								
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Environmental data	Air Quality Annual Progress Report 2024 / City Mobility Plan Strategic Environmental Assessment	Part of the 7-7-7 trial corridor sits within the city centre Air Quality Management Area (AQMA). The extent impacted is along London Road and the A1 between Leith Walk and Jock’s Lodge junction. Concentrations of NO₂ have been generally decreasing since 2010. Air Quality Monitoring on London Road/A1 <table border="1"><thead><tr><th>Year</th><th>London Road/Easter Road</th><th>London Road/Earlston Place</th><th>London Road/Wolsley Place</th><th>London Road/Wolsley Terrace</th><th>London Road/East Norton Place</th></tr></thead><tbody><tr><td>2008</td><td>50</td><td>55</td><td>50</td><td>50</td><td>50</td></tr><tr><td>2009</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2010</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2011</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2012</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2013</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2014</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2015</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2016</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2017</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2018</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2019</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2020</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2021</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2022</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr><tr><td>2023</td><td>45</td><td>50</td><td>45</td><td>45</td><td>45</td></tr></tbody></table> The 7-7-7 bus lanes trial was originally proposed as part of the City Mobility Plan (CMP) which proposed “trials to better understand impacts of extending bus lane operating hours”. A Strategic Environmental Assessment (SEA) was undertaken in 2020 for the packages of measure included in the CMP. This found that “the introduction of enhanced public transport measures is expected to have a minor positive effect on air quality and landscape”. The 7-7-7 bus lanes trial will also make a positive contribution to the Council’s 2030 net zero target through the reallocation of road space, as well as the goal to reduce car kilometres by 30% by 2030, which will likely have a significant impact on air quality. Part of the trial corridor, between Leith Walk and Montrose Terrace, is within a conservation area. The project is unlikely to have any adverse effects	Year	London Road/Easter Road	London Road/Earlston Place	London Road/Wolsley Place	London Road/Wolsley Terrace	London Road/East Norton Place	2008	50	55	50	50	50	2009	45	50	45	45	45	2010	45	50	45	45	45	2011	45	50	45	45	45	2012	45	50	45	45	45	2013	45	50	45	45	45	2014	45	50	45	45	45	2015	45	50	45	45	45	2016	45	50	45	45	45	2017	45	50	45	45	45	2018	45	50	45	45	45	2019	45	50	45	45	45	2020	45	50	45	45	45	2021	45	50	45	45	45	2022	45	50	45	45	45	2023	45	50	45	45	45
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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
		on heritage assets, or the setting of the conservation area.
Risk from cumulative impacts	Meadowbank Regeneration / Strategic Parking Review	Cumulative impacts may arise as a result of the project's alignment with other initiatives, policies and plans. For example, Phase 2 of the Strategic Review of Parking may introduce a new controlled parking zone (CPZ) at Willowbrae, extending along the A1 and the area to the south from the current N6 CPZ boundary at Meadowbank to Willowbrae Avenue. This is likely to have a positive cumulative impact, safeguarding parking for residents and reducing the impacts of the loss of on-street parking along the A1 as part of the trial. There may also be cumulative impacts associated with the Meadowbank regeneration scheme adjacent to the 7-7-7 trial corridor. The current plans include more than 705 "car-free" dwellings, where residents are expected not to own a car. However, the removal of parking opportunities as part of the 7-7-7 trial in combination with this development presents a risk of cumulative parking displacement impacts. While the development includes no parking for residents or visitors and lies within a Controlled Parking Zone (CPZ) that is proposed to restrict permit eligibility for new residents, there remains the potential for overspill parking into nearby uncontrolled streets, particularly in the Marionville and Restalrig areas (e.g. if residents still choose to own a car). These areas currently experience lower parking demand but may become increasingly pressured as both the 7-7-7 trial corridor restrictions and development occupancy take effect. Further monitoring of parking impacts is proposed as part of the Meadowbank regeneration; however, as the 7-7-7 trial is likely to be in place prior to construction, monitoring undertaken as part trial will be shared with stakeholders in the Meadowbank regeneration.
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
Positive The anticipated impacts of the 7-7-7 bus lanes trial are expected to be mostly positive. By reducing bus journey times and improving reliability, the trial aims to make bus travel a more attractive	

Equality, Health and Wellbeing and Human Rights	Affected populations
alternative to car use. This shift has the potential to reduce social exclusion, improve access to essential services and amenities, and promote equality of opportunity. In addition, it supports fostering good relations among people with protected characteristics and contributes to better health and wellbeing outcomes. The positive implications for equality, health, wellbeing, and human rights are outlined below. Impact: Improved Journey Times and Reliability Currently, outside of peak hours and particularly at weekends, vehicles are generally permitted to park in bus lanes on the corridor. This forces buses to merge with general traffic, causing delays and reducing bus journey time reliability. The problem is mostly concentrated in the western section of the corridor, between Abbeyhill and Jock's Lodge. Extending bus lane operational hours from weekday peak times to 7am – 7pm will likely improve bus journey times and reliability. This will positively impact user groups more reliant on bus services, such as older people, younger people, women, low-income households, women and disabled people. Impact: Social Inclusion Public Health Scotland (2024) highlights that transport poverty can lead to social exclusion, which negatively affects health outcomes, as those most vulnerable often experience isolation. Providing faster and more reliable bus services has the potential to empower users to travel independently, reducing social isolation and improving wellbeing by enabling access to leisure, social, and essential services. Impact: Improved Perceptions of Safety Certain user groups – such as women, ethnic minorities, people of religion or belief, LGBT+ individuals, and asylum seekers or refugees – are disproportionately impacted by harassment and fear of abuse in public spaces, including on public transport and at interchanges. These concerns can act as a barrier to accessing services. The proposal aims to improve journey reliability, reducing dwelling time at bus stops, positively impacting this user group by reducing exposure to potential harassment and improving perceptions of safety. Impact: Improved physical accessibility The proposal is expected to reduce loading activity at bus stops along the route due to increased parking restrictions, meaning it is likely loading can take place elsewhere during permitted hours. This will enable buses to stop closer to the kerb, improving accessibility for older passengers with limited mobility. In addition, the proposal will result in a decrease in parking activity along the route which could enable taxis to stop closer to the intended destination at the kerbside outside of the weekday peak periods, making it easier for people with physical disabilities.	Disabled people Older adults Low-income households Young people Women Disabled people Older adults Low-income households Young people Ethnic Minority Groups Religion or belief LGBT+ People Asylum seekers and refugees Women Pregnant women Ethnic Minority Groups Religion or belief LGBT+ People Asylum seekers and refugees Older people Disabled people People travelling with prams

Equality, Health and Wellbeing and Human Rights	Affected populations
Impact: Increased Physical Activity Most bus journeys involve at least a short walk at either end. By encouraging greater bus use through improved journey times and reliability, passengers will also increase their levels of physical activity. This can have a positive impact on both physical and mental health outcomes. Additionally, extending bus lane operational hours may reduce interactions between traffic and people cycling, thereby improving the perceived and actual safety for cyclists when cycling in bus lanes. This has the potential to increase the uptake of cycling among less confident cyclists, leading to increased physical activity levels. Impact: Improved Air Quality The western section of the corridor lies within the Central Air Quality Management Area (AQMA). By encouraging a modal shift from private vehicles to LEZ compliant buses and active travel, the proposal supports a reduction in vehicle emissions in this AQMA. This will have a positive impact on air quality, reducing the risk of respiratory diseases and other ill health associated with poor air quality. This will positively impact those with poor health, particularly respiratory health.	All users All users Older adults Children Pregnant people
Negative There is the potential for some negative impacts as a result of the project. This includes impacts for those who rely on cars to travel, as a result of mobility issues. Fewer parking opportunities and increased car journey times, which may result from the scheme, will have a particular impact for those who cannot use buses and those living locally. These impacts and their proposed mitigation measures are set out below. Impact: Reduced On-street Parking As a result of mobility issues, elderly people and disabled people may ultimately rely more heavily on private cars for their transport needs. Similarly, pregnant women, parents and carers, may rely more on car travel. For these groups, the ability to park close to key services and destinations is particularly important in maintaining independence and reducing challenges associated with longer walking or wheeling distances. Consequently, the introduction of additional parking restrictions may negatively affect these user groups by limiting their ability to access key services and amenities. In addition, the reduction in parking along the corridor throughout the day might discourage some people from accessing the area. Reduced convenience in accessing Meadowbank Sports Centre could lead to lower levels of physical activity, negatively impacting health outcomes. It might also limit parking access to religious establishments on the corridor, particularly on Sundays. Mitigation: Parking restrictions with inset laybys which do not interfere with bus lanes will largely remain unaltered so that residents and visitors with limited mobility can park in these spaces. In line with the Council's Parking Enforcement Protocol, drop-off and pick-up by taxi will be permitted along most of the route, including on sections of kerb space with active part time loading	Older people Disabled people Parents with children Carers Pregnant people Religion or Belief

Equality, Health and Wellbeing and Human Rights	Affected populations
prohibitions so long as loading / unloading of passengers is undertaken within two minutes. As the proposal is being progressed through an ETRO, it can be altered following feedback, allowing for the development of mitigating measures. Key monitoring activities will include a parking and loading survey, assessing the use of parking spaces within the project area will be undertaken during the trial and compared to the baseline parking demand data collected in November 2024 to understand the impacts of the scheme and if any amendments may be required in future. Impact: Introduction of new signage The introduction of signage associated with the trial may increase street clutter along the corridor, reducing effective footway widths and creating obstacles for pedestrians. This could disproportionately affect people with mobility impairments, wheelchair users, and those with visual impairments, as well as parents with prams. New signage, including parking restrictions, could also be confusing for some drivers, including those with age-associated cognitive impairments, or people with cognitive disabilities, also negatively impacting this user group. For example, this may result in some people inadvertently driving into a bus lane during its operational hours or contravening parking or loading restrictions. Mitigation: Existing street furniture (e.g., lighting columns) will be used to mount new signage, thereby reducing the need to install additional sign poles. Where new poles are required, these will generally be positioned at the back of the footway, ensuring minimal intrusion into pedestrian space, In addition, around 50 non-statutory advance warning signs will be installed on the approach to bus lanes and at side roads to raise awareness of the new bus lane operational hours. All engagement material will also be accessible to as many groups as possible and relevant stakeholder will be engaged during consultation to raise awareness and provide information of proposed changes.	Older people Disabled people Parents with children Carers Pregnant people

Environment and Sustainability including climate change emissions and impacts	Affected populations
The project will increase the period of operation of bus lanes along the route, thereby reducing journey times and improving journey time reliability during the weekday off peak and at weekends. It is expected this will make bus travel more attractive and promote a shift from car use to buses, helping to reach the Council's goal to reduce car kilometres by 30% by 2030. As a result of a shift to more sustainable modes of travel, air quality may improve and the amount of transport-related CO₂e may decrease. The positive impacts for the environment and sustainability, including climate change, as a result of the project are set out below.	

Environment and Sustainability including climate change emissions and impacts	Affected populations
Positive Impact: Reduced Vehicle Kilometres Travelled Extending the operational hours of bus lanes will help to reduce bus journey times and improve journey time reliability, promoting a shift from car travel to bus. As it is a significant corridor for bus travel within Edinburgh and out into East Lothian, served by both local and express buses, any modal shift for journeys along the corridor may reduce the number of car-kilometres, directly lowering fuel consumption and tailpipe emissions. Over a year, these reductions could contribute measurably to city-wide sustainability and air-quality targets. Impact: Lower Greenhouse Gas Emissions Buses carry many passengers in one vehicle, so while the emissions of a bus can be more than that of a car, the CO₂ footprint per passenger kilometre is generally substantially lower than the same trip by car, depending on the load factor. Moreover, Lothian Buses, the primary operator along the trial corridor has a modern fleet of buses with most meeting Euro 6 standards, in addition to a large number of fully electric buses. Any extra trips induced by the trial would increase the load factor, further reducing the emissions per passenger kilometre. If demand were to increase substantially, this may lead to an increase in service frequency, which may encourage a further shift from car to bus, starting a positive feedback loop. Impact: Improved Local Air Quality A mode shift from car to bus would remove private vehicles from the corridor, lowering concentrations of NO₂ and particulate matter (PM), resulting in improvements to air quality along the corridor. This could be particularly impactful for the section of the trial corridor that sits within the central Air Quality Management Area. Those suffering from respiratory illnesses are particularly vulnerable to the impacts of poor air quality, as well as children.	All people All people All people People with respiratory illnesses Children Pregnant people
Negative Negligible impacts identified	All people

Economic	Affected populations
The economic impacts of the 7-7-7 trial are anticipated to be mostly positive. Reduced journey times and improved reliability will encourage more people to use the bus, improving access to businesses and employment opportunities and also reducing the economic impact of congestion for bus users. The positive impacts of the proposed changes for the economy are set out below. Positive Impact: Improved Bus Efficiency and Operator Revenues The proposal is expected to reduce journey times and improve journey time reliability, potentially allowing each bus to complete	All people

Economic	Affected populations
more trips per shift, lowering operating costs. Additionally, by encouraging more people to use the bus, the scheme may directly increase operator revenue through higher fare income from increased ridership. A sustained rise in ridership strengthens the financial case for investment in enhanced services or fleet upgrades, including low-emission vehicles, as well as increased service frequencies and new routes. Impact: Increased Accessibility to Businesses Reduced bus journey times and improved reliability will make local high streets along the trial corridor more accessible to a wider population by public transport, including at weekends when buses are often delayed at the busiest times of day. This increased accessibility may lead to a rise in footfall in local businesses, especially among certain demographics less likely to drive like students and older adults, providing an economic boost to these businesses. A reduction in traffic dominance and parking activity through the extension of bus lane operating hours may also result in a more pleasant and accessible environment for pedestrians. This may make it easier for people to access businesses, also increasing footfall. Impact: Increased Accessibility to Employment Opportunities: Enhanced bus services has the potential to improve access to employment by expanding the catchment area for job opportunities. A reliable and fast service will likely increase the range of roles accessible to individuals, helping to reduce barriers to work and potentially lifting people out of unemployment. Impact: Business Operations Reducing parking along the route during the new bus lane operational hours is likely to create better opportunities for loading to occur directly outside businesses, during hours in which it is permitted. This improvement has the potential to enhance operational efficiency of loading activity, potentially resulting in reduced costs. Impact: Wider Economic Benefits from Implementation Faster and more reliable bus journeys translate directly into significant time savings for individual commuters, which has a direct economic impact. For example, in 2024, INRIX (source) estimated that each driver in Edinburgh lost almost £500 as a result of congestion; although no such metric exists for bus users it is likely to be higher as baseline journey times for buses are generally longer than for driving. These reclaimed hours are valuable both personally and economically. Over time, fast and reliable bus services contribute to a reduction in travel-related stress, which has positive knock-on effects for worker wellbeing and performance, particularly for those who rely on buses such as those on low incomes, young people and older adults.	All People Business community Older people Young People Women All People Business community Young People Unemployed people Business community All People
Negative There may be negative impacts related to the alteration of servicing and loading arrangements and the loss of parking along the route, particularly at weekends. The negative impacts of the proposed changes for the economy are set out below.	

Economic	Affected populations
Impact: Revised Servicing Arrangements Businesses along the corridor have active frontages with loading, and servicing needs. The proposed trial is likely to cause short-term disruption as operations adapt to the changes and have to change delivery times, particularly if businesses are not fully informed in advance. In addition, extended duration of loading prohibitions during weekday peak periods and weekends between 11:00 and 14:00 could be disruptive to businesses as it may require the rescheduling of deliveries. If not properly addressed and managed through engagement with businesses, this could lead to undesirable outcomes such as footway parking, double parking on side streets and could, as a worst-case scenario, result in some businesses becoming unviable. Mitigation: A loading survey undertaken in November 2024 identified that the busiest period for loading activity along the corridor generally falls between 10:00 and 16:00 on weekdays. Reflecting this, a proportionate and practical approach to loading restrictions has been applied to support business activity. Loading will continue to be permitted on single yellow lines when bus lanes are active, except where the greatest delays to buses occur. This occurs during weekday peak periods and weekends between 11am and 2pm (between Easter Road and Jock's Lodge only). Direct engagement will be undertaken prior to the trial commencing to raise awareness of the changes in loading times among businesses, including through an in-person event(s). Monitoring of parking and loading activity will be undertaken during the trial and comments on the ETRO will be reviewed to identify any changes (if required) to further support business operations. Impact: Loss of Parking It is possible that businesses may lose some customers as a result of the removal of on-street parking opportunities. In particular, businesses more reliant on customers having convenient vehicular access (e.g. for bulky goods) might be negatively impacted by restricted parking associated with the proposals. Mitigation: Parking restrictions with inset laybys which do not interfere with bus lanes will largely remain unaltered so that people accessing businesses can potentially park in these spaces Direct engagement will be undertaken prior to the trial commencing to raise awareness of the changes in parking arrangements among businesses, including through an in-person event(s). Monitoring of parking activity will be undertaken during the trial and comments on the ETRO will be reviewed to identify any changes (if required) to further support business operations.	Business community Business community All people

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. Any communication associated with this project will include the opportunity to have it translated or to be communicated in other formats. A wide range of internal stakeholders have been informed of the ETRO proposals to date. The ETRO will be available through the Council's digital 'Streets' portal, enabling people to view and comment on the plans during the first 6 months of the trial. There are no plans to engage directly with children and young people on the ETRO Plans.

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

The environmental impacts of Phase 1 of the 7-7-7 bus lanes trial is unlikely to be considered significant. The requirement for an environmental assessment of the rollout of 7-7-7 bus lanes across the city will be considered at a suitable point in the future, should the trial be successful.

12. Additional Information and Evidence Required

N/A

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

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and contact details)	Deadline for progressing	Review date	Complete
Carry out initial baseline monitoring of traffic flows and parking / loading along the trial corridor to provide a realistic counterfactual for in-trial monitoring	Stantec	Complete	Complete	Complete
Street clutter will be minimised through the design to maintain accessibility	Stantec	May 2026	March 2026	TBC
Minimise loading prohibitions through the ETRO process to reduce disruption to businesses	Stantec	May 2026	March 2026	TBC
Develop a communication and engagement plan that identifies key stakeholders to engage, including local businesses and community councils.	Stantec	February 2026	March 2026	TBC
Carry out additional monitoring of traffic flows and parking / loading along the trial corridor during the ETRO and compare these against the baseline to identify any changes in traffic flows or parking / loading activity	Stantec	TBC	TBC	TBC
Review comments on the ETRO during the initial 6-month period of its operation	Stantec & CEC	TBC	TBC	TBC
Work with businesses and residents to try and minimise and mitigate any vehicular access issues which may arise as a result of the project	Stantec	TBC	TBC	TBC
Engage with Lothian Buses and other PSV operators throughout and after design and construction to identify the impacts of the scheme	Stantec	TBC	TBC	TBC

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
and monitor bus journey times and reliability				

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?

By revisiting this IIA prior to delivery stage in early 2026 to ensure that anticipated impacts have been addressed and mitigated in design.

16. Sign off by Head of Service

Name

Date

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/