

Integrated impact assessment (IIA) Template

Complete as a record of your assessment.

Read the IIA guidance before completing this template.

Title of proposal
Fillyside Road Crossing
Purpose of proposed work
The Fillyside Road Crossing Project aims to introduce a signalised crossing across Seafield Road East to/from Fillyside Road. The crossing across Fillyside Road will also be upgraded with improved dropped kerbs, wider footways, and cycle access between Fillyside Road on-road provision and Seafield Road East share-use provision.
Lead officer, name, job title, service and department
Jack Orso, Transport Officer, Active Travel, Transport Strategy & Partnerships
Additional colleagues: name, job title, service and department
Bethany Warburton, Senior Project Manager, Active Travel, Transport Strategy & Partnerships Nicholas Skinner, Transport Officer, Active Travel, Transport Strategy & Partnerships Andres Lices, Senior Project Manager, Active Travel, Transport Strategy & Partnerships Thomas Whittle, Transport Officer, Active Travel, Transport Strategy & Partnerships
Date
25/06/2026
Briefly describe public involvement in this proposal to date and planned
During summer of 2020, after the start of the COVID-19 pandemic, the City of Edinburgh launched a public map for residents to submit comments on measures that could improve and encourage active travel and spaces to do exercise across the city. Some comments were received at this location requesting better infrastructure for pavement and bike users, as well as measures to stop footway parking. Due to the need to prioritise other measures ahead of these ones, proposals were never developed and no measures were implemented. The need for these measures is still present and it is intended to develop designs to implement permanent measures. Living Streets, the Royal Blind School and the Access Panel have been included as part of the design process with virtual workshops and emails. Their feedback has been considered as part of the final designs. Due to the relatively minor and local interventions proposed, engagement with key stakeholders has been deemed as the appropriate way the Council will engage with the public to refine the proposals. This approach will allow comments of all interested parties to be considered on the final proposals.

Impacts

1 Equality impacts

We want to ensure our proposals are fair for everyone. Consider potential positive and negative impacts of your proposal on groups/people with [protected characteristics](#). Assessment of impact means we consider the needs of everyone with an “intersectional lens.” This means looking at the impact that different protected characteristics and other factors can have on people.

Consider if your proposal will help:

- prevent discrimination
- advance equal opportunities by reducing disadvantage and meeting different needs, and
- foster good relations by encouraging inclusion and understanding.

Consider if your proposal could impact on groups/people with protected characteristics. Tick all that apply

	Negative impact	Positive impact	No impact
1. Age	X	X	
2. Disability	X	X	
3. Gender reassignment	X	X	
4. Marriage and civil partnership			X
5. Pregnancy and maternity	X	X	
6. Race	X	X	
7. Religion or belief			X
8. Sex	X	X	
9. Sexual orientation	X	X	
10. Care experienced children and young people			X

Use the text box below to describe the differential impacts you have identified on each of the groups/people with protected characteristics. Consider any intersectional impacts.

Protected characteristic	Description of impact
0. All	Positive: • Improving the crossing facilities and pavement space will encourage a greater number of people to walk to, from and through this location. Introducing a signalised crossing will reduce the risk of collision with vehicles as they will encourage crossing the carriageway at specific protected locations. • Safer streets for all and a reduction in accidents. • Improving the crossing facilities and pavement space will encourage a greater number of people to walk, which in turn will reduce the use of vehicles, thereby contribute to improving the health of residents.

	• Investment in improving conditions for walking increases opportunities for people to attain an increased standard of physical and mental health. • Improved healthy and safe environments allows people to make more positive choices about their form of travel e.g. spending more time in public space. • Resurfacing, decluttered and more spacious pavements, better dropped kerbs and new crossing facilities will improve accessibility of the spaces for wheelchair users and will encourage participation by people from this vulnerable group in public life. • A signalised junction will provide clear priority for people on foot or on bikes over vehicular traffic. Negative: • While the works are ongoing, there may be a temporary impact on Health, Physical Security and Standard of Living. The works are to be carefully managed to minimise any such impact. On completion of the works, it is envisaged that the enhancement of these rights more than mitigates against any temporary negative impacts. • The enhancements may make the route busier which currently has shared use space for walking, wheeling and cycling. It has been acknowledged that there is a risk of conflict on these areas. The interventions will also funnel people walking, wheeling and cycling through two corridors and signage will be installed reinforcing the message that the area is to be shared responsibly with all pavement users. The Council also runs regular campaigns on shared use paths to encourage safe and considerate behaviour of all user groups.
1. Age	Positive: • Young and elderly groups may gain independence as walking, wheeling and cycling becomes more attractive for local trips. • Young and elderly groups are most vulnerable to respiratory conditions. Reducing exposure to motorised traffic improves local air quality to all but especially benefits both groups. Negative: • Conflict between pedestrians and cyclists joining the shared-use provision will be felt more by young and elderly groups. • Queuing traffic may decrease air quality whilst pedestrians and cyclists waiting to cross. <i>Suggested mitigations:</i> • Separate signal stage for cyclists to provide predictable movements. • Ensure signals are designed to reduce traffic backup.
2. Disability	Positive:

	• Users of wheelchairs and mobility scooter will find it easier to cross Seafield Road East due to the signalised crossing and dropped kerbs. • For users with cognitive and/or visual impairments, a signalised crossing will allow for a more predictable environment for independent travel and quality of life. • The buildouts will provide more space for people using wheelchairs and mobility scooters waiting to cross the road. Negative: • Conflict between pedestrians and cyclists joining the shared-use provision will be felt more by groups with disabilities. • Cyclists waiting to turn from the shared-use provision onto the carriageway may bunch up and reduce the available width of the shared-use path. • Cyclists joining the shared-use path will pose a greater risk to people using mobility aids or in wheelchairs. • The layout is considered unusual and may confuse disabled people, particularly people with visual impairments. <i>Suggested mitigations:</i> • Separate signal stage for cyclists to provide predictable movements. • Present general arrangement (GA) drawings to Access Panel and consider a post construction site visit to assess risk. • Consider red chip indent on the shared-use path to give a visual signifier for cyclist specific crossing.
3. Gender reassignment	Positive: • Improved crossing will give greater choice for those who feel less safe whilst walking, wheeling, or cycling. • Signals holding traffic will increase passive safety whilst traffic waits. • Pavement buildouts at the crossing will give more space for those walking and wheeling and improve sightlines around the corners, reducing the blind spots. Negative: • Advertisement signage on the south corner of the junction reduces visibility around the corner. <i>Suggested mitigations:</i> • Work with local businesses with signage on the south corner of the junction to remove their advertisements or reduce their impact on visibility.
4. Marriage and civil partnership	See all / no impacts identified associated specifically to this protected characteristic.
5. Pregnancy and maternity	Positive: • Safer crossing to navigate with prams as there is less risk from motor traffic. • Easier crossing with prams due to new dropped kerbs.

	Negative: • Queuing traffic may decrease air quality whilst pedestrians wait to cross. • Cyclists waiting to turn from the shared-use provision onto the carriageway may bunch up and reduce the available width of the shared-use path. • Cyclists joining the shared-use path will pose a greater risk to people pushing prams. <i>Suggested mitigations:</i> • Ensure signals are designed to reduce traffic backup. • Consider red chip indent on the shared-use path to give a visual signifier for cyclist specific crossing.
6. Race	Positive: • Improved crossing will give greater choice for those who feel less safe whilst walking, wheeling, or cycling. • Signals holding traffic will increase passive safety whilst traffic waits. • Pavement buildouts at the crossing will give more space for those walking and wheeling and improve sightlines around the corners, reducing the blind spots. Negative: • Advertisement signage on the south corner of the junction reduces visibility around the corner. <i>Suggested mitigations:</i> • Work with local businesses with signage on the south corner of the junction to remove their advertisements or reduce their impact on visibility.
7. Religion or belief	See all / no impacts identified associated specifically to this protected characteristic. Nearest place of worship is approximately 800m from junction and situated within residential area – the junction is out with this area.
8. Sex	Positive: • Improved crossing will give greater choice for those who feel less safe whilst walking, wheeling, or cycling. • Signals holding traffic will increase passive safety whilst traffic waits. • Pavement buildouts at the crossing will give more space for those walking and wheeling and improve sightlines around the corners, reducing the blind spots. Negative: • Advertisement signage on the south corner of the junction reduces visibility around the corner.

	<i>Suggested mitigations:</i> • Work with local businesses with signage on the south corner of the junction to remove their advertisements or reduce their impact on visibility.
9. Sexual orientation	Positive: • Improved crossing will give greater choice for those who feel less safe whilst walking, wheeling, or cycling. • Signals holding traffic will increase passive safety whilst traffic waits. • Pavement buildouts at the crossing will give more space for those walking and wheeling and improve sightlines around the corners, reducing the blind spots. Negative: • Advertisement signage on the south corner of the junction reduces visibility around the corner. <i>Suggested mitigations:</i> • Work with local businesses with signage on the south corner of the junction to remove their advertisements or reduce their impact on visibility.
10. Care experienced children and young people	See all / no impacts identified associated specifically to this protected characteristic.

Evidence

Use the text box below to summarise what evidence you have used to inform this IIA. Where possible, include links if the documents are published. Show how you have used your evidence in making your assessment of potential impacts.

Example: A proposal to increase charges will impact women more than men as we know women are more likely to be vulnerable to poverty. The [Gendered Nature of Poverty briefing note](#) provides an overview of this issue and why it matters.

Evidence could include the results of any relevant consultation/engagement. If further evidence is required, please note how it will be gathered.

Discomfort around shared-use provision, particularly where cyclists join from the carriageway. Highlighted by the Edinburgh Access Panel. There is concern, as level of cycling increases and e-bikes proliferate, that this conflict will negatively impact disabled people.

Data on populations in need from the Future Streets – City Mobility Plan. Demand for better crossings, pavement spaces and dropped kerbs is high. Demand for better and safer active travel connections is high. Lochend and Restalrig are within the most deprived areas of Edinburgh. The interventions will improve their connection to the active travel network and Portobello.

Data on service uptake/access from Future Streets – City Mobility Plan and Wheels for Wellbeing 2020. Uptake increases where infrastructure is delivered, however access still limited.

Data on socio-economic disadvantage from SIMD 2020. There is demand for better crossings, increased pavement space and dropped kerbs. There is also demand for better and safer active travel connections.

Data on income and vehicle access from Transport and Travel in Scotland Results from the Scottish Household Survey 2021 Telephone Survey / Public Health Scotland – Transport Poverty a Public Health Issue. 50% of households with an annual income up to £10,000 had access to one or more cars, compared to 97% of households with an annual income of more than £50,000. Lower income households are more likely to use public transport, in particular buses, and less likely to have access to a bicycle compared with those on higher incomes.

Data on equality outcomes from Future Streets – City Mobility Plan and Wheels for Wellbeing 2020. Wheelchair users, blind users, mobility impaired users, children and elderly groups are likely to find inappropriate or non-existent dropped kerbs a big obstacle to walk on the city. Busy and fast roads without signalised crossings are also an obstacle for these user groups.

Public/patient/client experience information from Commonplace map comments. There is a need to improve the current infrastructure at this location by providing a safe signalised crossing, across both Seafield Road East and Fillyside Road; and making the connection by making cycling more appealing.

Evidence of inclusive engagement of people who use the service and involvement findings from emails with Living streets. There is a need to improve the current provision and quality of crossings over main roads; dropped kerbs provision and quality.

Evidence of unmet need from Future Streets – City Mobility Plan. Walking and Cycling Index 2023. Demand for better crossings, pavement spaces and dropped kerbs is high. Demand for better and safer active travel connections is high.

Good practice guidelines from Edinburgh Street Design Guidance. Best Practice for street design to be followed during design.

Carbon emissions generated/reduced data and environmental data from Salamander Street - Air Quality Management Area. Monitors air quality and recommends localised management on a section of Seafield Road – though not at the junction with Fillyside Road.

Please record any mitigating actions for any negative impacts identified, at Section 10 of this template

2 Human Rights impacts

The Council must act compatibly with Human Rights legislation. Think about what kind of impact the proposal may have on people in terms of [Human Rights](#). Use the

text box below to describe which Human Rights Articles are relevant, which groups are affected and what the potential impacts are.

No impacts anticipated from the changes proposed to the project in relation to Human Rights.

Evidence

Use the text box below to summarise what evidence you have used to inform this IIA. Where possible, include links if the documents are published. Show how you have used your evidence in making your assessment of potential impacts.

Evidence could include the results of any relevant consultation/engagement. If further evidence is required, please note how it will be gathered.

N/A

Please record any mitigating actions for any negative impacts identified, at Section 10 of this template

3 Children's Rights impacts

The Council must act compatibly with Children's Rights legislation. Think about what kind of impact the proposal may have on children and young people in terms of [Children's Rights](#). Use the text box below to describe which Children's Rights Articles are relevant, which groups are affected and what the potential impacts are.

Description of impact	Children's Rights Article	Affected groups
Positive: - Young people may gain independence as walking, wheeling and cycling becomes more attractive for local trips Signalised crossing facilities will make crossing Seafield Road East safer for all children. - Improved crossing should reduce pedestrian waiting times and exposure to pollution and noise. - Improved crossing will improve access to Portobello Promenade and safe open spaces. Negative: - Conflict between pedestrians and cyclists joining the shared-use provision will be felt more by young and elderly groups. - Queuing traffic may decrease air quality whilst pedestrians and cyclists waiting to cross. <i>Suggested mitigations:</i> - Separate signal stage for cyclists to provide predictable movements.	Article 2 (non-discrimination) Article 3 (best interests of the child) Article 6 (life, survival and development) Article 23 (children with a disability) Article 24 (health and health services) Article 31 (leisure, play and culture)	

• Ensure signals are designed to reduce traffic backup.		
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Evidence

Use the text box below to summarise what evidence you have used to inform this IIA. Where possible, include links if the documents are published. Show how you have used your evidence in making your assessment of potential impacts.

Evidence could include the results of any relevant consultation/engagement. If further evidence is required, please note how it will be gathered.

See evidence sources shared in section 1.

Please record any mitigating actions for any negative impacts identified, at Section 10 of this template

4 Socio-economic disadvantage impacts

The Council has a duty to consider how it can reduce inequalities of outcome caused by [socio-economic disadvantage](#), when making strategic decisions. However, to support the Council's Business Plan priorities, the Council considers it best practice to consider the potential impact that all relevant proposals may have on people experiencing socio- economic disadvantage and how inequalities of outcome can be reduced.

Consider if your proposal could impact on any of the below groups? Tick all that apply.

	Negativ e impact	Positive impact	No impact
Low income – cannot afford to maintain regular payments such as bills, food, clothing		X	
Low/no wealth – enough money to meet basic living costs and pay bills but have no savings to deal with unexpected spends and no provision for the future		X	
Material deprivation – being unable to access basic goods and services, i.e. home contents insurance, repair/replace broken electrical goods, warm winter coat		X	
Area deprivation (including communities of interest and communities of place) – where you live, where you work, visit or spend a continuous amount of time can all have an impact i.e. rural areas, accessibility of transport, education and employment impact, people who have experienced homelessness and/or the asylum system, those who share an identity and/or protected characteristic		X	

	Negative impact	Positive impact	No impact
Socio-economic background – disadvantage that can arise from parents' education, employment and income, social class in other words.		X	

Use the text box below to describe the impacts you have identified on each of the groups above, and how you can reduce inequalities of outcome?

Low income – cannot afford to maintain regular payments such as bills, food, clothing	Positive: More accessible mobility: Lowest earners are more likely to have access to a vehicle, so the new crossing will make walking, wheeling, and cycling in the area easier for them.
Low/no wealth – enough money to meet basic living costs and pay bills but have no savings to deal with unexpected spends and no provision for the future	As above.
Material deprivation – being unable to access basic goods and services, i.e. home contents insurance, repair/replace broken electrical goods, warm winter coat	Positive: More affordable mobility: Reducing barriers to walking, wheeling, and cycling (such as a new road crossing) in an area can improve opportunities to travel actively, which is a generally a lower cost form of transport. Reducing transport costs can assist low-income household in freeing up budget for other essential goods and services.
Area deprivation (including communities of interest and communities of place) – where you live, where you work, visit or spend a continuous amount of time can all have an impact i.e. rural areas, accessibility of transport, education and employment impact, people who have experienced homelessness and/or the asylum system, those who share an identity and/or protected characteristic	Positive: - More affordable mobility: Reducing barriers to walking, wheeling, and cycling provides better access to safe open spaces. - More accessible mobility: Limited public transport in the area, so reducing barriers to walking, wheeling, and cycling should increase uptake and make them safer.
Socio-economic background – disadvantage that can arise from parents' education, employment	As above.

and income, social class in other words.	
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Evidence

Use the text box below to summarise what evidence you have used to inform this IIA. Where possible, include links if the documents are published. Show how you have used your evidence in making your assessment of potential impacts.

Evidence could include the results of any relevant consultation/engagement. If further evidence is required, please note how it will be gathered.

See evidence sources shared in section 1.

Please record any mitigating actions for any negative impacts identified, at Section 10 of this template.

5 Climate and nature impacts

The Council has a [duty](#) to reduce greenhouse gas emissions, adapt to the impacts of climate change, incorporate the principles of sustainability into decisions and actions, and ensure a just transition (just transition only applies to climate mitigation or adaption projects).

Consider if your proposal could impact on any of the below? Tick all that apply.

	Negative impact	Positive impact	No impact
Climate Mitigation - opportunities to reduce greenhouse gas emissions	X	X	
Climate Adaptation - opportunities to prepare for future changes in our climate	X	X	
Just Transition – opportunities to ensure a fair shift to a low carbon economy that doesn't disadvantage people or increase inequality		X	
Nature Recovery Impacts			X
Overall Sustainability		X	

Use the text box below to describe the impacts you have identified on each of the sections above and then consider how you can reduce greenhouse gas emissions, adapt to the impacts of climate change, incorporate the principles of sustainability into decisions and actions, and ensure a just transition. Also consider any cumulative effects of climate change on people.

Climate aspects	Description of impact	Affected groups
Climate Mitigation - opportunities to reduce greenhouse gas emissions	Positive: - Increased number of trips made sustainably as walking, wheeling, and cycling becomes more attractive. - Fewer trips may made from private motor vehicles will also cause a reduction on fossil fuels used and emissions. - The improvement of these crossings by adding traffic signals and pavement buildouts aims to promote a healthy and sustainable environment by encouraging more people to walk or wheel instead of using their cars. It is expected that this will help to improve air quality and reduce carbon emissions. Negative: - Cars waiting to make turn might back up and pollute whilst waiting, reducing air quality in doing so. This is assumed to be minor given that amount of traffic will not be significantly impacted by the installation of the signalised junction. - Potential negative impacts associated with the displacement of traffic and congestion to neighbouring streets during the delivery of the works have been identified during the design stages.	All
Climate Adaptation - opportunities to prepare for future changes in our climate	As above.	As above.

Just Transition – opportunities to ensure a fair shift to a low carbon economy that doesn't disadvantage people or increase inequality	Positive: Low-income households are less likely to have access to a car and are more likely to use public transport and less likely to have access to a bicycle. Signalising the junction gives priority to pedestrian.	Low-income households
Nature Recovery Impacts	No impacts identified.	N/A
Overall Sustainability	Overall, the scheme has as positive effect on sustainability.	All

Use the text box below to describe the impacts you have identified on nature.

No impacts identified.

Evidence

Use the text box below to summarise what evidence you have used to inform this IIA. Where possible, include links if the documents are published. Show how you have used your evidence in making your assessment of potential impacts.

Evidence could include the results of any relevant consultation/engagement. If further evidence is required, please note how it will be gathered.

UK and International Evidence showing beneficial economic impacts to businesses where space for walking and cycling is priorities. Beyond the pandemic, it is important that towns and cities adapt to the challenges associated with the climate emergency and the need to decarbonise transport and the ways people move around urban areas.

Based on the following:

- Edinburgh's Public Realm Strategy
- The Economic Strategy
- City Plan 2030
- City Centre Transformation
- Low Emission Zone
- City Mobility Plan
- National Transport Strategy
- 2050 City Vision
- The Edinburgh Street Design Guidance

The Council's approved City Mobility plan and Circulation Plan are key policy documents to support a transition from carbon related transport and sustainable modes of transport.

The City Mobility Plan notes that, "Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities."

Making the Travelling Safely trial permanent is aligned to these policies by delivering improvements on the streets that make them welcoming and accessible for all non-motorised users. The Edinburgh Street Design Guidance promotes active travel usage including prioritising improved conditions for pedestrians especially disabled people.

According to the Active Travel Framework (2019), active travel can lead to healthier, fairer, and more environmentally friendly communities. Environments where cycling, and walking are practical choices will be safer for everyone, promote healthy living choices, treat, and prevent disease and reduce health inequalities.

The Health Foundation (2021) states that active travel is linked to improvements in physical and mental health, and wellbeing. Certain socio-economic groups, such as people on low incomes, are less likely to have access to a private vehicle and are more reliant on public transport or active travelling. Therefore, improving infrastructure for active travel can help addressing inequalities.

Ghimire S & Bardaka E "Active travel among carless and car-owning low-income populations", Transportation Research Part D: Transport and Environment, Vol 117, 2023 and McHardy F & Robertson L, "Transport and Child Poverty – Beyond the pandemic" Transport Scotland (2021) suggest that individuals in suburban low-income, car-owning households, are associated with more walking and cycling, whilst individuals living in low-income, carless households are associated with even higher use of active travel. For those on low incomes, the cost of public transport can be prohibitive and result in social isolation, as people cannot afford to access services.

Through Transport and Travel in Scotland, Results from the Scottish Household Survey 2021 Telephone Survey, and Public Health Scotland – Transport Poverty A Public Health Issue. In Scotland, 50% of households with an annual income up to £10,000 had access to one or more cars, compared to 97% of households with an annual income of more than £50,000. Lower income households are more likely to use public transport, in particular buses, and less likely to have access to a bicycle compared with those on higher incomes.

Please record any mitigating actions for any negative impacts identified, at Section 10 of this template

6 Strategic Environment Assessment (SEA)

Could your proposal result in significant environmental effects? If yes, you may need to complete a Strategic Environment Assessment? Information is available on the [Scottish Government SEA website](#).

Yes - An SEA was carried out for the City Mobility Plan, under which this project falls.

7 Consumer Duty

The Council has a duty to consider consumers' interests when making strategic decisions. If this applies to your proposal, you may need to complete a [consumer duty impact assessment](#). Information is available on the [Consumer Scotland website](#).

No

8 Communications

Record how you will communicate information about this proposal change to those with different communication needs using [inclusive communications guidance and resources](#).

The communications related to the project will use a range of methods to reach out to different types of people. Communication will be in plain English and designed to be understood by a range of population groups. The Council's ITS translation service is available for materials to be available in alternative languages including Braille.

Communication channels include media promotion, press releases, Council social media channels and links to a dedicated page on the Council website. This provides a cost-effective way of empowering residents in Edinburgh to share with friends and enable wide distribution of information.

The Council has and will share information with appropriate stakeholders as detailed in the [improved process for implementation of traffic calming](#) delegated powers process.

9 Contractors

Is any part of this proposal to be carried out wholly or partly by contractors and if so, how will equality, human rights, children's rights and climate and nature issues be addressed?

Project Design and Construction will be carried out by consultants and contractors. As part of the Council's procurement process due regard is required to

be given to all equalities and rights, environmental and sustainability impacts when undertaking work for the Council.

10 Actions

Record your actions in the table below. Actions may include:

- mitigations to reduce or eliminate negative impacts
- advancing equality of opportunity and fostering good relations
- addressing cumulative impacts
- collecting additional evidence
- financial implications
- risks
- any other actions.

Actions	Who will take them forward (name and job title)	Deadline for progressing	Review date (add name and job title)
Work with Traffic Signals team to achieve an optimal balance between priority for walking, wheeling and cycling whilst not incurring severe impacts on queuing traffic.	Jack Orso, Transport Officer	06 August 2026	27 August 2026 Jack Orso, Transport Officer
Work with signals to ensure cyclists are protected when travelling from shared-use provision to road.	Jack Orso, Transport Officer	06 August 2026	27 August 2026 Jack Orso, Transport Officer
Engage businesses and/or owners of advertisements to come to an agreement with how to mitigate impacts of signs.	Jack Orso, Transport Officer	04 January 2027	
Take GAs to Edinburgh Access Panel for review.	Jack Orso, Transport Officer	13 July 2026	30 June 2026 Jack Orso, Transport Officer

11 Monitoring impact

Monitoring ensures that your proposal is effective and any issues are addressed.

Record your actions in the table below. Actions may include:

- how impacts on protected characteristics will be monitored, once the proposal has been introduced and implemented
- how IIA agreed actions will be monitored
- review process and timescales
- officer responsible.

Actions to monitor impact of proposal	Who will take them forward (name and job title)	Deadline for progressing	Review date (add name and job title)
Site visit once constructed to assess levels of conflict between cyclists joining the shared-use path and users, particularly walking and wheeling, already on the share-use path.	Jack Orso, Transport Officer	Spring/summer post construction.	

12 Next steps

Elected members must have access to IIAs in order to scrutinise them before making decisions. You must:

- share the IIA with them (this can be at draft stage for an APM meeting)
- complete the [committee report](#) with:
 - a summary of the identified impacts at section 7 of the committee report template: key policies
 - actions to address them at section 5 of the committee report template: next steps
- provide a link to the published IIA or attach as an appendix.

13 Quality assurance and approval

Complete the quality assurance checklist.

Send the quality assurance checklist and your completed IIA to your Head of Service for approval.

14 Authorisation

Name and title
Deborah Paton, Head of Transport Strategy and Partnerships
Date
27 th August 2026

15 Publication

Send the approved IIA template to the relevant contact for publication. Ensure the title of the IIA is clear and concise, without acronyms and the content, layout and language style is [inclusive and accessible](#).

The City of Edinburgh Council:

- integratedimpactassessments@edinburgh.gov.uk to be published on the [Council website](#)

Edinburgh Integration Joint Board/Health and Social Care:

- sarah.bryson@edinburgh.gov.uk to be published on the [EH&SCP website](#)

Keep a copy of your template for a period of at least three years (longer if needed for business reasons).