

Integrated impact assessment (IIA) Template

Complete as a record of your assessment.

Read the IIA guidance before completing this template.

Title of proposal
Turnhouse Road Bus Gate Experimental Traffic Regulation Order
Purpose of proposed work
The proposal is for an 18-month Experimental Traffic Regulation Order (ETRO) to introduce a bus gate on Turnhouse Road in West Edinburgh. The purpose is to enable a change to the local bus network to support the rerouting of Lothian Buses Service 31 through Craigs Road and Turnhouse Road, serving West Craigs with a commercial bus service. West Craigs is currently served by the fully supported Service 68, operated by Handicabs Lothian (HcL), on a circular route which starts and ends at The Gyle Shopping Centre. The bus gate would also facilitate the proposed rerouting of the fully supported Service 32, operated by Lothian Buses. Together, these changes would provide residents with a broader range of public transport destinations and connections. The proposal is for an ETRO so that the Council can assess the operation and impacts of the bus gate, including traffic conditions and bus journey times before determining the longer-term decision.
Lead officer, name, job title, service and department
Daryl Laing, Transport Officer, Transport Strategy and Partnerships, Place Directorate
Additional colleagues: name, job title, service and department
Tony Holsgrove, Senior Programme Manager, Transport Strategy and Partnerships, Place Stuart Lowrie, Public Transport Manager, Network Management & Enforcement, Place Lewis Murray, Associate Director, Transport Planning, Jacobs Grant Davidson, Senior Associate Director, Transport Planning, Jacobs
Date
25 th August 2026
Briefly describe public involvement in this proposal to date and planned
There have been several engagement sessions held to date, including with the following stakeholders: • Lothian Buses • Edinburgh Airport • Turnhouse Golf Club • Elected Members • Corstorphine, East and West Craigs Community Council

As part of the ETRO monitoring process, the Council will continue to engage with relevant stakeholders and affected road users. In addition to the stakeholders listed above, this may include representatives of the taxi and private hire sector. Monitoring data and user feedback will be used to understand the effects of the bus gate and to inform the decision on whether the arrangement should be retained, modified, or removed at the end of the experiment.

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		√	
2. Disability		√	
3. Gender reassignment			√
4. Marriage and civil partnership			√
5. Pregnancy and maternity		√	
6. Race		√	
7. Religion or belief			√
8. Sex		√	
9. Sexual orientation			√
10. Care experienced children and young people		√	

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.

The proposal is expected to have predominantly positive equality impacts because it is intended to improve public transport accessibility to and from West Craigs. The principal benefit is the potential to provide residents with a wider choice of direct public transport destinations through the planned rerouting of Services 31 and 32, alongside the existing supported Service 68.

The impacts are not expected to be identical for all users. Older people, disabled people, children and young people, people on lower incomes and others who may have less access to a private car may benefit particularly from improved bus connectivity.

There may also be adverse effects for some people who rely on private vehicles, private hire vehicles or other road-based access if the ETRO results in longer or less convenient journeys. Private hire vehicles will not be permitted to use the bus gate and may therefore experience increased journey times or require longer diversion routes. However licensed hackney carriages (black cabs) will be permitted to use the bus gate, maintaining direct access for passengers using these services. The restriction on private hire vehicle access could have a disproportionate effect on some older people, disabled people, people with mobility impairments, pregnant people, families with young children, and others who rely on private hire services for some journeys. These effects will be monitored during the experiment and considered alongside the benefits of improved public transport.

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.

Evidence	Available	Comments: what does the evidence tell you?
Data on populations in need	Scotland's Census 2022 2011 census Scotland's Census Mid-2025 population estimates - National Records of Scotland (NRS) National Records of Scotland – population and health/disability data Scottish Index of Multiple Deprivation (SIMD) edinburgh-by-numbers-2025	The City of Edinburgh has one of the fastest-growing populations of any city in the UK, with a total population of approximately 540,500 people (Census 2022). Across Edinburgh, there is a relatively high proportion of residents aged 65 and over (approximately 16–17%) and around 20% across Scotland as a whole. Evidence from Scotland's Census 2022 shows that in the City of Edinburgh, 19.5% of the population (100,553 people) report a long-term health condition or disability that limits their day-to-day activities, including: • 7.6% limited a lot (age-standardised: 8.4%), and • 11.9% limited a little (age-standardised: 12.4%). This represents a clear increase from 2011, when 16.1% of the population (76,827 people) reported a limiting long-term condition. Edinburgh population is projected to grow to

		585,838 by 2047. According to these projections, the proportion of dependants in Edinburgh will represent almost half of the population. The dependency rate, currently at 42.6%, is expected to rise up to 46.6%.
Data on service uptake/access	2011 census Scotland's Census Microsoft PowerPoint - 10243 EPS 2018 Report NE.pptx Scotland's Census 2022 - UV701 - Method of travel to work - Dataset - UK Data Service CKAN Scottish Transport Statistics 2023 Transport Scotland Transport and Travel in Scotland 2024 Transport Scotland	Car use in Edinburgh is the lowest among the main Scottish cities, with around 27% of commuters travelling by car, compared to higher proportions in other cities such as Glasgow, Dundee and Aberdeen. Over 40% of households in Edinburgh do not have access to a car and therefore rely on public transport to access employment, education, healthcare and other essential services. Census 2022 data shows that of the approximately 250,600 people working in Edinburgh, around 67,000 travel to work by car, either as drivers or passengers.
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation	SIMD (Scottish Index of Multiple Deprivation)	SIMD 2020 data shows that the Almond area falls within Decile 7, indicating low deprivation in a national context. This contrasts with areas in the north, west and south-east of Edinburgh, which fall within the most deprived deciles, and with more affluent

		suburban areas in the south and west, which fall within the least deprived deciles. This highlights the spatial variation in deprivation across the city, with the City Centre representing a more mixed socio-economic profile.
Data on equality outcomes	Hands Up Scotland Survey - Walk Wheel Cycle Trust National Travel Survey - GOV.UK Scottish Transport Statistics 2025 Current travel patterns Transport Scotland Release home - Home to school transport: LA data collection - Explore education statistics - GOV.UK Scottish Household Survey City Plan 2030 – The City of Edinburgh Council	From the most recent Hands Up Scotland Survey (2025), 17.2% of Scottish school pupils reported travelling to school by bus, while 25.6% travelled using private motorised modes (car or taxi). The percentage of pupils travelling to school using the bus fell from 16.6% in 2016 to 14.1% in 2020. Since then, bus use has risen year on year to 17.2% in 2025. In Edinburgh, approximately 19% of school-aged children travel to school by bus, with secondary school pupils significantly more likely to take the bus (36%) than primary school pupils (9%). The City of Edinburgh Council-funded Home to School Transport services coordinate travel for 2,225 students across 383 specialised routes Scottish Transport Statistics 2025 show that bus was by far the most commonly used form of public transport in 2024-25, with 73% of public transport journeys made by bus. Data from the Scottish Household Survey 2024 indicates that gender differences in travel behaviour persist, with men more likely to drive and women more reliant on other

		modes. In 2024, 38% of men reported driving every day compared to 32% of women, and men were also more likely to hold a full driving licence (75% compared to 67%)
Research/literature evidence	public-transport-action-plan-2030-april-2023-delivering-actions-for-public-transport-supporting-information Edinburgh street design guidance – The City of Edinburgh Council Edinburgh 2050 City Vision West Edinburgh Placemaking Framework - Planning briefs, frameworks and masterplans – The City of Edinburgh Council	The City of Edinburgh Council has approved policies, strategies, and guidance to improve public transport, focusing on faster bus routes, tram network expansion, and reduced traffic in the city centre.
Public/Patient/client experience information	Ongoing, including key stakeholder and local business engagement. Feedback received during the experimental period will include consideration of impacts on different transport users, including taxi and private hire vehicle passengers and operators where relevant.	Stakeholder and public feedback demonstrated broad views for the trial, although there is a strong desire for a bus service in West Craigs.
Evidence of inclusive engagement of service users and involvement findings	There have been several engagement sessions held to date, including with the following stakeholders: • Lothian Buses • Edinburgh Airport • Turnhouse Golf Club • Elected Members • Corstorphine, East and West Craigs Community Council	

	Further engagement will be undertaken during the ETRO period as required, including with transport operators and representative groups where monitoring identifies potential impacts on accessibility, journey times or access arrangements.	
Other	• Climate Change (Scotland) Act 2009 (as amended) • Scottish Government Draft Climate Change Plan (2026-2040) • Transport Scotland, Achieving Car Use Reduction in Scotland: A Renewed Policy Statement (2025)	These documents provide the national policy framework for reducing greenhouse gas emissions from transport, increasing the use of sustainable transport modes, reducing reliance on private car travel and supporting Scotland's transition to net zero emissions by 2045.

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.

The following Articles are considered relevant:

Article 8 – Right to respect for private and family life

The proposal is expected to have a positive impact by improving access to public transport and, in turn, to employment, education, healthcare, shopping, and community activities. Improved accessibility may support residents' ability to participate in family and community life. A potential adverse impact may arise if traffic diversion or access changes materially affect some residents or road users. Private hire vehicles will not be authorised to use the bus gate and may experience longer journey times as a result of diversion, although licensed hackney carriages (black cabs) will continue to have access through the restriction. Any such impacts will be assessed through monitoring and stakeholder feedback during the experimental period.

Article 11 – Freedom of assembly and association

Improved public transport connectivity is expected to support access to community, social, cultural and recreational activities, helping residents to participate in community life and maintain social connections.

Article 14 – Prohibition of discrimination

The proposal has been developed with consideration of equality and accessibility impacts. The ETRO, if implemented, will be monitored to ensure that the benefits of improved public transport do not give rise to disproportionate adverse effects on protected groups or people who are more dependent on particular forms of transport or road access.

Article 1 of Protocol 1 – Protection of property

The proposal does not affect property ownership rights. However, changes to traffic movement and road access may affect how some residents, businesses and other road users access properties and destinations. Any impacts are expected to be limited and proportionate to the legitimate aim of improving public transport accessibility and connectivity. These effects will be assessed through monitoring and stakeholder feedback during the experimental period.

Overall, the ETRO is considered compatible with Human Rights legislation. The proposal presumes a legitimate public policy objective or improving public transport accessibility and connectivity, and any potential impacts on individuals are considered proportionate and capable of being monitored and mitigated through the experimental process.

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.

The assessment is informed by the Council's duties under the Human Rights Act 1998, the Equality Act 2010, relevant transport accessibility and inclusion principles, and evidence relating to the purpose of the ETRO, including the planned improvement of public transport access for West Craigs residents.

Evidence used includes:

- Stakeholder engagement undertaken to date with Lothian Buses, Edinburgh Airport, Turnhouse Golf Club, Elected Members and Corstorphine, East and West Craigs Community Council.
- Demographic and accessibility evidence, including population trends showing growth in Edinburgh's population and particularly in older age groups, which may increase reliance on accessible public transport services.
- Consideration of equality, accessibility and inclusion impacts, including potential effects on people who are more likely to rely on public transport, such as older people, disabled people, children and young people, and households without access to a private car.

Evidence will continue to be gathered through monitoring and stakeholder feedback during the experimental period, including feedback from affected transport users and operators

where relevant. This will include assessment of traffic conditions, access arrangements, bus journey times, consideration of impacts on private hire vehicle services, and feedback from residents, businesses and transport users to identify any actual impacts on people's ability to access homes, services, employment, education, healthcare and community facilities. Any significant adverse impacts identified during the experiment will be considered as part of the final evaluation and decision-making process.

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.

The proposal has been assessed against the United Nations Convention on the Rights of the Child (UNCRC).

Article 3 – Best interests of the child

Improved public transport connectivity is expected to support children's and young people's access to education, healthcare, leisure, and social opportunities, particularly for those who cannot drive or do not have access to a private vehicle.

Article 15 – Freedom of association

Improved bus connections may support children and young people in accessing community, social, recreational and cultural activities, helping them to maintain social connections and participate more fully in community life.

Article 24 – Right to health

A reliable and accessible bus network is expected to support access to healthcare and other services. Any environmental benefits from modal shift will be treated as potential rather than guaranteed and assessed through monitoring.

Potential adverse impacts could arise as traffic diversion might affect journey times for families. In particular, private vehicles and private hire vehicles will not be permitted to use the bus gate and may experience longer routes or increased journey times, although licensed hackney carriages (black cabs) will continue to have access throughout the restriction. This may affect some families who use private vehicles or private hire vehicles to access healthcare or family support networks. These will be monitored during the trial.

Article 28 – Right to education

Improved bus connections are expected to support independent access to schools, colleges and other educational facilities.

Potential adverse impacts could arise as traffic diversion might affect journey times for families. In particular, private hire vehicles will not be permitted to use the bus gate and may experience longer routes or increased journey times, although licensed hackney carriages (black cabs) will continue to have access throughout the restriction. This may

affect some families who use private hire vehicles to access education. These will be monitored during the trial.

Article 31 – Right to leisure, play and participation in cultural life

Improved public transport accessibility is expected to help children and young people access leisure facilities, parks, sports activities, cultural venues and opportunities to meet friends and family.

Potential adverse impacts could arise if traffic diversion associated with the ETRO results in increased journey times for some families or affects access for particular road users. These impacts will be monitored throughout the experimental period and considered alongside the benefits arising from improved public transport connectivity.

Overall, the proposal is considered likely to have a positive impact on children's rights through improved access to services, education and social opportunities, while any adverse effects will be monitored and reviewed during the ETRO.

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.

This assessment is informed by demographic, transport and accessibility evidence, together with stakeholder engagement undertaken in relation to the proposal.

Evidence considered includes:

- Scotland's Census 2022,
- National Records of Scotland population data
- Edinburgh by Numbers 2025, which demonstrate a growing population in Edinburgh, including growth in the number of children and young people.
- Edinburgh's population is projected to continue growing, increasing the importance of accessible and sustainable transport connections.
- Census and transport evidence showing that over 40% of households in Edinburgh do not have access to a car and therefore rely on public transport to access education, healthcare, employment and other services.
- Hands Up Scotland Survey and Scottish Transport Statistics data, which demonstrate the importance of bus travel for school-age children and young people, particularly secondary school pupils, and show that buses remain the most widely used form of public transport in Scotland.
- The proposed rerouting of Services 31 and 32 and the continued provision of Service 68, which are intended to provide West Craigs residents with a wider range of direct public transport connections and destinations.
- Relevant Council policies and strategies, including the Public Transport Action Plan 2030 and the West Edinburgh Placemaking Framework, which support improved public transport accessibility and connectivity.
- Engagement undertaken to date with key stakeholders, including Lothian Buses, Edinburgh Airport, Turnhouse Golf Club, Elected Members and Corstorphine, East

and West Craigs Community Council. Feedback identified a strong desire for improved public transport provision serving West Craigs.

As the proposal is being implemented through an 18-month Experimental Traffic Regulation Order, additional evidence will be gathered through ongoing monitoring and engagement. This will include assessment of bus journey times, traffic conditions, stakeholder feedback and, where appropriate, feedback from families, young people, schools, community organisations and transport operators. Consideration will also be given to any impacts on families who rely on private hire vehicle services. The information gathered during the experimental period will be used to assess actual impacts on children's rights and inform the final decision on whether the measures should be retained, modified or removed.

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.

	Negative impact	Positive impact	No impact
Low income – cannot afford to maintain regular payments such as bills, food, clothing		√	
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		√	
Material deprivation – being unable to access basic goods and services, ie home contents insurance, repair/replace broken electrical goods, warm winter coat		√	
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 ie rural areas, accessibility of transport, education and employment impact, people who have experienced homelessness and/or the asylum		√	

	Negative impact	Positive impact	No impact
system, those who share an identity and/or protected characteristic			
Socio-economic background – disadvantage that can arise from parents' education, employment and income, social class in other words.		√	

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?

The proposal is expected to have a predominantly positive socio-economic impact because improved bus connectivity can reduce reliance on private vehicles and provide access employment, education, healthcare, shopping and other essential services at a relatively affordable cost. This is particularly relevant to people on low incomes, people with low/no wealth, households experiencing material deprivation, and households without access to a car.

Across Edinburgh, more than 40% of households do not have access to a car and therefore rely on public transport, walking, wheeling and cycling to access daily needs. Improved public transport connections can help reduce transport-related barriers and improve access to opportunities for those who may already experience disadvantage as a result of their financial circumstances.

The planned rerouting of Service 31 would provide West Craigs with a commercial bus service and direct connections to a wider range of destinations. The proposed rerouting of supported Service 32 would further increase public transport options, while the existing supported Service 68 would continue to provide a local circular connection to The Gyle Shopping Centre. Together, these changes are expected to improve accessibility and transport choice for residents, including children and young people, older people and others who may be more reliant on public transport.

The proposal may also have positive impacts for area-based disadvantage by improving connectivity between West Craigs and key employment, education, healthcare and retail destinations. Improved accessibility can help reduce inequalities of outcome associated with transport disadvantage and support social inclusion.

Potential adverse effects may arise for some individuals, businesses or organisations that depend on private vehicles or private hire vehicles, as the bus gate will change traffic routes and may affect journey times. Private hire vehicles will not be permitted to use the bus gate and may therefore be required to use alternative routes. . However, licensed hackney carriages (black cabs) will be permitted to use the bus gate, maintaining direct access for passengers who rely on these services. This restriction on private hire vehicle access may result in longer journey times and potentially increased travel costs for some users who depend on these services to access employment, caring responsibilities, education or other essential activities The ETRO monitoring and evaluation process will consider both the benefits of improved public transport connectivity and any localised economic, access or equality impacts identified during the experimental period.

Overall, the proposal is considered likely to contribute positively to reducing transport-related inequalities by improving access to services and opportunities for people experiencing socio-economic disadvantage, while monitoring will be used to identify and mitigate any unintended adverse impacts.

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.

This assessment is informed by demographic, socio-economic and transport accessibility evidence, together with stakeholder engagement undertaken during development of the proposal.

Evidence considered includes:

- Scottish Index of Multiple Deprivation (SIMD) 2020 data, which indicates that the West Craigs area falls within SIMD Decile 7 and therefore experiences relatively lower levels of deprivation compared with many other parts of Scotland. However, the data predates significant housing development in West Craigs and does not fully reflect the area's more recent growth or the current limitations in public transport provision.
- Scotland's Census 2022, National Records of Scotland population data and Edinburgh by Numbers 2025, which identify a growing population in Edinburgh, including growth in older age groups and continuing demand for accessible public transport services. Edinburgh's population is projected to continue increasing, strengthening the need for sustainable transport connections.
- Census and transport data showing that more than 40% of Edinburgh households do not have access to a car and therefore rely on public transport and other sustainable travel modes to access employment, education, healthcare and other essential services.
- The proposed changes to local bus services, including the rerouting of Services 31 and 32 and the continued operation of Service 68, which would provide West Craigs residents with a wider range of public transport destinations and connections.
- Relevant Council policies and strategies, including the Public Transport Action Plan 2030 and West Edinburgh planning and placemaking frameworks, which support improved public transport accessibility and connectivity.
- Stakeholder engagement undertaken to date with Lothian Buses, Edinburgh Airport, Turnhouse Golf Club, Elected Members and Corstorphine, East and West Craigs Community Council. Feedback has highlighted the importance of improved public transport provision for the growing West Craigs community. Additional engagement may be undertaken during the ETRO period with other transport stakeholders, including representatives of the taxi and private hire sector, should monitoring indicate material impacts.

As the proposal is being implemented through an 18-month Experimental Traffic Regulation Order, additional evidence will be gathered through ongoing monitoring and engagement. This will include assessment of traffic conditions, bus journey times, accessibility impacts and feedback from residents, businesses, transport users and, where appropriate, taxi and private hire vehicle representatives and operators. The information collected during the experimental period will be used to assess actual socio-economic impacts and inform the final decision on whether the measures should be retained, modified or removed.

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		√	
Climate Adaptation - opportunities to prepare for future changes in our climate			√
Just Transition – opportunities to ensure a fair shift to a low carbon economy that doesn't disadvantage people or increase inequality		√	
Nature Recovery Impacts			√
Overall Sustainability		√	

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.

The bus gate is anticipated to have a positive impact on climate mitigation and just transition by improving public transport connectivity and reliability. The principal climate benefit would arise if the improved bus network encouraged a shift from private car use to public transport, helping reduce transport-related greenhouse gas emissions.

The proposal is also considered to support a just transition by improving access to affordable and sustainable transport options. Enhanced bus services may particularly benefit people who do not have access to a private vehicle, helping to ensure that the

transition to a lower-carbon transport system does not disproportionately disadvantage particular groups.

No material direct climate-adaptation impact has been identified, as the ETRO does not include measures such as flood resilience, urban greening, sustainable drainage infrastructure or other interventions intended to increase resilience to climate change.

No material direct nature-recovery impact is anticipated because the proposal is primarily a traffic-management measure and does not involve substantial land-use change, habitat creation or loss.

The proposal is considered to have a positive overall sustainability impact by supporting sustainable transport objectives and increasing public transport choice for a growing residential community. Potential adverse effects could arise if traffic diversion results in increased vehicle mileage, congestion or localised emissions elsewhere on the network. These effects will be monitored throughout the experimental period and considered alongside public transport benefits.

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

No material direct nature-recovery impact has been identified from the proposed bus gate. The proposal is primarily a traffic-management measure and does not require significant physical works, habitat alteration or public realm changes.

Any minor implementation works associated with signage, road markings or enforcement infrastructure will be undertaken in accordance with the Council's normal environmental and biodiversity requirements and should avoid unnecessary disturbance to existing habitats. While any reduction in vehicle emissions resulting from increased public transport use could have indirect environmental benefits, these benefits are uncertain and will depend on the extent of modal shift achieved during the experimental period.

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.

This assessment is informed by national and local climate policy, transport policy, demographic and transport evidence, and stakeholder engagement undertaken during development of the proposal.
Relevant evidence includes:

- The Climate Change (Scotland) Act 2009, as amended, which establishes Scotland's legally binding target of achieving net-zero greenhouse gas emissions by 2045.
- The Scottish Government's Draft Climate Change Plan (2026-2040), which identifies reductions in transport emissions, greater use of sustainable transport modes and reductions in car travel as key measures required to meet Scotland's emissions reduction targets.
- Transport Scotland's Achieving Car Use Reduction in Scotland: A Renewed Policy Statement (2025), which supports measures that reduce reliance on private car use and improve access to sustainable travel options.
- The City of Edinburgh Council's Public Transport Action Plan 2030 and associated evidence base, which identify improved public transport accessibility, reliability and attractiveness as key components of a more sustainable transport system.
- Edinburgh by Numbers 2025, which highlights continued population growth, increasing demand for transport services, and progress towards lower-emission transport, including the ongoing transition of the Lothian Buses fleet to electric vehicles.
- Existing and proposed bus service arrangements in West Craigs, including the proposed rerouting of Services 31 and 32 and the continued operation of Service 68, which are intended to improve public transport accessibility and connectivity.
- Stakeholder engagement undertaken with Lothian Buses, Edinburgh Airport, Turnhouse Golf Club, Elected Members and Corstorphine, East and West Craigs Community Council. Further stakeholder engagement may be undertaken during the experimental period with other transport operators where monitoring identifies significant impacts.

The assessment concludes that the proposal has the potential to contribute positively to climate mitigation and sustainability objectives by supporting improved public transport provision and creating conditions that may encourage a shift from private car travel to bus travel. Any emissions and traffic impacts will be monitored throughout the 18-month experimental period.

Further evidence will be gathered through monitoring of traffic conditions, bus journey times, network performance and stakeholder feedback during the ETRO. This information will be used to assess actual impacts and inform the final decision on whether the measures should be retained, modified or removed.

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	No	√
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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](#).

Yes	No	✓
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8 Communications

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

Information about the proposal will be communicated in line with the Council's inclusive communications principles, ensuring it is accessible, clear, and available to a wide range of audiences.

Information will be presented in plain English, avoiding technical language where possible, and key materials will be made available in accessible formats on request, including large print, alternative formats and translation where required.

Engagement will include targeted communication with key stakeholders, such as residents and businesses, to ensure that the needs of different users are considered.

Ongoing communication will be maintained throughout the trial to ensure that stakeholders are informed of changes, potential disruptions and opportunities to provide feedback.

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?

Implementation of the ETRO may require external contractors for road markings, enforcement equipment or associated works. Where contractors are used, they will be required to comply with the City of Edinburgh Council's procurement, equality, accessibility, health and safety, and environmental requirements.

The implementation will maintain safe and accessible pedestrian routes and appropriate access for residents, businesses, emergency services and other authorised users. Any temporary works will minimise disruption. The contractor requirements will reflect the fact that this is an experimental traffic-management scheme rather than a public-realm redevelopment project.

Any contractor involved in implementing the bus gate or associated signing, road marking, traffic management or enforcement equipment will be required to comply with the Council's procurement and legal requirements and to maintain accessibility during works.

Climate and nature considerations will focus on minimising unnecessary vehicle movements, waste, and emissions during implementation, and on avoiding unnecessary disturbance to the surrounding environment.

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)
Confirm and communicate the final ETRO operating arrangements, including the restriction, exemptions/authorised access arrangements and expected duration of the trial.	Project Manager Traffic Regulation Order Lead	Before ETRO comes into force	Formal pre-implementation review
Work with Lothian Buses to coordinate the planned Service 31 rerouting and assess the feasibility and operational requirements for the proposed Service 32 rerouting.	Project Manager Public Transport Lead with Lothian Buses	Post Transport & Environment Committee decision on 10 September Before ETRO comes into force	Weekly meetings during initial period
Continued engage with residents, community representatives, businesses and other affected road users and provide clear information on the purpose and experimental nature of the scheme.	Project Manager	Before implementation and throughout experiment	Review at key ETRO milestones
Engage with relevant stakeholders, including representatives of the	Project Manager Consultants	Ongoing throughout the trial	Formal reviews at agreed ETRO monitoring points

taxi and private hire sector, and monitor any accessibility, equality or journey time impacts arising from private vehicles being unable to access the bus gate.			
Establish baseline and post-implementation monitoring of traffic flows, journey times, bus reliability, access and user experience, including consideration of displacement onto surrounding routes.	Project Manager Consultants	Baseline before implementation. Ongoing throughout the trial	Formal reviews at agreed ETRO monitoring points
Collect evidence on the actual public transport benefits, including whether Service 31 provides the intended commercial connection to West Craigs and whether Service 32 provides additional destinations/connectivity.	Project Manager Public Transport Manager Lothian Buses Consultants	Throughout experiment	Weekly meetings Formal reviews at agreed ETRO monitoring points
Present the evidence from the trial to recommend the outcome to retain, modify or remove the ETRO.	Project Manager	At end of 18-month experiment	Final ETRO evaluation

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)
Establish baseline traffic conditions: flows, journey times, queue lengths, bus reliability, bus patronage and stakeholder feedback.	Project Manager Lothian Buses Contractor	Baseline data surveyed in December 2025 and May 2026.	
Review initial performance after implementation using the same metrics as the baseline.	Project Manager Contractor	Approximately three months post implementation of the bus gate	Approximately three months post implementation of the bus gate
Scheme performance review.	Project Manager	Approximately 12-18 months post implementation of the bus gate	Approximately 12-18 months post implementation of the bus gate

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
Carlyn Fraser – Interim Head of Network Management & Enforcement
Date
31/08/2026

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).