

# Integrated impact assessment (IIA) Template

Complete as a record of your assessment.

Read the IIA guidance before completing this template.

## Title of proposal

London Road / A1 / A199 Bus Lane Trial Experimental Traffic Regulation Order

## Purpose of proposed work

The proposal comprises of a trial of extended bus lane operating hours and associated changes to parking, waiting and loading restrictions along the corridor, to be implemented through an 18 month Experimental Traffic Regulation Order (ETRO).

The City of Edinburgh Council ('the Council') adopted the City Mobility Plan (CMP) in 2021, which includes a commitment to: *"Expand and enforce public transport priority measures to improve journey time reliability and operational efficiency within the city and wider region."* The associated 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.

In February 2024, the Transport and Environment Committee (TEC) requested that Council officers develop proposals for a trial of extended bus lane operating hours. Following engagement with Lothian Buses, the route of the Lothian Buses 44 service was identified as a suitable corridor for trialling the measures, with TEC agreeing the principles of the trial in August 2024.

Because the Greenway Order restrictions add complexity to the western A70 Lanark Road section of route 44, the trial is limited to the eastern A1 London Road corridor. The trial therefore 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 1.

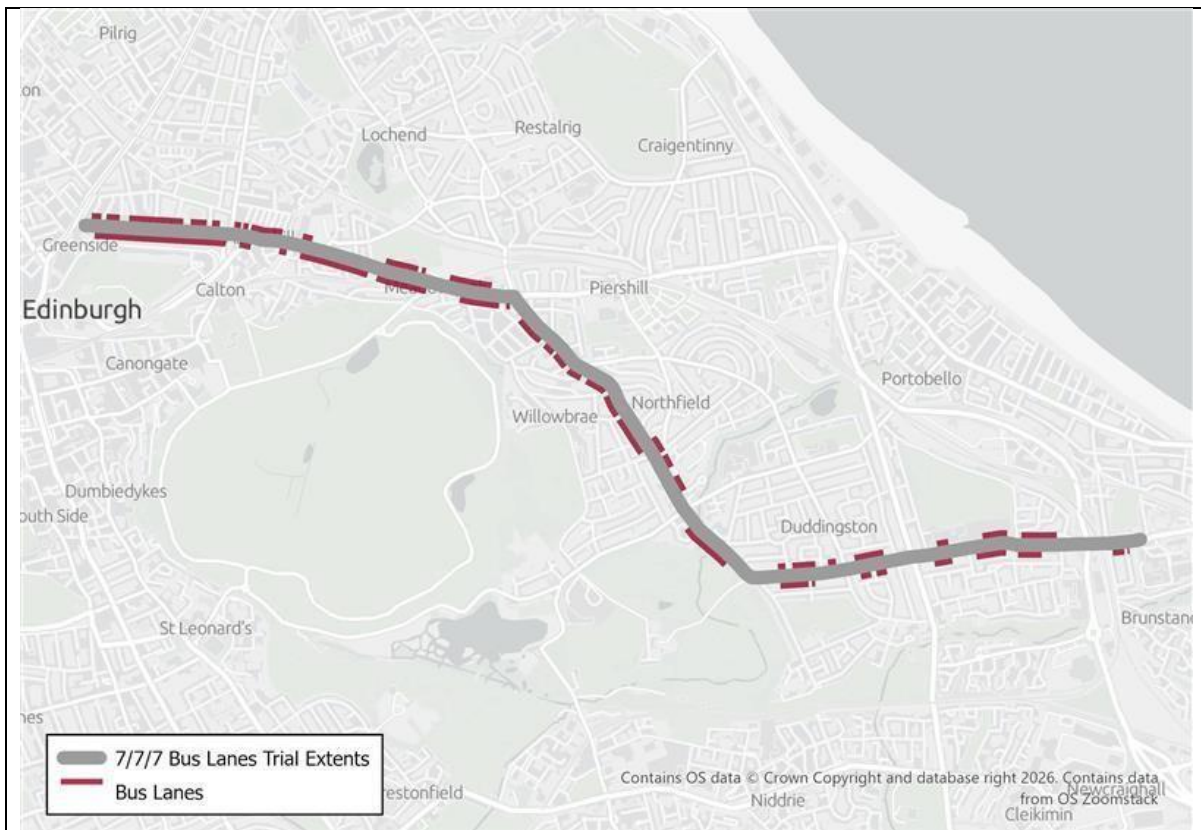


**Figure 1: 7-7-7 Bus Lane Trial Extents**

Currently, bus lanes within the project area operate Monday to Friday between 07:30 and 09:30 and between 16:00 and 18:30. The trial will extend these operating hours to 07:00 – 19:00, seven days a week.

Alongside the changes to bus lane operating hours, the proposal includes changes to parking and loading restrictions to support the operation of the trial.

The trial has been developed in response to evidence that buses can experience delays and reliability issues outside the current bus lane operating hours. Analysis undertaken by Lothian Buses identified that bus journey times along the corridor can be slower and less reliable immediately before the weekday peak periods, around Friday lunchtimes and around midday at weekends. At certain times, buses can take up to 20% longer to travel along the corridor than when the bus lanes are operational. Lothian Buses has also advised that average bus journey times along the A1 corridor have increased by approximately 22% since 2019.

The purpose of the trial is to assess whether extending bus lane operating hours can improve bus journey times and reliability. The trial will also seek to understand the impacts on businesses, residents and other road users before any decision is made on whether the measures should be retained, amended or removed.

### **Changes to parking restrictions**

Parking will not be permitted within bus lanes between 7am and 7pm, seven days a week, creating a consistent parking restriction along the trial corridor. There will be no changes to parking restrictions within inset lay-bys, including resident permit bays, pay-and-display bays and free parking bays.

The table below illustrates the changes in signed parking restrictions on sections of the route with single yellow lines.

| Section of Trial Route                                                                                                                                               | Current Signed Restrictions                                             | Signed Restrictions During Trial | What Changes?                                                                                                                                                                                                                                                                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A</b> - London Road*<br>(Leith Walk to Easter Road)                                                                                                               | <b>Mon - Fri:</b><br>8.30am - 5.30pm                                    | <b>Mon - Sun:</b><br>7am - 7pm   | <b>Mon - Fri:</b> Restrictions start 1½ hours earlier in morning and finish 1½ hours later in the evening<br><br><b>Sat - Sun:</b> New 12 hours of restricted parking time                                                                                                                |
| <b>B</b> - London Road<br>(east of Easter Road) to Willowbrae Road (north of Willowbrae Gardens)                                                                     | <b>Mon - Fri:</b><br>7.30am - 6.30pm<br><br><b>Sat:</b><br>8am - 1.30pm | <b>Mon - Sun:</b><br>7am - 7pm   | <b>Mon - Fri:</b> Restrictions start 30 minutes earlier in morning and finish 30 minutes later in the evening<br><br><b>Sat:</b> Restrictions start 1 hour earlier in morning and finish 5½ hours later in afternoon / evening<br><br><b>Sun:</b> New 12 hours of restricted parking time |
| <b>C</b> - Willowbrae Road<br>(Willowbrae Gardens to Duddingston Road), Milton Road West, Duddingston Crescent and Milton Road East (Milton Link to S Morton Street) | <b>Mon - Fri:</b><br>7.30am - 9.30am, 4pm - 6.30pm                      | <b>Mon - Sun:</b><br>7am - 7pm   | <b>Mon - Fri:</b><br>Additional 3 hours of restricted parking time in the morning and 4½ hours in the afternoon / evening<br><br><b>Sat - Sun:</b><br>New 12 hours of restricted parking time                                                                                             |

*\*Individual parking and loading signs are not currently present on this section of the route, as restrictions are defined by the Controlled Parking Zone (CPZ) signage.*

The rules for Blue Badge holder parking differ from those for general parking. On sections of the route with single yellow lines and single kerb blip markings, or double yellow lines and single kerb blip markings, Blue Badge holders will be able to park:

- **Weekdays:** before 7am, between 10am and 4pm, and after 7pm.
- **Weekends:** all day along most of the route. The only exception is between Easter Road and Willowbrae Gardens, where loading restrictions will restrict Blue Badge holders parking between 11am and 2pm.

### Changes to loading restrictions

Loading and unloading will continue to be permitted within bus lanes during the revised bus lane operating hours, except during signed loading restriction periods.

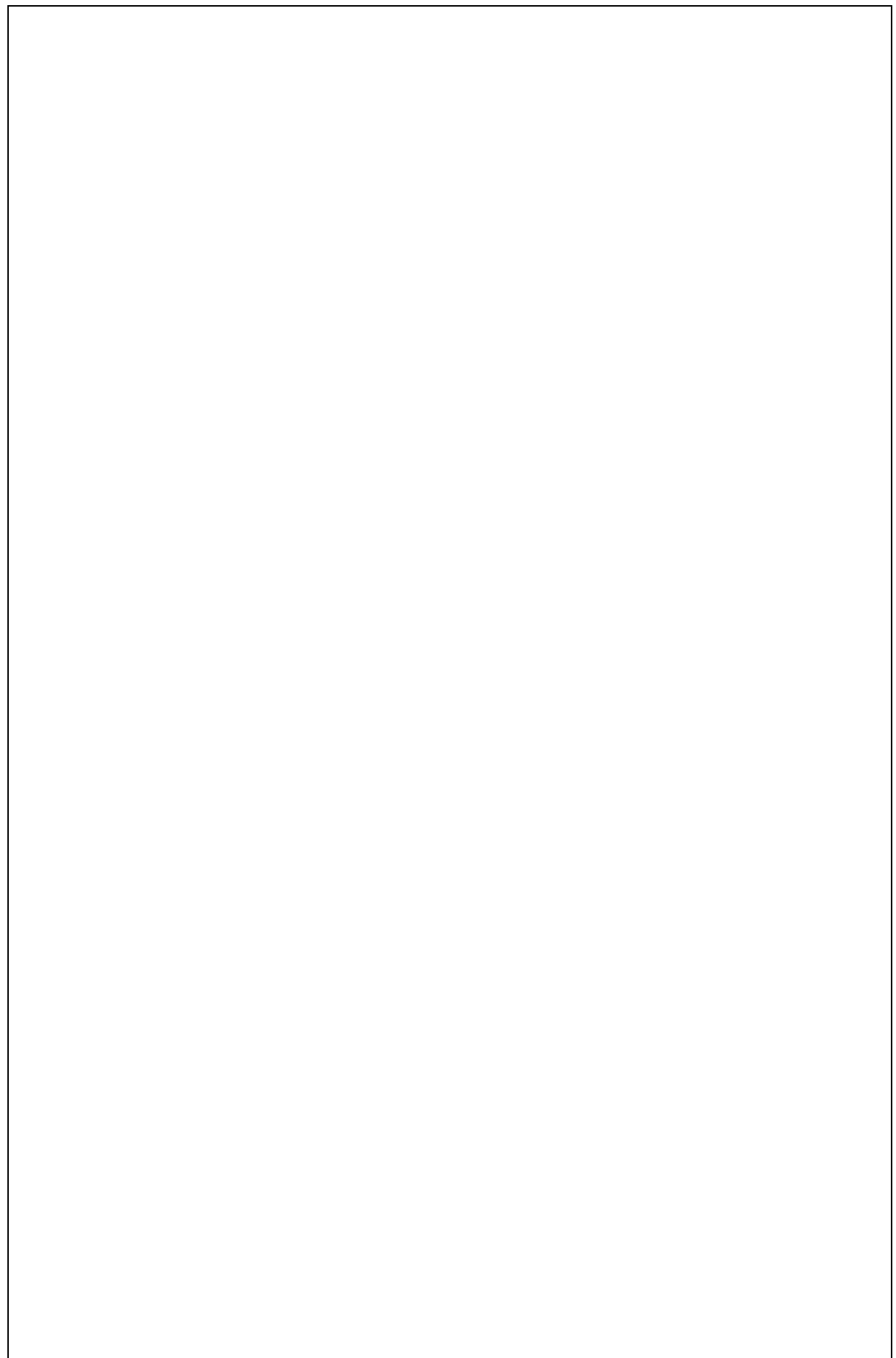
Along most of the route, weekday loading restrictions will operate between 7am and 10am and between 4pm and 7pm. At weekends, loading will continue to be permitted all day along most of the corridor. The only exception is between Easter Road and Willowbrae Gardens, where loading restrictions will apply between 11am and 2pm on Saturdays and Sundays.

The changes to loading restrictions have been informed by both bus journey time analysis (2024 – 2026) and loading surveys undertaken in November 2024. The survey findings indicated that 80% of loading activity already takes place between 10:00 and 16:00 on weekdays, and the proposals have been developed to retain loading opportunities during these periods wherever possible while addressing the times and locations where buses currently experience the greatest delays. The overall approach aims to balance the needs of businesses and servicing activity with the objective of improving bus journey times and reliability along the corridor.

The table below illustrates the changes in signed parking restrictions on sections of the route with single yellow lines and single kerb blip markings and on double yellow lines with single kerb blip markings.

| Section of Trial Route                                                                                                                                               | Current Signed Restrictions                           | Signed Restrictions During Trial                                                       | What Changes?                                                                                                                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A</b> - London Road*<br>(Leith Walk to Easter Road)                                                                                                               | None                                                  | <b>Mon - Fri:</b><br>7am - 10am,<br>4pm - 7pm                                          | <b>Mon - Fri:</b> New loading restrictions between 7am-10am and 4pm-7pm<br><br><b>Sat - Sun:</b><br>No change (loading permitted all day)                                                                                                     |
| <b>B</b> - London Road<br>(east of Easter Road) to Willowbrae Road (north of Willowbrae Gardens)                                                                     | <b>Mon - Fri:</b><br>7.30am - 9.30am<br>4pm - 6.30pm  | <b>Mon - Fri:</b><br>7am - 10am<br>4pm - 7pm<br><br><b>Sat - Sun:</b><br>11am - 2.00pm | <b>Mon - Fri:</b> Restrictions start 30 minutes earlier and finish 30 minutes later in the morning, with an additional 30 minutes in the evening<br><br><b>Sat - Sun:</b> New 3 hours of loading restrictions introduced between 11am and 2pm |
| <b>C</b> - Willowbrae Road<br>(Willowbrae Gardens to Duddingston Road), Milton Road West, Duddingston Crescent and Milton Road East (Milton Link to S Morton Street) | <b>Mon - Fri:</b><br>7.30am - 9.30am,<br>4pm - 6.30pm | <b>Mon - Fri:</b><br>7am - 10am<br>4pm - 7pm                                           | <b>Mon - Fri:</b> Restrictions start 30 minutes earlier and finish 30 minutes later in the morning, with an additional 30 minutes in the evening<br><br><b>Sat - Sun:</b><br>No change (loading permitted all day)                            |

*\*Individual parking and loading signs are not currently present on this section of the route, as restrictions are defined by the Controlled Parking Zone (CPZ) signage.*



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Lead officer, name, job title, service and department</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Daryl Laing, Transport Officer, Strategic Transport Planning and Projects Department, Place                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Additional colleagues: name, job title, service and department</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <ul style="list-style-type: none"><li>• Jamie Robertson, Strategic Transport Planning and Projects Development Manager, Strategic Transport Planning and Projects Department, Place</li><li>• Victoria Baillie, Transport Officer, Strategic Transport Planning and Projects Department, Place</li><li>• Elliot Reid, Associate Transport Planner, Stantec</li><li>• Jordan Dunn, Senior Associate Transport Planner, Stantec</li><li>• Alice Reid, Transport Planner, Stantec</li><li>• Eve McWilliams, Transport Planner, Stantec</li><li>• Thomas Hochkins, Transport Planner, Stantec</li><li>• Elliot Bayley, Senior Transport Planner, Stantec</li></ul> |
| <b>Date</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 16/09/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Briefly describe public involvement in this proposal to date and planned</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

The 7-7-7 Bus Lanes trial is a direct outcome of Edinburgh's City Mobility Plan (CMP) and Public Transport Action Plan (PTAP). Extensive consultation informed the development of the CMP prior to its approval in February 2021, including an Integrated Impact Assessment (IIA) workshop in October 2019. Issues identified through the IIA were incorporated into the final CMP, and subsequent changes were reviewed to ensure they did not adversely affect equality and inclusion.

Between February and June 2023, further public and stakeholder engagement was undertaken to inform the CMP Delivery Plan and its associated action plans, including the PTAP. Engagement activities included stakeholder workshops, an online questionnaire, market research, focus groups, public drop-in events and school workshops. The online questionnaire received over 3,000 responses and included a dedicated section on public transport improvements.

Following consultation, the PTAP and related plans were streamlined to reduce duplication and support a more integrated CMP-led approach, aligned with the city's transport strategy and implementation programme to 2030.

More recently, SEStran's Regional Bus Strategy consultation received over 5,000 responses and identified improved reliability and reduced delays as key priorities for bus passengers. The proposed bus lane trial directly supports these objectives by improving bus journey times and reliability along the corridor.

In advance of implementation, engagement has been undertaken with a range of stakeholders, including local businesses, residents, bus operators, representative organisations and elected members. Information about the trial has been distributed to affected properties along the route, supported by dedicated resident and business

engagement events providing opportunities to ask questions, understand the proposed changes and raise concerns.

As the trial will be implemented using an Experimental Traffic Regulation Order (ETRO), there will be a formal six-month consultation period following implementation during which residents, businesses and other stakeholders will be able to submit comments and representations. Business engagement, stakeholder discussions and survey work will continue throughout the trial, providing opportunities to identify issues, understand impacts and inform any future decision on whether the measures should be retained, amended or removed.

## 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 a mixed but predominantly positive impact on equality groups.

The principal benefit is the **potential for more reliable bus journeys and reduced delays**. Older people, disabled people, young people, and some minority ethnic groups may be more likely to benefit from improved bus journey times and reliability because these groups are generally more reliant on public transport and / or less likely to have access to a private car. Improved reliability may support access to employment, healthcare appointments, shopping, leisure, places of worship and community facilities for travel outside the traditional peak periods.

Women are more likely to undertake trip-chaining journeys involving work, shopping and caring responsibilities and are less likely to hold a driving licence than men. Improved bus journey times and reliability may therefore be particularly beneficial for some women.

The proposal may also provide **accessibility benefits for some passengers with mobility impairments**. By reducing the likelihood of parking and loading activity occurring near some bus stops, there may be fewer occasions where buses are unable to stop close to the kerb, potentially improving boarding and alighting conditions for some users. Some people who rely on taxis for door-to-door travel, including some older people and disabled people, may also benefit from more reliable journeys as taxis are permitted to use bus lanes.

However, the impacts are not expected to be identical for all users. Some older people and people with disabilities or mobility impairments may be unable to travel by bus for all journeys and therefore rely on convenient access by private vehicle, taxi or lifts from friends and family. **The extension of parking restrictions and the reduction in times when Blue Badge parking is permitted on some sections of the route** may reduce opportunities for some users to park close to destinations at certain times of the day, potentially resulting in longer onward walking or wheeling journeys.

These impacts may be experienced disproportionately by some older people, disabled people, people with mobility impairments, pregnant women and others who rely on doorto-door travel. **Changes to parking restrictions may also affect access to places of worship and other community destinations for some religious groups**, particularly where attendees rely on being able to park close to their destination.

The proposal may also affect some **people with certain disabilities and older people with cognitive impairments who may find changes to parking, loading and Blue Badge arrangements more difficult to understand**, particularly during the initial implementation period. **Additional sign posts associated with the trial** may also reduce the amount of unobstructed footway space available in some locations if not carefully positioned, potentially affecting wheelchair users and other people with mobility impairments.

These impacts will be monitored throughout the trial and considered alongside the potential benefits of improved bus journey times and reliability.

## 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.**

This assessment is informed by population, demographic, equality and transport evidence, together with research on the travel needs and experiences of different population groups.

Evidence considered includes **Scotland's Census 2011 and 2022**, which shows that the wider project area population increased from 44,686 to 47,292 residents between 2011 and 2022, representing growth of approximately 5.8%. This is broadly in line with population growth across the City of Edinburgh, which increased 7.6% in the same period. The largest population increase was among people aged 16 to 25 (+24%), whilst the largest population decrease was between 0 to 15 (-8%) between 2011 and 2022. The 2022 Census data also displayed a diverse population with a gender split within the wider project area of approximately 52% female and 48% male. In 2022, 11% of residents identified as lesbian, gay or another non-heterosexual sexual orientation, higher than the Edinburgh (7.6%) and Scotland (4%) averages. The wider project area in 2022 was 85% White, with Asian ethnic groups representing the largest minority ethnic group (9%), reflecting Edinburgh's overall demographic profile. Around 60% of residents reported having no religion, while 27% identified as Christian. Approximately 21% of residents

reported a long-term health condition or disability, of which 8% stated it limited them a lot in regard to daily activities.

**Census 2022 and Transport and Travel in Scotland 2023** data demonstrate the importance of public transport within the wider project area. Among those who travel to a workplace, 35% travel by car or van, while 25% travel by bus or coach and 24% walk. In addition, 39% of the working population work mainly from home. Census data also identifies more than 11,000 people who commute from East Lothian to Edinburgh for work, with almost one in five travelling by bus. As many of the bus services connecting East Lothian with Edinburgh pass through the project corridor, reliable and efficient public transport along the route is important for both local residents and regional commuters. The evidence also shows that car ownership is relatively low in Edinburgh, with 37% of households not having access to a car, indicating a significant reliance on public transport and other sustainable travel modes.

Evidence on equality outcomes highlights the importance of accessible and reliable public transport for a range of protected characteristic groups. **Transport and Travel in Scotland 2023** shows that women are less likely than men to hold a driving licence and may therefore be more dependent on public transport. The **Scottish Government's Equality and Fairer Scotland Statement** also notes that women are more likely to undertake complex trip patterns, such as combining journeys to work with caring responsibilities, shopping or escorting children, making access to reliable transport particularly important.

Evidence from **Scotland's Accessible Travel Framework** highlights that disabled people make fewer journeys overall, are more likely to use buses, less likely to drive and often experience greater barriers when travelling. Accessible and reliable transport can therefore play an important role in supporting access to employment, healthcare, education, services and social opportunities for disabled people and those with long-term health conditions.

Research undertaken by **Sustrans through the Transport to Thrive project** demonstrates that young people aged 16 to 24 make fewer trips than other working-age adults and can face significant barriers to accessing employment, education and training opportunities where public transport services are unavailable, unaffordable or unreliable. The evidence suggests that improvements to public transport provision can help reduce the risk of social and economic exclusion among younger people and support access to opportunities.

As the proposal will be delivered through an ETRO, further evidence will be gathered throughout the trial period. This will include monitoring of bus journey times and reliability, parking and loading activity, traffic conditions and stakeholder feedback. Any significant issues identified through monitoring or engagement will be taken into account when considering whether the measures should be retained, amended or removed.

**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.

Overall, the proposal is expected to have a mixed but predominantly positive impact in human rights terms.

The following Human Rights 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 bus journey times and reliability, helping people access employment, education, healthcare, shopping, places of worship, leisure activities and community facilities. More reliable public transport may support participation in family and community life, particularly for people who rely on public transport and have limited access to a private vehicle.

A potential adverse impact may arise from the extension of parking restrictions and changes to the times when Blue Badge parking is permitted on some sections of the corridor. At certain times, some people, particularly older people, disabled people, pregnant people and others who rely on door-to-door travel, may experience reduced opportunities to park close to their home or destinations and may have to walk or wheel further as a result.

These impacts will be monitored throughout the trial and considered alongside the potential benefits of improved public transport accessibility, journey times and reliability.

**Article 9 – Freedom of thought, conscience and religion**

Improved bus journey times and reliability may improve access to places of worship and other faith-related activities for people who rely on public transport. However, some people who attend places of worship may experience reduced parking availability, particularly on a Sunday. These impacts will be monitored during the trial.

**Article 11 – Freedom of assembly and association**

Improved bus journey times and reliability may make it easier for people to access community facilities, social activities, and leisure opportunities where people meet and interact. This may be particularly beneficial for those who rely on public transport, supporting participation in community life and helping people maintain social networks and connections, particularly at weekends and during weekday off-peak periods.

However, some people who currently rely on access by car or who are unable to travel by public transport may experience reduced flexibility when travelling to community or social activities due to changes in parking restrictions on some sections of the corridor. For some users, this may make participation in these activities less convenient.

**Article 14 – Prohibition of discrimination** See **Equality Impacts** section.

**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 has been informed by the Council's duties under the Human Rights Act 1998, alongside evidence relating to transport accessibility, social inclusion and the operation of the proposed bus lane trial.

Evidence considered includes:

- **Demographic and travel data from the 2022 Census**, including information on age, disability, ethnicity, religion, sex, travel to work patterns and levels of car ownership within the wider project area.
- **National evidence relating to transport inequality and accessibility**, including Transport Poverty: A Public Health Issue and A Draft Just Transition Plan for Transport in Scotland. This evidence highlights the role that reliable, accessible and affordable transport plays in enabling people to access employment, education, healthcare, shopping, social activities and community life. It also identifies disabled people, women and lower-income households as being more vulnerable to transport poverty and transport-related exclusion.
- **Bus journey time and reliability analysis supplied by Lothian Buses**, which identified delays outside the current bus lane operating hours, particularly around Friday lunchtimes and at weekends.
- **Parking and loading surveys undertaken in November 2024**, which informed the proposed parking and loading restrictions and helped identify opportunities to support improved bus reliability while maintaining opportunities for loading and servicing activity.
- **Engagement undertaken during development of the trial**, including discussions with local residents, businesses, and bus operators

As the proposal will be delivered through an ETRO, further evidence will be gathered throughout the trial period. This will include monitoring of bus journey times and reliability, parking and loading activity, traffic conditions and stakeholder feedback. Any significant issues identified through monitoring or engagement will be taken into account when considering whether the measures should be retained, amended or removed.

**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.

Overall, the proposal is expected to have a mixed but predominantly positive impact on children's rights, although some children and young people may be indirectly affected by changes to parking restrictions.

**Article 2 – Non-discrimination** See **Equality Impacts** section.

**Article 3 – Best Interests of the Child**

Improved bus journey times and reliability may support access to education, healthcare, leisure opportunities and community activities for children and young people, particularly for families who rely on public transport. However, some children and young people may be affected indirectly where parents or carers rely on convenient access by car to reach destinations along the corridor and are affected by changes to parking restrictions.

**Article 15 – Freedom of Association**

Improved bus journey times and reliability may make it easier for children and young people to access youth groups, sports clubs, leisure activities and other opportunities to meet and interact with others, particularly for those who rely on public transport or live in households without access to a car. However, some children and young people may be indirectly affected where parents or carers choose to travel by car to reach these activities and are affected by changes to parking restrictions.

**Article 24 – Health and Health Services**

Improved bus journey times and reliability may support access to healthcare appointments, leisure facilities and community services that contribute to the health and wellbeing of children and young people. Improved public transport may be particularly beneficial for children and young people living in households without access to a car. If the scheme encourages a shift from private car use to public transport, there may also be benefits for local air quality. However, some children and young people may be indirectly affected where parents or carers choose to travel by car and experience reduced convenience when accessing these destinations as a result of changes to parking restrictions.

**Article 31 – Leisure, Play and Culture**

Improved bus journey times and reliability may make it easier for children and young people to access parks, leisure facilities, sports activities, cultural venues and opportunities to meet friends and family, particularly for families without access to a car. However, some children and young people may be indirectly affected where parents or carers choose to travel by car and experience reduced convenience when accessing these destinations as a result of changes to parking restrictions.

**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 (see **Equality Impacts**), together with engagement and evidence collected in relation to the trial. Evidence considered includes:

- **Scotland's Census 2022, National Records of Scotland population data and Edinburgh by Numbers 2025**, which provide information on the size and characteristics of Edinburgh's population of children and young people. The evidence presents a mixed picture. Between 2001 and 2025, the number of people living in Edinburgh aged 0-15 has declined by 0.3%, however, the number of people aged between 16 to 24 has increased by 16% over the same period.
- **2022 Census data** showing that around 38% of households in Edinburgh do not have access to a car and therefore rely on public transport or other modes to access education, healthcare, employment and other services.
- **2025 Hands Up Scotland Survey**, which demonstrate the importance of bus travel for school-age children and young people in accessing school, particularly secondary schools. Data shows that journeys to secondary school in Edinburgh, 35% of pupils travelled by bus, compared with 12.3% who travelled by car.
- **The UN Convention on the Rights of the Child (UNCRC)**
- **Bus journey time and reliability analysis supplied by Lothian Buses**, which identified delays outside the current bus lane operating hours, including during periods that coincide with school drop-off and pick-up times
- **Parking and loading surveys undertaken in November 2024**

As the proposal will be delivered through an ETRO, further evidence will be gathered throughout the trial period. This will include monitoring of bus journey times and reliability, parking and loading activity, traffic conditions and stakeholder feedback. Any significant issues identified through monitoring or engagement will be taken into account when considering whether the measures should be retained, amended 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 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-----------|
| <b>Low income</b> – cannot afford to maintain regular payments such as bills, food, clothing                                                                    |                 | ✓               |           |
| <b>Low/no wealth</b> – 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 |                 | ✓               |           |

|                                                                                                                                                                                                                                                                                                                                                                                                        |  |   |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---|--|
| <b>Material deprivation</b> – being unable to access basic goods and services, i.e. home contents insurance, repair/replace broken electrical goods, warm winter coat                                                                                                                                                                                                                                  |  | ✓ |  |
| <b>Area deprivation</b> (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 |  | ✓ |  |
| <b>Socio-economic background</b> – 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 mixed but predominantly positive socio-economic impact**. Improved bus journey times and reliability may help reduce transport-related barriers and support access to employment, education, healthcare, shopping, community facilities and other essential services, particularly for people who rely on public transport or do not have access to a private vehicle.

**People with low income, low wealth, material deprivation or wider socio-economic disadvantage may particularly benefit** from more reliable bus journeys and improved access to opportunities and services. Lower-paid jobs are more likely to involve weekend or other non-standard working hours, meaning workers are more likely to travel outside traditional peak periods. Improved bus journey times and reliability during the weekday offpeak and at weekends may therefore support access to employment, education, healthcare and social support networks.

The proposal may also **support social inclusion and independent living by making journeys to community facilities, support services and other key destinations more reliable and predictable by bus**. This may be particularly beneficial for groups who are more likely to experience socio-economic disadvantage, including unemployed people, people receiving benefits, single-parent households, carers, care leavers, vulnerable families, homeless people and people living in deprived communities.

However, some people living in or travelling to locations along the corridor may experience **reduced convenience when accessing employment, education, healthcare, shopping and other destinations if they choose to travel by car and are affected by the changes in parking restrictions**.

The proposal will also extend the hours during which loading restrictions apply on some sections of the route. While loading activity will continue to be permitted outside the restricted periods, the changes **may reduce flexibility for some deliveries, servicing activity and visits by tradespeople at certain times of the day**. Similar impacts may also be experienced by some businesses that rely on loading and servicing activity during the affected periods.

## 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 socio-economic, transport and accessibility evidence, together with research on the relationship between transport, deprivation and access to opportunities. Evidence considered includes:

- **Scottish Index of Multiple Deprivation (SIMD) 2022** data, which identifies varying levels of deprivation across the wider project area. Of the 57 Data Zones within the study area, three fall within the 10% most deprived areas in Scotland and 19 fall within the 50% most deprived. Three Data Zones are also within the 10% most income-deprived areas nationally. Around 13% of the working-age population within the wider project area are income deprived, rising to as much as 66% in the most deprived Data Zones.

- **2022 Census data**, which show that around 38% of households in Edinburgh do not have access to a car and therefore rely on public transport or other modes to access employment, education, healthcare and other essential services.
- **Scottish Household Survey 2024 data**, demonstrates that at a national level, those with a household income below £15,000 were less likely to travel by car (50%) and more likely to walk (23%) or get the bus (19%) than those with household income over £60,000.
- **The Scottish Government Equality and Fairer Scotland Statement (2023)**, which highlights the importance of affordable and accessible bus services for lower-income households. National evidence shows that bus use is substantially higher amongst lower-income groups and that people on the lowest household incomes are more likely to rely on bus services to access employment, education, healthcare and other essential services.
- **Research by Bastiaanssen, Johnson and Lucas (2021)**, which found that improving public transport accessibility can increase access to employment opportunities, particularly for people living in lower-income neighbourhoods and areas with low car ownership. The research identified low-income households, younger people and people without access to a private vehicle as groups that may benefit disproportionately from improved public transport accessibility.
- **Research by Crisp and Gore (2020)**, which identified transport as a significant barrier to employment for some people living in low-income areas. Common issues included high travel costs, unreliable public transport services and long journey times. The research also found that employment sites located on the urban fringe are often less accessible by public transport.
- **Bus journey time and reliability analysis supplied by Lothian Buses**, which identified delays outside the current bus lane operating hours, particularly during the weekday off-peak and at weekends. This evidence informed the proposal and supports the assessment that improved bus reliability may improve access to employment, education, healthcare and other opportunities.
- **Parking and loading surveys undertaken in November 2024.**

As the proposal will be delivered through an ETRO, further evidence will be gathered throughout the trial period. This will include monitoring of bus journey times and reliability, parking and loading activity, traffic conditions and stakeholder feedback. Any significant issues identified through monitoring or engagement will be taken into account when considering whether the measures should be retained, amended 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 |
|--|-----------------|-----------------|-----------|
|  |                 |                 |           |

|                                                                                                                                               |  |   |   |
|-----------------------------------------------------------------------------------------------------------------------------------------------|--|---|---|
| <b>Climate Mitigation</b> - opportunities to reduce greenhouse gas emissions                                                                  |  |   | ✓ |
| <b>Climate Adaptation</b> - opportunities to prepare for future changes in our climate                                                        |  |   | ✓ |
| <b>Just Transition</b> – opportunities to ensure a fair shift to a low carbon economy that doesn't disadvantage people or increase inequality |  | ✓ |   |
| <b>Nature Recovery Impacts</b>                                                                                                                |  |   | ✓ |
| <b>Overall Sustainability</b>                                                                                                                 |  | ✓ |   |

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 proposal is anticipated to have a **positive impact on just transition and overall sustainability** by improving bus journey times and reliability and helping to make public transport a more attractive and reliable travel option. The principal climate benefit would arise if improved bus reliability encouraged a shift from private car use to public transport, helping to reduce transport-related greenhouse gas emissions.

**Potential adverse effects may arise if some road users experience longer journey times as a result of bus lanes operating for extended periods.** However, traffic flows during weekday off-peak periods and at weekends are generally lower than during the traditional peak periods, and any adverse effects are therefore expected to be limited.

As illustrated in the socio-economic disadvantage impacts section, **the proposal is considered to support a just transition** by improving the reliability of public transport. More reliable bus services may particularly benefit people on lower incomes, those without access to a private vehicle, and people travelling outside traditional peak periods, helping to ensure that the transition to a lower-carbon transport system does not disproportionately disadvantage particular groups.

No direct **climate adaptation or climate mitigation** impacts have been identified, as the proposal does not include measures specifically intended to improve resilience to climate change or to reduce greenhouse gas emissions. The proposal is expected to improve bus journey times and reliability, which may encourage some users to switch from private car travel to public transport, potentially resulting in a minor reduction in transport-related emissions. However, changes to parking provision may also lead to some vehicles rerouting or circulating on surrounding streets in search of parking, which could offset this benefit. Any overall effect on greenhouse gas emissions is expected to be negligible and no significant climate mitigation impact has been identified.

The proposal is considered likely to have a **positive overall sustainability impact** by supporting increased public transport use, making more efficient use of existing road space and contributing to wider transport decarbonisation objectives. These effects will be monitored during the experimental period.

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

No impacts on biodiversity, habitats, coastal waters or inland waters have been identified as a result of the proposal.

## 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 climate, environmental and transport evidence, together with relevant policy, and the socio-economic and equality evidence presented elsewhere in this assessment. Evidence considered includes:

- **The City of Edinburgh Council's city-wide carbon emissions monitoring**, which identifies transport as the second largest contributor to carbon emissions in Edinburgh. While transport emissions have increased since travel patterns recovered following the COVID-19 pandemic, longer-term trends show an overall reduction in transport-related emissions, highlighting the importance of measures that encourage a shift towards lower-carbon travel modes.
- **City Mobility Plan**, which identifies improving public transport reliability and attractiveness as a key component of the Council's approach to reducing car dependency, supporting a shift towards more sustainable travel patterns, thereby reducing transport related carbon emissions.
- **Strategic Environmental Assessment (SEA) associated with City Mobility Plan**, which assessed the environmental effects of enhanced public transport measures, including trials of extended bus lane operating hours. The SEA concluded that enhanced public transport measures are likely to have minor positive effects on air quality and the wider environment through supporting increased use of public transport.
- **2022 Census data**, which shows that around 38% of households in Edinburgh do not have access to a car and therefore rely on public transport, walking, cycling and other modes to access employment, education, healthcare and other services.
- **Scottish Household Survey and Transport and Travel in Scotland data**, which demonstrate that people on lower incomes are less likely to have access to a car and are more likely to travel by bus.
- **Bus journey time and reliability analysis supplied by Lothian Buses**, which identified delays outside the current bus lane operating hours, including during weekday off-peak periods and at weekends. This evidence informed the proposal and supports the assessment that extending bus lane operating hours may improve bus journey times and reliability.
- **Traffic flow surveys undertaken along the corridor**, which provide evidence on existing vehicle movements throughout the day. The surveys indicate that traffic volumes during weekday off-peak periods and at weekends are generally lower than during the traditional peak periods, informing the assessment that any impacts on general traffic resulting from extended bus lane operating hours are likely to be limited.

- **The City of Edinburgh Council's Air Quality Annual Progress Report 2024**, which identified that part of the corridor lies within the city centre Air Quality Management Area (AQMA), including sections of London Road and the A1 between Leith Walk and Jock's Lodge. The evidence indicates that concentrations of nitrogen dioxide (NO<sub>2</sub>) have generally been decreasing over time.
- **National and local climate policy**, including the Council's commitment to achieving net zero carbon emissions and reducing greenhouse gas emissions from transport, which identifies sustainable travel and public transport improvements as important elements of the transition to a lower-carbon transport system.

As the proposal will be delivered through an ETRO, further evidence will be gathered throughout the trial period. This will include monitoring of bus journey times and reliability, parking and loading activity, traffic conditions and stakeholder feedback. Any significant issues identified through monitoring or engagement will be taken into account when considering whether the measures should be retained, amended 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 |
|-----|----|

## 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 |
|-----|----|

## 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 has been communicated in line with the Council's inclusive communications principles, ensuring it is clear, accessible and available to a wide range of audiences. Information has been presented in plain English where possible, with supporting materials, frequently asked questions and project information made available through a dedicated project webpage. Key materials will also be made available in accessible formats on request, including large print, alternative formats and translation where required.

A range of engagement activities have been undertaken to raise awareness of the proposal, support understanding of the proposed changes and provide opportunities for feedback. These have included the circulation of briefing notes and project information to stakeholders, two public drop-in events, and a dedicated business engagement event.

Communication and engagement will continue throughout the ETRO process. Information on the proposal, monitoring activities and opportunities to provide feedback will be made available through the Council's website and other appropriate communication channels. Feedback received during the trial period, together with monitoring evidence, will be taken into account when considering whether the measures should be retained, amended or removed.

## 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?

The installation of signs and road markings will be undertaken by an external contractor on behalf of the Council. As part of the Council's procurement and contract management processes, due regard is required to be given to equality, human rights, children's rights, climate and nature considerations when undertaking work on behalf of the Council.

Contractors will be required to comply with relevant legislation, Council policies and requirements relating to equality, accessibility, environmental management and sustainability. This includes considering the needs of people with protected characteristics during construction and implementation activities, maintaining safe and accessible routes for pedestrians, wheelchair users and cyclists where reasonably practicable, and minimising environmental impacts associated with the works.

The Council will oversee the delivery of the works and monitor contractor performance so that equality, human rights, children's rights, climate and nature considerations are appropriately addressed throughout the implementation of the trial.

## 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.

| 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 | Current status |
|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|--------------------------|-------------|----------------|
|                                                                                                                                        |                                                       |                          |             |                |

|                                                                                                                                                                                                                                         |                                                              |                                 |                    |                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|---------------------------------|--------------------|-----------------------|
| 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              |
| Minimise street clutter through design and make use of existing street furniture where possible to maintain accessibility for pedestrians and people with mobility impairments.                                                         | Stantec                                                      | Aug 2026                        | Sep 2026           | Complete              |
| Develop loading restrictions informed by baseline loading surveys undertaken in November 2024 to maintain opportunities for loading and servicing activity where possible while supporting bus journey time and reliability objectives. | Stantec                                                      | May 2026                        | Aug 2026           | Complete              |
| Develop and implement a communication and engagement plan identifying key stakeholders, including local businesses, community councils, accessibility groups and public transport operators.                                            | Stantec                                                      | February 2026                   | March 2026         | Complete              |
| Undertake direct engagement with businesses prior to implementation, including distribution of information materials and in-person engagement event.                                                                                    | Council / Stantec                                            | Sep 2026                        | Sep 2026           | Complete              |
| Undertake direct engagement with the public prior to implementation, including distribution of information                                                                                                                              | Council / Stantec                                            | Sep 2026                        | Sep 2026           | Complete              |
| <b>Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)</b>                                                                                           | <b>Who will take them forward (name and contact details)</b> | <b>Deadline for progressing</b> | <b>Review date</b> | <b>Current status</b> |

|                                                |  |  |  |  |
|------------------------------------------------|--|--|--|--|
| materials and two in-person engagement events. |  |  |  |  |
|------------------------------------------------|--|--|--|--|

## 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.

| <b>Actions to monitor impact of proposal</b>                                                                                                              | <b>Who will take them forward</b> | <b>Deadline for progressing</b> | <b>Review date</b>                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|---------------------------------|-----------------------------------------------------------------------------|
| Monitor bus journey times and reliability along the corridor throughout the trial and compare results against baseline conditions.                        | Council / Stantec / Lothian Buses | October 2027                    | 3, 6 and 12 months post implementation                                      |
| Monitor traffic flows on the trial corridor and surrounding road network to identify any changes in traffic patterns or displacement effects.             | Council / Stantec                 | October 2027                    | 3 and 12 months post implementation                                         |
| Monitor traffic journey times along corridor to identify any changes in general traffic journey times                                                     | Council / Stantec                 | October 2027                    | 3, 6 and 12 months post implementation                                      |
| Monitor parking and loading activity along the corridor and assess impacts on residents, businesses and servicing activity.                               | Council / Stantec                 | October 2027                    | 3 and 12 months post implementation                                         |
| Undertake bus user surveys to understand passenger experiences of bus journey times, reliability and impacts on travel behaviour as a result of the trial | Council / Stantec                 | April 2027                      | 3 – 6 months post implementation                                            |
| Monitor accessibility impacts, including feedback relating to Blue Badge parking, disabled people,                                                        | Council                           | April 2027                      | Throughout trial, with formal review at 6 and 12 months post implementation |
| <b>Actions to monitor impact of proposal</b>                                                                                                              | <b>Who will take them forward</b> | <b>Deadline for progressing</b> | <b>Review date</b>                                                          |
| older people and other protected characteristic groups.                                                                                                   |                                   |                                 |                                                                             |

|                                                                                                                                                                                   |         |            |            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------------|------------|
| Review feedback, complaints, enquiries and formal representations received during the ETRO period and identify any emerging issues requiring further investigation or mitigation. | Council | April 2027 | April 2027 |
| Review monitoring findings, stakeholder feedback and ETRO representations and consider whether amendments to the trial or additional mitigation measures are required.            | Council | April 2027 | April 2027 |

## 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

|                                                           |
|-----------------------------------------------------------|
| <b>Name and title</b>                                     |
| Deborah Paton – Head of Transport Strategy & Partnerships |
| <b>Date</b>                                               |
| 14/10/2026                                                |

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

Edinburgh Integration Joint Board/Health and Social Care:

- [sarah.bryson@edinburgh.gov.uk](mailto: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).