

Integrated impact assessment (IIA) Template

Complete as a record of your assessment.

Read the IIA guidance before completing this template.

Title of proposal
Silverknowes Road Travelling Safely scheme
Purpose of proposed work
The Silverknowes Road Travelling Safely scheme provides a safe and direct route for people cycling between the North Edinburgh Path Network and Silverknowes Parkway. The scheme also originally provided an onwards route to Cramond Promenade but this had to be removed to allow the road to be fully reconstructed. The route includes traffic calming measures and soft segregated cycle lanes. Vehicular traffic has to stop or slow down due to priority chicanes and the narrowing of the road resulting from the cycle lanes. This creates a safer environment where on street cycling is safe for people of all ages and abilities. The scheme was originally introduced on a temporary basis in 2021, as part of the Council's Spaces for People programme of measures to assist people to walk, wheel and cycle safely during the COVID-19 pandemic. The scheme aimed to: • Make space for people to exercise. • Make space for people to travel safely around the city. • Reduce risk to people who use the carriageway for travel or exercise. • Provide safe routes to affected schools and healthcare facilities for walking, wheeling and cycling. • Improve health and wellbeing. • Reduce carbon emissions to help the city achieve its net zero carbon aims by 2030. Following the conclusion of the pandemic, the Council opted to retain many of the Spaces for People measures on a trial basis using Experimental Traffic Regulation Orders (ETROs), as part of a new Travelling Safely programme. This was due to their potential to support existing policies promoting modal shift from the private car to sustainable transport modes and encouraging walking, wheeling and cycling for everyday journeys. This scheme was maintained due to its contribution to the City's cycling network and potential to reduce motor traffic speeds. In November 2023, following feedback that the original scheme design was too indirect and therefore not likely to attract significant numbers of users, the Transport and Environment Committee approved making the route more direct by implementing soft segregated cycle lanes in both directions along the section of Silverknowes Road to the south of Silverknowes Parkway. This required the introduction of parking restrictions along the full length of this section to create the necessary space for the cycle lanes.

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Date
02/10/2026
Briefly describe public involvement in this proposal to date and planned
The original introduction of the Silverknowes Road Spaces for People scheme took place in the context of the COVID-19 pandemic as part of an emergency public health response and thus there was limited time available for public consultation. The Council notified Ward Councillors, Community Councils, business representatives, emergency services and key stakeholder organisations about the proposals in advance and took consideration of feedback received on the initial proposals. During Spring 2021 the Council conducted a Public Consultation to seek views on the potential retention of the Spaces for People schemes following the end of the pandemic. The Silverknowes Road Travelling Safely scheme was subsequently retained under an ETRO. During the first 6-months of an ETRO, the Authority is required to formally allow individuals or organisations to offer comment, object or express support for the measures. In June 2023, in response to feedback received about the project, the Council decided to consider a re-design of the scheme. A new concept design for a revised scheme was subsequently approved in November 2023. This revised scheme was implemented in August 2025 using another ETRO which included a further 6-month statutory Public Consultation. Residents living on streets along and adjacent to the route were informed of the changes via a leaflet drop. Notification was also provided to the local elected members and the local community group (Davidson's Mains & Silverknowes Association - there is no Community Council operating in this part of the city).

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](#).

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

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

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

Protected characteristic	Description of impact
1. Age	<u>Positive:</u> - Young and elderly groups may gain independence as walking, wheeling and cycling becomes more attractive for local trips due to better crossing points and reduced vehicle speeds. - Young and elderly groups are most vulnerable to respiratory conditions. Reducing exposure to motorised traffic improves local air quality to all but especially benefits both groups. - Traffic calmed streets enable quieter streets and safer spaces for children to play. - Traffic calmed streets enable quieter streets and safer spaces for children to walk, wheel or cycle to school. <u>Negative:</u> - The use of chicanes requires buses to brake, accelerate and steer in a relatively short section of the road. For young and elderly passengers who may have less balance or move slower to a seat while the vehicles navigate the chicane

Protected characteristic	Description of impact
	system, these manoeuvres could lead to on-board slips, trips, and falls. 2. While access to all properties is still possible via motor vehicle and the majority have private driveways, the removal of on-street uncontrolled parking, may require elderly or young visitors to have to walk further from alternative nearby locations where parking is permitted. 3. Some infrastructure such as temporary kerbs, rubber blocks and bollards can be trip hazards. These can have the biggest impact on young and elderly groups. <i>Suggested Mitigations</i> • No clear mitigation options for the first impact. Bus drivers should account for less able passengers' capabilities whilst manoeuvring around the area. Drivers are professionally trained and similar permanent and temporary layouts exist in other parts of the city. • For the second impact, loading is still permitted along the corridor. However, no clear mitigation if people are driving alone which will require the use of an alternative parking space which may be further away. Overall, the benefits of traffic calming a road are considered to outweigh this disbenefit. • For the third impact, the infrastructure allows for fast changes should these be necessary to minimise any risks. All designs have also been subject to Road Safety Audits. Should the measures be made permanent, the upgraded layout may use more traditional construction materials which may also contribute to mitigate these impacts.
2. Disability	<u>Positive:</u> • Users of wheelchairs and mobility scooters will find it easier to navigate the streets due to the slower and reduced volume of traffic. • For users with cognitive impairments quieter streets allow for a calmer and more predictable environment for independent travel and quality of life. <u>Negative:</u> 1. Groups with disabilities are more likely to rely on private motor vehicles or taxis to travel or get visits. While access to all properties is still possible via motor vehicle and the majority have private driveways, the removal of on-street uncontrolled parking, may make visitors have to walk further from alternative nearby locations where parking is permitted.

Protected characteristic	Description of impact
	2. Some infrastructure such as temporary kerbs, rubber blocks and bollards can be trip hazards. These can have the biggest impact on groups with mobility disabilities. 3. Due to the increased signage and reflective equipment used to deliver the infrastructure, this environment can be seen as more visually overloaded. For individuals with cognitive impairments this less usual road layout may make crossing the street and walking near it more confusing to read compared to a more traditional road environment. <i>Suggested Mitigations</i> • For the first impact, loading is still permitted along the corridor. However, no clear mitigation if people are driving alone which will require the use of an alternative parking space which may be further away. Overall, the benefits of traffic calming a road are considered to outweigh this disbenefit. • For the second and third impacts, the infrastructure allows for fast changes should these be necessary to minimise any risks. All designs have also been subject to Road Safety Audits. Should the measures be made permanent, the upgraded layout may use more traditional construction materials which may also contribute to mitigate these impacts.
3. Gender reassignment	<u>Positive:</u> • Traffic calmed streets encourage active travel which in turn may increase passive safety. All residents, but especially those that may feel less safe walking, wheeling and cycling, should benefit from an increased perception in safety. <u>Negative:</u> 1. Priority chicanes may reduce the legibility of the road making navigation more complicated which may reduce the perception of safety for those that feel more vulnerable on the streets. 2. Traffic calmed streets may cause reduced traffic volumes which in turn may also reduce passive safety provided by vehicle users. These changes may reduce the perception of safety for those that feel more vulnerable on the streets. <i>Suggested Mitigations</i> • No clear mitigation options for the first impact, however, should the measures be made permanent, the upgraded layout may use more traditional construction materials which may mitigate this impact.

Protected characteristic	Description of impact
	No clear mitigation options for the second impact. Overall, the benefits of traffic calming a road are considered to outweigh this disbenefit.
4. Marriage and civil partnership	No impacts identified associated specifically to this protected characteristic.
5. Pregnancy and maternity	<u>Positive:</u> - Safer streets to navigate for mothers with prams as there is less risk from motor traffic. <u>Negative:</u> - While access to all properties is still possible via motor vehicle and the majority have private driveways, the removal of on-street uncontrolled parking may make health care visits more complex as visitors may have to allow more time and walk further from alternative nearby locations where parking is permitted. <i>Suggested Mitigations</i> - Loading is still permitted along the corridor. However, no clear mitigation if people are driving alone which will require the use of an alternative parking space which may be further away. Overall, the benefits of traffic calming a road are considered to outweigh this disbenefit.
6. Race	No impacts identified associated specifically to this protected characteristic.
7. Religion or belief	<u>Positive:</u> - Walking, wheeling and cycling may become more attractive for local trips to worship venues as the streets would be quieter and safer. <u>Negative:</u> - While access to all properties is still possible via motor vehicle and the majority have private driveways, the removal of on-street uncontrolled parking may make travelling to and from places of worship more complex. This can lead to additional walking distance and time if trips to places of worship require the use of private motor vehicles or taxis to travel.

Protected characteristic	Description of impact
	<i>Suggested Mitigations</i> • Loading is still permitted along the corridor. However, no clear mitigation if people are driving alone which will require the use of an alternative parking space which may be further away. Overall, the benefits of traffic calming a road are considered to outweigh this disbenefit.
8. Sex	<u>Positive:</u> • Traffic calmed streets encourage active travel which in turn may increase passive safety. All residents, but especially those that may feel less safe walking, wheeling and cycling, should benefit from an increased perception in safety. • Streets may become more social spaces, potentially fostering a more inclusive and welcoming local atmosphere. This could in turn create additional spaces for relationships to be built among neighbours and social safety nets to strengthen. <u>Negative:</u> 1. Priority chicanes may reduce the legibility of the road making navigation more complicated which may reduce the perception of safety for those that feel more vulnerable on the streets. 2. Traffic calmed streets may cause reduced traffic volumes which in turn may also reduce passive safety provided by vehicle users. These changes may reduce the perception of safety for those that feel more vulnerable on the streets. <i>Suggested Mitigations</i> • No clear mitigation options for the first impact, however, should the measures be made permanent, the upgraded layout may use more traditional construction materials which may mitigate this impact. • No clear mitigation options for the second impact. Overall, the benefits of traffic calming a road are considered to outweigh this disbenefit.
9. Sexual orientation	Same as above: <u>Positive:</u> • Traffic calmed streets encourage active travel which in turn may increase passive safety. All residents, but especially those that may feel less safe walking, wheeling and cycling, should benefit from an increased perception in safety. • Streets may become more social spaces, potentially fostering a more inclusive and welcoming local atmosphere. This could in turn create additional spaces for relationships to be built among neighbours and social safety nets to strengthen.

Protected characteristic	Description of impact
	<u>Negative:</u> 1. Priority chicanes may reduce the legibility of the road making navigation more complicated which may reduce the perception of safety for those that feel more vulnerable on the streets. 2. Traffic calmed streets may cause reduced traffic volumes which in turn may also reduce passive safety provided by vehicle users. These changes may reduce the perception of safety for those that feel more vulnerable on the streets. <i>Suggested Mitigations</i> • No clear mitigation options for the first impact, however, should the measures be made permanent, the upgraded layout may use more traditional construction materials which may mitigate this impact. • No clear mitigation options for the second impact. Overall, the benefits of traffic calming a road are considered to outweigh this disbenefit.
10. Care experienced children and young people	<u>Positive:</u> • Young groups may gain independence as walking, wheeling and cycling becomes more attractive for local trips due to better crossing points and reduced vehicle speeds. • Young groups are most vulnerable to respiratory conditions. Reducing exposure to motorised traffic improves local air quality to all but especially benefits both groups. • Traffic calmed streets enable quieter streets and safer spaces for children to play. • Traffic calmed streets enable quieter streets and safer spaces for children to walk, wheel or cycle to school. <u>Negative:</u> • Some infrastructure such as temporary kerbs, rubber blocks and bollards can be trip hazards. These can have the biggest impact on young groups. <i>Suggested Mitigations</i> • The infrastructure allows for fast changes should these be necessary to minimise any risks. All designs have also been subject to Road Safety Audits. Should the measures be made permanent, the upgraded layout may use more traditional construction materials which may also contribute to mitigate these impacts.

Evidence

Evidence	Source	How has the evidence been used in making the assessment of potential impacts.
Data on populations in need	Census 2011 & 2022 National Records for Scotland 2017 Mid year estimates Scottish Index of Multiple Deprivation (SIMD) Joint Strategic Needs Assessment (CEC, 2015)	The City of Edinburgh has one of the fastest growing populations of any city in the UK. With the city having 14.6% of population aged 0-15, 69.5% aged 16-64 and 15.9% aged 65 or over. Based on 2022 Census Data: • 93,000 people have a long-term illness, disease or condition (18.1%) • 61,000 people have a mental health condition (11.9%) • 35,000 people have a physical condition (6.7%) • 29,000 people are deaf or have a partial hearing impairment (5.6%) • 11,000 people are blind or have a partial sight impairment (2.2%) • 1,000 people have difficulty speaking (0.2%). 19.5% of people in Edinburgh have their day-to-day activities limited due to disability (100,529 people). More than 50% of people aged 65 or over in Edinburgh have some limitation when carrying day-to-day activities: 25.3% limited a little and 24.9% limited a lot. The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre. The project area is near Granton and Muirhouse, which will benefit from this proposal.
Data on service uptake/access	Census 2011 & 2022 Walking and Cycling Index: Edinburgh. (2023 & 2025) Wheels for Wellbeing 2020. Hands Up Scotland Survey 2025	The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre. The project area is near Granton and Muirhouse, which will benefit from this proposal. Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010, of the

Evidence	Source	How has the evidence been used in making the assessment of potential impacts.
	Traffic Counts	191,000 people living and working in Edinburgh, 63,500 commuted to work by car and a further 63,300 commuted by car from other local authority areas. The most common method to travel to school is walking (41.3%), followed by private motorised travel (22.5%), bus (16.4%) and cycling (4.7%). The combined percentage of school pupils travelling actively to school, either by walking, cycling, scootering or skating, is 49.3%. Uptake increases where infrastructure is delivered, however access is still limited. 21% of residents want to drive less, yet 28% of residents often use a car because no other transport options are available. Only 13% of residents cycle regularly. More than half of residents think that cycling is not safe in their local area, more than two thirds think cycling is not safe for children in their local area. Through traffic along Silverknowes Road records traffic volumes of around 300-800 vehicles per hour maximum. Streets with traffic volumes within those thresholds are classified as 'medium flow' within the Edinburgh Street Design Guidance (ESDG) factsheet on Designing for Cycling. On streets like these, it is recommended to implement cycle lanes or segregation from traffic which is what the scheme has delivered. Cycling surveys show that the scheme sees regular recreational use. Volumes are not as high as other more central routes. Recent figures indicate 119 users recorded in June 2026.

Evidence	Source	How has the evidence been used in making the assessment of potential impacts.
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	Scottish Index of Multiple Deprivation (SIMD) The Pedestrian Pound (3rd edition)	Transport accessibility is lowest around the periphery of the city. The project area is located on the Northwest of this peripheral area. The project provides an improved route and connectivity to and from the city as a result of this intervention. There is evidence that adding or improving pedestrian and wheeling facilities, even when parking capacity is reduced, generally has a positive economic impact on businesses nearby. There is also evidence that users of these modes are likely to spend more per month in businesses than visitors who come by vehicle.
Data on equality outcomes	Walking and Cycling Index: Edinburgh. (2023 & 2025) Bike Life (Sustrans, 2017) Hands Up Scotland Survey 2025 Transport and Travel in Scotland 2017	According to the Walking and Cycling Index: Edinburgh 2025, 23% of men in Edinburgh are likely to cycle at least once a week compared to only 13% of women. There is a significant difference in the share of the population who cycle at least once a week, between those with a disability (10%) and those that do not have a disability (21%). There is also a substantial disparity in cycle uptake among ethnic groups, 12% of people from ethnic minority groups are likely to cycle compared to 19% of white people. There are concerns around the safety of cycling in Edinburgh, including better road quality, better lighting, improving routes and facilities for safe cycling and reducing levels of traffic on roads. From the most recent Sustrans Hands Up school travel survey, 24% of Scottish school pupils stated they normally travelled to school using only private motorised mode of travel and 46.4% normally used active modes. Women, BAME communities and other groups with protected characteristics remain less likely to cycle than white males. 2017 data from Transport Scotland

Evidence	Source	How has the evidence been used in making the assessment of potential impacts.
		indicates that women were more likely than men to walk or catch the bus to work and men were more likely to cycle to work or travel by rail. People in lower income households were more likely to walk or take the bus whereas people in higher income households were more likely to drive. In the city, black and minority ethnic (BAME) communities, women and over 65s are underrepresented when it comes to cycling. • Female – 37% • Over 65 – 6% • BAME – 3% (8% of City population)
Evidence of inclusive engagement of people who use the service and involvement findings	2025/2026 statutory ETRO consultation results	Preference for and against the interventions is mixed as the consultation results show that out of the total of 362 responses received, 227 objected to the measures and 135 supported or requested more information about the measures.

2 Human Rights impacts

The Council must act compatibly with [Human Rights legislation](#). Use the text box below to describe which Human Rights Articles are relevant, which groups are affected and what the potential impacts are.

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

Evidence

N/A

3 Children's Rights impacts

The Council must act compatibly with [Children's Rights legislation](#).

Description of impact	Children's Rights Article	Affected groups
<u>Positive:</u> - Traffic calmed streets enable quieter streets and safer spaces to play and walk to school. - If the volume of traffic reduces, this leads to less exposure to pollution and noise. - Improving road safety and travel options locally over adult vehicle convenience aligns with the principle that children's best interests must be a primary consideration in planning decisions. - More local independence as walking, wheeling and cycling becomes more attractive. <u>Negative:</u> - Potential disadvantage to disabled children that rely on private motor vehicles or taxis to travel. While access to all properties is still possible via motor vehicle and the majority have private driveways, the removal of on-street uncontrolled parking, may require disabled groups and visitors to have to walk further from alternative nearby locations where parking is permitted. This can make journeys more complex for these groups. <i>Suggested Mitigations</i> - Loading is still permitted along the corridor which allows for pick-ups and drop-offs.	Article 31 (leisure, play and culture) Article 6 (life, survival and development) Article 24 (health and health services) Article 3 (best interests of the child) Article 23 (children with a disability)	All children All children, but especially those with health conditions or disabled. All children All children Children with disabilities.

Evidence

As per the sources of evidence shared in section 1.

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	x	x	
Low/no wealth – enough money to meet basic living costs and pay bills but have no savings to deal with unexpected spends and no provision for the future	x	x	
Material deprivation – being unable to access basic goods and services, ie home contents insurance, repair/replace broken electrical goods, warm winter coat	x	x	
Area deprivation (including communities of interest and communities of place) – where you live, where you work, visit or spend a continuous amount of time can all have an impact ie rural areas, accessibility of transport, education and employment impact, people who have experienced homelessness and/or the asylum system, those who share an identity and/or protected characteristic	x	x	
Socio-economic background – disadvantage that can arise from parents' education, employment and income, social class in other words.	x	x	

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

Socio-economic disadvantage aspects	Description of impact
Low income – cannot afford to maintain regular payments such as bills, food, clothing	<u>Positive:</u> More accessible mobility: Lowest earners are more likely to not own a motor vehicle. This section of the population is likely to be

Socio-economic disadvantage aspects	Description of impact
	forced to depend on taxis or public transport on car. Delivering active travel infrastructure makes affordable options such as walking, wheeling and cycling safer and more attractive which makes them more independent. <u>Negative:</u> • A reduction in parking provision may have a negative effect on the retail units' financial viability to continue trading. This may cause these local businesses to cease operation and stop local employment opportunities or provide access to basic local shopping options. <i>Suggested Mitigations</i> • Loading is still permitted along the corridor which allows for quick visits to the retail units. • Implementing additional parking, waiting and loading restrictions may enable a better use of the parking space available which may allow for more customer visits. • Adding or improving pedestrian and cycling facilities generally has a positive economic impact on businesses nearby.
Low/no wealth – enough money to meet basic living costs and pay bills but have no savings to deal with unexpected spends and no provision for the future	As above.
Material deprivation – being unable to access basic goods and services, ie home contents insurance, repair/replace broken electrical goods, warm winter coat	<u>Positive:</u> • More affordable mobility: Traffic calming a street makes walking, wheeling and cycling safer and more attractive which may encourage uptake. This allows saving on transport costs as sustainable travelling modes are more affordable than fuel centred transport modes.

Socio-economic disadvantage aspects	Description of impact
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 system, those who share an identity and/or protected characteristic	<u>Positive:</u> • More affordable mobility: Traffic calming a street makes walking, wheeling and cycling safer and more attractive which may encourage uptake. This may allow and encourage residents in deprived areas to make travelling around the city more affordable for leisure or work. <u>Negative:</u> • A reduction in parking provision may have a negative effect on the retail units' financial viability to continue trading. This may cause these local businesses to cease operation and stop local employment opportunities or provide access to basic local shopping options forcing customers to travel to alternatives that may be further away. <i>Suggested Mitigations</i> • Loading is still permitted along the corridor which allows for quick visits to the retail units. • Implementing additional parking, waiting and loading restrictions may enable a better use of the parking space available which may allow for more customer visits. • Adding or improving pedestrian and cycling facilities generally has a positive economic impact on businesses nearby.
Socio-economic background – disadvantage that can arise from parents' education, employment and income, social class in other words.	As above.

Evidence

As per the sources of evidence shared in section 1.

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 adaptation projects).

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

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

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

Climate aspects	Description of impact	Affected groups
Climate Mitigation – the measures opportunities to reduce greenhouse gas emissions	<u>Positive:</u> - Increased number of trips made sustainably as walking, wheeling, cycling and public transport become more attractive. - Less trips made from private motor vehicles will also cause a reduction on fossil fuels used and emissions. - Reduced need for maintenance of residential streets as there is likely to be less wear due to reduced speeds which in turn reduces emissions from required repairs.	All, but especially local residents and commuters through the project area. All, but especially local residents and commuters through the project area. All, but especially local residents and commuters through the project area.

Climate aspects	Description of impact	Affected groups
	<u>Negative:</u> 1. Increased emissions due to idling motor vehicles stopping to give way to opposing traffic at the priority chicanes. 2. Increased emissions due to additional stopping and accelerating at the priority chicanes. 3. Increased speeds along the priority chicane sections (i.e. entering the area of priority gives the driver reassurance that they will be able to navigate the section unopposed allowing them to have a higher sense of safety and ownership of the road which may encourage them to travel faster; this faster travel uses more fuel). 4. Parking displacement to nearby streets increases emission levels on those streets. <i>Suggested Mitigations</i> • For the impacts concerning the priority chicanes (1 to 3), there are no clear mitigation options. The volumes of traffic are relatively low with infrequent and spread interactions when these do occur. Overall, the benefits of traffic calming a road are considered to outweigh these disbenefits. • For the impact concerning the displacement of parking and associated emissions (4), there are no clear mitigation options.	All, but especially local residents and commuters through the project area.

Climate aspects	Description of impact	Affected groups
	The volumes of traffic are relatively low given the residential nature of the area and not being a strategic through route. Overall, the benefits of traffic calming a road are considered to outweigh this disbenefit.	
Climate Adaptation - opportunities to prepare for future changes in our climate	As above.	As above.
Just Transition – opportunities to ensure a fair shift to a low carbon economy that doesn't disadvantage people or increase inequality	<u>Positive:</u> - Improved air quality and reduced exposure to noise brings the areas to the same level as quieter areas with less through traffic. - More accessible mobility: Lowest earners are less likely to own motor vehicle. This section of population is likely to be forced to depend on taxis or public transport on car. Traffic calming a street makes walking, wheeling and cycling safer and more attractive which makes them more independent. - Independent mobility for vulnerable groups: Fast traffic restricts groups like children and the elderly. Reducing fast-travelling traffic allows these groups to navigate neighbourhoods more independently bringing more equality. <u>Negative:</u> - Disadvantage to groups that have to rely on private motor vehicles or taxis. While access to all	Local residents within the project area. Low-income households. Vulnerable groups like the children and the elderly. Disabled people and those who solely rely on motor vehicle journeys to travel.

Climate aspects	Description of impact	Affected groups
	properties is still possible via motor vehicle, the removal of on-street parking may make journeys more complex for disabled groups. This can lead to a feeling of social isolation. <i>Suggested Mitigations:</i> • Most properties have driveways and loading is still permitted where the measures have been implemented. Overall, the benefits of traffic calming a road are considered to outweigh this disbenefit.	
Nature Recovery Impacts	No impacts identified under the current trial scheme.	N/A
Overall Sustainability	Overall, the scheme has as positive effect on sustainability.	All

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

Impacts	Affected groups
Positive The measures may reduce greenhouse gas emissions and pollution as a result of reduced traffic, reduced speeds and increased active travel. The measures may help plan for the future climate change/achieving carbon neutrality by Edinburgh's target of 2030 and promote sustainable forms of transport as modal shift may be achieved to more sustainable modes. Use of recycled plastic kerbs will benefit the environment through the use of recycled materials in the supply chain. Noise reduction – by implementing traffic calming speeds, moving traffic should travel at slower speeds which should make the	All, particularly young children and those suffering from chronic respiratory illness All, especially for older and younger people who are most affected by poor air quality All All, especially, children and older people and those with health conditions

Impacts	Affected groups
road quieter. This has benefits for health and wellbeing.	
Negative 1. Noise increase – due to parking displacement to side streets, traffic noise may be increased on those locations with negative effects for health and wellbeing. 2. Increased emissions due to idling motor vehicles stopping to give way to opposing traffic at the priority chicanes. 3. Increased emissions due to additional stopping and accelerating at the priority chicanes. 4. Increased speeds along the priority chicane sections (i.e. entering the area of priority gives the driver reassurance that they will be able to navigate the section unopposed allowing them to build a higher sense of safety and ownership of the road which may encourage them to travel faster; this faster travel uses more fuel). <i>Suggested Mitigation</i> • For the impacts concerning the priority chicanes (1 to 3), there are no clear mitigation options. The volumes of traffic are relatively low with infrequent and spread interactions when these do occur. Overall, the benefits of traffic calming a road are considered to outweigh these disbenefits. • For the impact concerning the displacement of parking and associated emissions (4), there are no clear mitigation options. The volumes of traffic are relatively low given the residential nature of the area and not being a strategic	All, especially, children and older people and those with health conditions

Impacts	Affected groups
through route. Overall, the benefits of traffic calming a road are considered to outweigh this disbenefit.	

Evidence

As per the sources of evidence shared in section 1 in addition to the below.

Evidence	Source	How has the evidence been used in making the assessment of potential impacts.
Research/literature evidence	UK and International Evidence showing beneficial economic impacts to businesses where space for walking and cycling is priorities Cycling for everyone: A guide for inclusive cycling in cities and towns Active Travel Framework, 2019 The Health Foundation, 2021 Edinburgh's Public Realm Strategy The Economic Strategy City Plan 2030 City Centre Transformation Low Emission Zone City Mobility Plan	It is important that towns and cities adapt to the challenges associated with the climate emergency and the need to decarbonise transport and the ways people move around urban areas. The Council's approved City Mobility plan and Circulation Plan are key policy documents to support a transition from carbon related transport and sustainable modes of transport. The City Mobility Plan notes that, "Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities." According to the Active Travel Framework (2019), active travel can lead to healthier, fairer, and more environmentally friendly communities. Environments where cycling, and walking are practical choices will be safer for everyone, promote healthy living choices, treat, and prevent disease and reduce health inequalities. A key focus of the framework will be to ensure that walking and cycling are viable choices for all. The Health Foundation (2021) states that active travel is linked to improvements in physical and mental health, and wellbeing. Certain socio-economic groups, such as people on low incomes, are less likely to have access to a private

Evidence	Source	How has the evidence been used in making the assessment of potential impacts.
	National Transport Strategy 2050 City Vision The Edinburgh Street Design Guidance	vehicle and are more reliant on public transport or travelling actively. Therefore, improving infrastructure for active travel can help to address inequalities. The Travelling Safely programme trials support these policies and seek to deliver improvements on the streets that make them welcoming and accessible for all non-motorised users. The Edinburgh Street Design Guidance promotes active travel usage including prioritising improved conditions for pedestrians especially disabled people.

6 Strategic Environment Assessment (SEA)

N/A

7 Consumer Duty

N/A

8 Communications

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

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

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

The Council has shared information relating to the scheme with various stakeholders including: the RNIB, Living Streets, Spokes and the Edinburgh Access Panel, to ensure different target audiences are reached.

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 Silverknowes Road Travelling Safely scheme is a project delivered internally, by officers from the Transport team, with support from external consultants.

The Council's procurement process considers and addresses equalities and rights, environmental and sustainability impacts where third parties are engaged to undertake work on behalf of the Council.

10 Actions

Record your actions in the table below.

Actions	Who will take them forward	Deadline for progressing	Review date
Take forward measures to sustain a safe environment for walking and cycling on the road network in response to COVID-19	The Council's Spaces for People Incident Management Team	N/A (Completed)	N/A (Completed)
Consideration of redesign options and selection of most appropriate option for delivery.	Transport and Environment Committee	N/A (Completed)	N/A (Completed)
Carry out notification of proposals with key affected groups and stakeholders including: Disability Representative Organisations; Local schools, etc.	Andres Lices, Senior Project Manager	Ongoing	February 2027
Assess and prioritise the measures retained after TRO Sub-Committee for upgrading to more traditional construction materials.	Andres Lices, Senior Project Manager Nicholas Skinner, Transport Officer	December 2026	February 2027
Promote a new traffic regulation order to rationalise the parking spaces available following TRO Sub-Committee decision on the future of the project.	Andres Lices, Senior Project Manager	December 2026	February 2027

11 Monitoring impact

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

Record your actions in the table below.

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)
Set up and implement monitoring plan to assess the impact of the measures	Andres Lices, Senior Project Manager	N/A (Completed)	N/A (Completed)

12 Next steps

The future next steps of the scheme are:

- TRO-Sub Committee will meet on 5th of November 2026 to make a decision on the measures that will be retained under a permanent TRO.
- Additional phases of the project and material upgrades may be progressed depending on the outcome of the TRO-Sub Committee.

13 Quality assurance and approval

Complete the quality assurance checklist.

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

14 Authorisation

Name and title
Deborah Paton - Head of Transport Strategy and Partnerships
Date
19 th October 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).