Integrated impact assessment (IIA) Template

Complete as a record of your assessment.

Read the IIA guidance before completing this template.

Title of proposal

North Bridge Bus Stops

Purpose of proposed work

North Bridge has been closed for refurbishment for approximately 8 years. Before the closure, there were 2 bus stops northbound and 3 bus stops southbound on the bridge. These bus stops have not been served by buses for the last 7 years. North Bridge has recently reopened, and it is proposed that the bus stops will not be reinstated. The North Bridge work has provided an opportunity to observe bus operations for a significant period. This has worked well for bus operators, and they support the proposal not to reinstate the bus stops as they were previously. Bus drivers experienced issues at stops on North Bridge when navigating into them, then attempting to re-enter the outside lane. This increased bus journey times and reduced reliability for the bus network and may have dissuaded some people from using the bus.

Passenger demand on North Bridge predominately originated from destinations on the High Street, Princes Street and South Bridge. In recognition of increased demand at other stops, we are developing proposals to make significant improvements to bus stop infrastructure and footway widths in the South Bridge area, which will also take into consideration the proposal for a future tram line. This will be subject to consultation. Bus stop locations on South Bridge will be improved and bus stop provision on North Bridge will be considered as part of this. The current arrangement of not providing stops on North Bridge, which has been in place for 7 years, allows us to fully consider bus stop provision as an integral part of the South Bridge area improvement project. During the refurbishment of North Bridge, behaviours have changed and new travel patterns have formed to accommodate the current situation.

The proposal not to reintroduce the stops has been raised as a potential issue for mobility or sensory impaired individuals, particularly those heading southbound from Waverley Station via North Bridge. Previously customers could have used the stops on North Bridge, however, they are now required to travel to the next closest stops. This has been the arrangement for the previous 7 years whilst the North Bridge has been closed for refurbishment. Whilst there are bus stops directly in front of and opposite Waverley Station, no services going southbound down North Bridge stop at these. Operators have worked over a number of years to refine bus stopping patterns to support the Council's objectives to reduce bus movements on Princes Street, reduce bus stop dwell times and in turn reduce bus journey times and overall congestion.

Any change to this balanced stopping pattern to allow southbound bridges corridor buses to stop here would have a knock-on effect on other corridors and inevitably bring similar complaints from passengers using those corridors. The proximity of the tramline at South St Andrew Street precludes any additional stop in this location.

The measurements below provide a summary of the distances to the nearest bus stops when leaving Waverley train station (where most of the demand originates).

Measurements

For simplicity, all measurements are taken from Waverley Station travelling southbound – measurements in the other direction are similar.

Previously, bus services using the bridges corridor were split between the bus stops on North Bridge depending on destination. The nearest stop on North Bridge was 155m from the top of the lift at Waverley steps, and the second stop was 255m.

With no stops on North Bridge, measurements to the nearest stops are as follows:

From the top of the ramp on Waverley Bridge

- to the bus stop serving services 3,29 & 33 (opposite Scott Monument - outside Uniqlo) = 300m
- to the bus stop serving services 31,37 (opposite Scott Monument - outside M&S) = 270m

From opposite the top of the lift at Waverley steps (Princes Street)

- To the bus stop services 3,29 & 33 (opposite Scott Monument (outside Uniqlo) = 330m
- To the bus serving services 31,37 (opposite Scott Monument - outside M&S) = 300m

From Calton Road exit

- To Leith Street stop = 400m

From Market Street exit

- Using Fleshmarket Close - to nearest South Bridge bus stop = 260m
- Using Cockburn Street - to nearest South Bridge bus stop = 500m

During the decision-making process, due regard has been given to the need to:

- preventing discrimination
- advance equal opportunities by reducing disadvantage and meeting different needs, and
- fostering good relations by encouraging inclusion and understanding

Lead officer, name, job title, service and department

Suzanne Hunter, Transport Officer, Public Transport

Additional colleagues: name, job title, service and department

Stuart Lowrie, Public Transport Manager
Mike Shaw, Transport Officer, Public Transport
Rebecca Chan, Transport Technician, Public Transport

Date

11th August 2026

Briefly describe public involvement in this proposal to date and planned
Correspondence between Officers and members of the public, Elected Members and those with mobility impairments.

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.

Positive
The proposals may have potential positive impacts for all members of the public, which include:

- Reducing the number of bus stops would remove some street furniture making it easier for pedestrians to navigate the environment. This would have potential positive impacts for all members of the public, specifically for people with disabilities and mobility challenges, older people, partially sighted or blind people and people with pushchairs.

Negative
The proposals may negatively impact specific groups; impacts include:

- People may find it more difficult to access bus stops if the spacing between them is increased. This is particularly relevant for people with disabilities and mobility challenges, older people, partially sighted or blind people. This may cause anxiety or stress for users who have restricted mobility.
- Partially sighted or blind people, people with low literacy or people with English as a second language may not be fully informed of the changes, depending on method of communication used to advise.

Mitigation
Due regard was given to the needs of disabled people when considering the proposal not to reinstall the bus stops. The Council has been in regular communication with operators to establish if there are other stops that buses travelling down North Bridge could use, or if they would serve the stops if they were put back on North Bridge. However, the preference at this stage is to not return the bus stops or amend the stopping pattern of the services. There is no guarantee that bus services would use stops at North Bridge if they were reinstated.

To mitigate the negative impacts, the Council will contact equalities organisations to distribute information to members on how to access the closest stops. Formats will be designed to be understood by a range of population groups. We are seeking advice from RNIB and Scotrail, before any proposals are finalised, to establish what support is available to assist passengers.

The stops on Princes Street are accessible on a relatively flat gradient, whereas, North Bridge has a slight incline. Although there is a sizable space between the stops on Princes Street and South Bridge, there is limited passenger demand between the stops due to the length of the North Bridge Span. Demand primarily comes from Princes Street, Waverley Station, High Street or South Bridge, and these areas are served by stops within reasonable walking distance.

We are developing proposals to make significant improvements to bus stop infrastructure and footway widths in the South Bridge area.

Passengers could use Haymarket station rather than Waverley, which has bus stops immediately outside. Service 31 stops at this stop, directly serving the bridges corridor. Services 3 and 33 both stop round the corner on Dalry Road. Haymarket could be the preferred station for onward train travel for those that have difficulty accessing or navigating Waverley Station.

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.

Accessibility issues are likely to affect older people and those with disabilities more than other groups. The NTS Delivery Plan - Social and Equality Impact Assessment (SEQIA) provides an overview of this and why it matters.

Feedback received from disabled bus users has highlighted concerns regarding the proposals. Users have indicated that accessing alternative stops would be difficult due to factors such as terrain constraints, the distances between remaining stops and the need to cross additional roads.

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.

N/A

Evidence

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

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

N/A

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

3 Children's Rights impacts

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

N/A

Evidence

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

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

N/A

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

4 Socio-economic disadvantage impacts

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

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

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

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

Positive
Due to improved journey times, the proposal may reduce income inequality for all by providing improved access to services and employment.

The proposals may help people into positive destinations, especially young people who may not have a car.

The changes may increase the reliability and useability of bus services and integration with the wider public transport network.

This may improve the ability of people to access job locations and therefore employment.

Better access will also have positive impacts for younger people, helping them into positive destinations to set them up for financial success in the future. It will also be beneficial to the operators which may result in cost saving meaning they could improve the bus network.

Providing better access to services and employment can enhance social inclusion and equality of opportunity getting to work.

A reduction in car travel, as well as the buses making less manoeuvres into and out of stops, may also reduce the risk of road traffic collisions and improve overall road safety.

Negative
People may choose not to use the bus due to increased walking distance, which may have a negative impact on the economy and wealth.

Mitigation
The South Bridge area project will assess spacing between stops, locations of stops and how this can be improved.

Evidence

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

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

The Scottish Index of Multiple Deprivation The most deprived communities are mainly in the peripheral areas of the city (e.g., Craigmillar, Gilmerton, Granton, Lochend, Muirhouse, Niddrie, Pilton, Saughton and Wester Hailes). Some of the areas ranked by the SIMD as of high deprivation such as Wester Hailes,

Muirhouse and Granton have a low level of access to public transport and/or no access to a private car. Some 74% of all unemployed people in Scotland are in poverty, compared to only 5% of people in households where all adults are in full time work.

Based on City Mobility Plan 2021 - 2030, 45% of households in Edinburgh are without access to a car (Progressive Survey, 2019). The most disadvantaged communities are mainly located in the periphery of the city (e.g., Granton, Pilton, Niddrie, Saughton and Wester Hailes).

The Value of the Bus to Society report has evidenced that there is a correlation between bus connectivity and deprivation levels and improving bus services boosts jobs and income.

A more reliable and quicker bus service will be more beneficial to all, particularly to those who are more likely to rely on the bus such as those living in areas of depravation or those without access to a car.

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

5 Climate and nature impacts

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

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

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

Use the text box below to describe the impacts you have identified on each of the sections above and then consider how you can reduce greenhouse gas emissions, adapt to the impacts of climate change, incorporate the principles

of sustainability into decisions and actions, and ensure a just transition. Also consider any cumulative effects of climate change on people.

The proposals may reduce greenhouse gas emissions and pollution as a result of improved traffic flow and a reduction in vehicle idling and wastage of fuel. The proposals may help plan for the future climate change and promote sustainable forms of transport as modal shift may be achieved to more sustainable modes.

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

N/A

Evidence

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

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

N/A

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

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.

A range of communication tools will be used to reach out to all types of people regardless of their age, disability or language etc. We will contact equalities organisations to distribute information to members. Formats will be designed to be understood by a range of population groups.

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?

No

10 Actions

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

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

Actions	**Who will take them forward (name and job title)**	**Deadline for progressing**	**Review date (add name and job title)**
Contact equalities organisations to distribute information to members on how to access the closest stops	Suzanne Hunter	Ongoing	December 2026
Develop proposals to make significant improvements to	Martyn Lings	Ongoing	December 2026

bus stop infrastructure and footway widths in the South Bridge area, and consider spacing of stops			

11 Monitoring impact

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

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

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

Actions to monitor impact of proposal	**Who will take them forward (name and job title**	**Deadline for progressing**	**Review date (add name and job title)**
Measure the success of reaching equalities groups with information on how to access nearest stops.	Suzanne Hunter	Ongoing	December 2026
Continue to develop proposals to make significant improvements to bus stop infrastructure and footway widths at South Bridge.	Martyn Lings	Ongoing	December 2026

12 Next steps

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

- share the IIA with them (this can be at draft stage for an APM meeting)
- complete the committee report with:
    - a summary of the identified impacts at section 7 of the committee report template: key policies

    - actions to address them at section 5 of the committee report template: next steps
- provide a link to the published IIA or attach as an appendix.

13 Quality assurance and approval

Complete the quality assurance checklist.

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

14 Authorisation

Name and title
Carlyn Fraser
Date
19/08/2026

15 Publication

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

The City of Edinburgh Council:

- integratedimpactassessments@edinburgh.gov.uk to be published on the Council website

Edinburgh Integration Joint Board/Health and Social Care:

- sarah.bryson@edinburgh.gov.uk to be published on the EH&SCP website

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