

Integrated Impact Assessment – Summary Report

Each of the numbered sections below must be completed
Please state if the IIA is interim or final

1. Title of proposal

City of Edinburgh Council – Meadows to George Street Project

2. What will change as a result of this proposal?

Our proposals are for friendly, inclusive streets that are inviting and enjoyable for everyone to spend time in and walk through. The proposals prioritise walking, wheeling, cycling and public transport, and reduce general through traffic, benefitting local people, businesses and visitors. See below key details and changes proposed:

Public Spaces

- Pedestrian cycle zone Forrest Road
- Expand and improve the public space around Greyfriars Bobby
- Seating at key spaces and viewpoints along the streets
- New public spaces on the Mound and Bank Street
- New trees and greening
- High quality materials in keeping with cultural heritage of the area
- Exploring opportunities to incorporate play and child friendly element to the streets
- Inclusive design to ensure access for all

Walking and Wheeling

- Improved crossing between Middle Meadow Walk and Forrest Road
- New formalised crossing points on key desire lines, such as between Greyfriars and the Museum
- Wider, decluttered and continuous pavements at key points, such as Hanover Street, Victoria Street and Candlemaker Row

Cycling

- Segregated cycleways on Forrest Road, George IV Bridge, The Mound, Bank Street and Hanover Street
- Cycle parking along the streets
- Signalised junction phases arranged to ensure cycle safety along main route

Buses and other traffic

- Bus priority corridor, with no general through traffic on Bank Street, between Market Street and Lawnmarket during hours of bus gate operation (6.00AM – 10.00PM)
- Through traffic restricted on Market Street via bus gate west of the junction at Jeffrey Street, with the exception of buses, taxis and cycles (at all time)
- Floating bus stops

- Forrest Road, all traffic removed other than access for residents of the street and loading and servicing at certain times
- Candlemaker Row, between Merchant Street and George IV Bridge, all traffic removed other than the number 2 bus service and access for servicing and loading at certain times

Loading and Parking

- Loading is provided at certain locations for businesses along the route, based on requirements highlighted by feedback from businesses and survey analysis. We propose this to be restricted to certain times of day so that at other times it can be used for other street activities, such as seating and walking.
- Disabled parking and taxi ranks are provided as shown on the plans at Hanover Street, George IV Bridge and Teviot Place.

Changes to Traffic

The proposed changes to traffic operations are an important part of the project and enable and enhance the proposed street changes. These changes are embedded within the Council's City Centre Transformation strategy and Our Future Streets plan and fit within the wider vision for a future city centre traffic network. This map shows the detail of the proposed traffic changes in the Meadows to George Street project area. You can click the image to see a larger version. You can also [find out more about the City Centre Transformation Project](#) and [Our Future Streets – The City of Edinburgh Council](#) on the Council website.

3. Briefly describe public involvement in this proposal to date and planned

A substantial programme of engagement was carried out during the development of the Community Links PLUS Stage 3 funding bid in 2017. This programme included:

- A focus group with people of varying occupations, ages and genders who frequent the area regularly travelling by different modes gathering insight into their travel choices and barriers to more walking and cycling.
- Ongoing meetings held with The University of Edinburgh as they continue to support the scheme, working with staff and the student population to support sustainable travel in the University and in the city.

Stage 1 Initial Community and Stakeholder Engagement 2018, held from June-October 2018, included:

- Stakeholder workshop.
- Business drop-in session.
- Community representative drop-in session.
- A Place check tool of the study corridor accessible to anyone online and advertised widely.
- Public engagement stalls on-route on June 21st and July 21st 2018.
- An on-route visitor snap survey; and

- Selected one-to-ones, including with Edinburgh Access Panel.

A report of Stage 1 Engagement has been produced and is available.

Stage 2 Concept Design Consultation 2019, held from May - July 2019, included:

- Stakeholder Workshop.
- Consultation promotion via leafleting, social media postings, lamppost wraps, railing banners.
- A dedicated project website.
- Online survey.
- Business 'walk the route.'
- George Heriot's school visit.
- Public engagement stalls on-route on Middle Meadow Walk, Candlemaker Row, The Mound and Princes Street which displayed concept designs and provided feedback forms.
- Concept designs on display at the Central Library and The National Museum of Scotland; and
- Community Council engagement.

A report of Stage 2 Consultation has been produced.

Stage 3 Business Consultation October/November 2019 included:

- A Council headed letter sent in the post to all businesses directly along the project corridor. This letter also included a Loading and Servicing Proforma which asked businesses for a detailed list of their loading, servicing, and waste operations on a daily basis.
- 3 business drop in events at Augustine United Church.

Details from this engagement was used to determine and finalise detailed designs.

Stage 4 TRO Consultation, April/May 2024

An engagement programme was undertaken alongside the Traffic Regulation Order consultation period in April/May 2024 for a period of 4 weeks.

The TRO Engagement stage delivered the following events:

• New Town and Broughton Community Council	• 13 th May 2024
• Tollcross Community Council	• 24 th April 2024
• George Street Association	• 22 nd April 2024
• Edinburgh Access Panel	• 2 nd May 2024
• Stakeholder Workshop	• 2 nd May 2024
• Accessibility Workshop	• 9 th May 2024
• Public and Business Drop-in Sessions	• 2 nd May & 9 th May 2024

Online information was available on the project website throughout the engagement period for public and businesses.

4. Is the proposal considered strategic under the Fairer Scotland Duty?

Following review of the Fairer Scotland Duty: guidance for public bodies (August 2022) – the project is not considered a Strategic Decision, in accordance with pages 15 and 16 ‘Defining Strategic Decisions’.

5. Date of IIA

- Integrated Impact Assessment drafted at MGS Delivery Group meeting on 1st August 2018. Updated subsequently at end of Stage 1 in October 2018.
- IIA updated again following Stage 2 in September 2019.
- Updated following Stage 3 in April 2020.
- Update following Stage 4 TRO and Detailed Design in August 2025.

6. Who was present at the IIA? Identify facilitator, lead officer, report writer and any employee representative present and main stakeholder (e.g. Council, NHS)

Name	Job Title	Date of IIA
[REDACTED]	AECOM Associate Director, Transport Planning (project leader)	08/2018
[REDACTED]	AECOM Transport Planning Graduate Consultant	08/2018 09/2019 04/2020
[REDACTED]	CEC Senior Active Travel Officer	08/2018 04/2020 08/2025
[REDACTED]	CEC Active Travel Project Manager	08/2018 04/2020 08/2025
[REDACTED]	CLP Project Coordinator	08/2018 09/2019
[REDACTED]	Sustrans Project Team	08/2018
[REDACTED]	CLP Project Officer	08/2018 09/2019
[REDACTED]	OPEN Director	08/2018
[REDACTED]	AECOM, Regional Director	09/2019 04/2020 08/2025
[REDACTED]	AECOM Senior Technician	04/2020
[REDACTED]	OPEN, Associate Director	04/2020 08/2025

	AECOM, Consultant	08/2025

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
Data on populations in need	Scotland Census Scottish Index of Multiple Deprivation (SIMD) Edinburgh Locality and Ward Profiles	The Edinburgh City Centre area population ages are generally in line with the national average, showing an ageing population with more people over the age of 65 (3386) than people under the age of 16 (1968). Edinburgh City Centre has a lower percentage of under 18's and over 65's than the city average. The health of people in Edinburgh City Centre is generally in line with Edinburgh's averages. 3.6% of people consider themselves to have 'bad' or 'very bad' general health with this increasing depending on age: 4.9% of 35–49-year-olds, 8.5% of 50–65-year-olds and 9.9% of people over the age of 65. The majority of people are of a white Scottish / British ethnicity, but there are pockets of people with different backgrounds, including people of African, Asian, and Other White ethnicities. The vast majority speak English well in Edinburgh City Centre. Travel to work or study is significantly different with Edinburgh averages. The proportion of people travelling by bus is less than the Edinburgh average (10.1% vs 24.9%) and the population working from home in the City Centre is higher than the Edinburgh average (41.9% vs 11.3%). Note that these statistics are for 2022 and may be skewed by the COVID-19 pandemic.
Data on service uptake/access	Scotland Census Edinburgh Walking and	https://www.sustrans.org.uk/media/13315/walking-and-cycling-index-2023-edinburgh.pdf 45% of all residents' cycle

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	Cycling Index 2023 Scottish Household Survey 2022	22% of residents cycle at least once a week Bike availability in Edinburgh is generally in line with the Scottish average for access to none, one, two, or three or more.
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	SIMD 2020 https://simd.scot/	One Data Zone (S01008679 – Old Town) is the only area in the project zone in the 20% most-deprived data zone in Scotland.
Data on equality outcomes	Walking and Cycling Index 2023	https://www.sustrans.org.uk/media/13315/walking-and-cycling-index-2023-edinburgh.pdf In Edinburgh, 28% of men and 16% of women cycle at least once a week highlighting that almost twice as many men as women cycle in Edinburgh. In addition, people in lower income households are less likely to cycle at least once a week (10% of socio-economic group DE) than people in higher income households (27% of socio-economic group AB). Over 30.7 million trips were made by bike in Edinburgh in 2023. Within Edinburgh, ethnic minority groups, women and over 65s cycle less than other population groups Women (16%) compared to men (28%) Over 65 (6%) compared to: Ages 16-25 (19%) Ages 26-35 (26%)

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
		Ages 36-45 (29%) Ages 46-55 (28%) Ages 56-65 (17%) Ethnic Minority Groups (11%) compared to White People (23%)
Research/literature evidence	Place-Making with Older Adults: Towards Age-Friendly Cities and Communities Neighbourhoods for life: Designing dementia-friendly outdoor environments Cycling for everyone: A guide for inclusive cycling in cities and towns Pave the Way – Transport for All (Jan-2021)	LINK Ageing populations have created challenges in how to best design urban environments that support and promote everyday social engagement and healthy urban living for older people. The ageing-in-place agenda has become a key driver in redefining policy for older people. This suggests the preferred environment to age is in the community, as long as people can remain active, engaged, socially connected and independent. LINK Unless outdoor environments are designed to help older people with dementia continue to use their local neighbourhoods, they will become effectively housebound. LINK Higher Health/Economic inequalities amongst ethnic minorities than white groups – page 31 More people from ethnic minority groups want to start cycling than any other group – page 33 https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	Various Council Policies	Whilst predominantly focused on delivery of Low Traffic Neighbourhoods, the recommendations also cover the development and delivery of active travel infrastructure schemes, including: Meaningful engagement with disabled people in the community, including consultation with disabled residents. Meaningful outreach must be done to find these people to speak to and consult. Accessibility upgrades to pavements, cycle lanes and roads - as part of any and all streetspace initiatives - as a matter of urgency, and as a priority for all streets. These include dropped kerbs, flattened, and tarmacked pavements, tactile signage. Investment in wider accessibility upgrades to the public realm, so that public transport is an accessible and viable alternative to car-use. These include: a commitment to level boarding for all trains, improvements to signage across all networks, two wheelchair accessible spaces on buses. Key citywide documents include: Edinburgh's Public Realm Strategy The Economic Strategy City Plan 2030 City Centre Transformation Low Emission Zones City Mobility Plan The Edinburgh Street Design Guidance National Transport Strategy 2050 City Vision The Edinburgh Design Guidance Active Travel Action Plan Circulation Plan

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	Visual Looming and Child Pedestrian Safety Age UK – Offline and Overlooked Traffic speeds and reduced road traffic collisions. Living Streets: Pedestrian Pound	https://journals.sagepub.com/doi/10.1177/0956797611400917 Research has shown that children cannot reliably detect a vehicle approaching at speeds higher than approximately 25mph https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/offline-and-overlooked-report.pdf Around 1 in 6 of people aged 65 and over, equivalent to 2.3m do not use the internet at all, and almost half (48%) of these people are aged 75+. https://jech.bmj.com/content/78/7/437 https://road-safety.transport.ec.europa.eu/eu-road-safety-policy/priorities/safe-road-use/safe-speed/archive/speed-and-accident-risk_en Various sources demonstrate a direct relationship between lower speeds and lower risk of road traffic collisions. The "Pedestrian Pound" research demonstrates that investing in walkable streets provides broad benefits, including economic growth, as pedestrians spend more, leading to higher sales and rents for high street businesses. It also fosters healthier, stronger communities by promoting physical activity and social interaction, and creates a more resilient, sustainable environment by reducing reliance on cars and increasing green spaces. Essentially, prioritising walking and wheeling generates value across the economy, public health, community well-being, and the environment.
Public/patient/client experience information	Updated to include feedback from TRO	Stakeholder, Accessibility Groups, and Public and Business Engagement Workshops gave the opportunity to hear the opinions and experiences of a variety

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	engagement stage April/May 2024 Historic data gathered during Stage 1 Engagement and Stage 2 Consultation—all reported in Stage 1 and Stage 2 reports.	of different people for whom the project influences in different ways. Access to Waverly Station was raised with concerns about the additional distance people with mobility issues would have to travel from areas such as Market Street and Jeffery Street, with suggestions being made that the taxi rank on Market Street should be move closer to Waverly Station to improve accessibility. Across the workshops, accessibility on George IV Bridge, particularly accessibility to St Augustine’s Church, was mentioned. With many mentioning the need for increased disabled parking (8 spaces) and drop-off/pick-up locations as many of the users of the venue are disabled or elderly. Members of the Christian Aid Charity on George IV Bridge expressed the same concern. Across workshops people raised concerns about floating bus-stops, and bus-stop-bypasses. References were made to existing floating bus-stops on Leith Walk. It was recommended across various workshops that contrasting colours and materials be used to help the visually impaired identify pedestrian, cycle, and carriageway space. It was also mentioned by the accessibility groups about the importance of appropriate tactile paving and access to tactile cones at pedestrian crossing to allow disabled people (particularly the visually impaired) to cross the road safely. It was suggested that additional Blue Badge Spaces would be required across the scheme with the number of Blue Badge holders in Edinburgh increasing from 6,500 to 14,000 between 2021 and 2024. Furthermore, it was also recommended

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
		that Blue Badge spaces be located near desirable locations to aid people who struggle to walk or wheel far distances. Accessibility groups also queried Blue Badge holders being allowed access to bus gates and other restricted areas similar to London, this was particularly desirable on Market Street and Forrest Road where key destinations and residential buildings are located. Residents of Forrest Road were in favour of the project however expressed concern for residents with limited mobility as they would likely struggle accessing public transport and will be reliant on 24/7 taxi availability or pick-up/drop-off from friends and family. Residents of Geroge IV Bridge have expressed concern about receiving home deliveries during restricted times. In practice, this will be permitted under the proposals. Residents of Ramsey Garden have expressed concern about the lack of opportunity for parking and access via bus gates. Local venues expressed concern about accessibility to get equipment in and out of the venue which may affect local musicians and other members of the entertainment industry, particularly during the fringe festival were some venues have fast turnover. In practice, this will be permitted under the proposals or via special application process already in place.
Evidence of inclusive engagement of	Gathered during Stage 1 Engagement	Stakeholder, Accessibility Groups, and Public and Businesses Engagement Workshops gave the opportunity to hear

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
people who use the service and involvement findings	and Stage 2 Consultation– all reported in Stage 1 and Stage 2 report, varied views, and experiences.	the opinions and experiences of a variety of different people for whom the project influences in different ways.
Evidence of unmet need	Walking and Cycling Index 2023	https://www.sustrans.org.uk/media/13315/walking-and-cycling-index-2023-edinburgh.pdf In Edinburgh, 28% of men and 16% of women cycle at least once a week highlighting that almost twice as many men as women cycle in Edinburgh. In addition, people in lower income households are less likely to cycle at least once a week (10% of socio-economic group DE) than people in higher income households (27% of socio-economic group AB). Over 30.7 million trips were made by bike in Edinburgh in 2023. Within Edinburgh, ethnic minority groups, women and over 65s cycle less than other population groups Women (16%) compared to men (28%) Over 65 (6%) compared to: Ages 16-25 (19%) Ages 26-35 (26%) Ages 36-45 (29%) Ages 46-55 (28%) Ages 56-65 (17%) Ethnic Minority Groups (11%) compared to White People (23%)

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
Good practice guidelines	Edinburgh Street Design Guidance Cycling by Design 2021 RNIB Key Principles of Inclusive Street Design Living Streets – research and design guidance on continuous footways and bus stops Transport Scotland: Guidance on Inclusive Design for Town Centres and Busy Streets	LINK LINK LINK LINK LINK
Carbon emissions generated/reduced data	Edinburgh Walking and Cycling Index 2023	https://www.sustrans.org.uk/media/13315/walking-and-cycling-index-2023-edinburgh.pdf Report notes potential to save 42,000 tonnes of greenhouse gas emissions through supporting active travel to meet demand.
Environmental data	CEC Air Quality Action Plan.	Action Plan: LINK
Risk from cumulative impacts	N/A	
Other (please specify)	N/A	
Additional evidence required	N/A	

8. In summary, what impacts were identified, and which groups will they affect?

Equality, Health and Wellbeing and Human Rights	Affected populations
Positive Eliminate discrimination and harassment Advance equality of opportunity e.g. improves access / quality of services Foster good relations within and between people with protected characteristics Enable people to have more control of their social/work environment. Reduce differences in status between different groups of people Promote participation, inclusion, dignity, and control over decisions Promote healthier lifestyles including: • diet and nutrition, • sexual health, • substance misuse • physical activity • life skills	People walking, wheeling and cycling and other Road Users All Populations All Population (particularly elderly and disabled) All Populations All Populations All Populations All Populations
Negative Eliminate discrimination and harassment Foster good relations within and between people with protected characteristics Reduce crime and fear of crime including hate crime	Pedestrians (particularly elderly and disabled) Pedestrians and Cyclists Pedestrian (particularly women and residents of Forrest Road)

Environment and Sustainability including climate change emissions and impacts	Affected populations
Positive Reduce greenhouse gas (GHG) emissions (including carbon management) Plan for future climate change Pollution: air/ water/ soil/ noise Encourage resource efficiency (energy, water, materials, and minerals) Public Safety Reduce need to travel and promote sustainable forms of transport Improve the physical environment e.g. • housing quality • public space • access to and quality of green space	Location where traffic is reduced All Populations Air and Noise Pollution All Populations All Populations All Populations All Populations
Negative Reduce greenhouse gas (GHG) emissions (including carbon management)	Some areas where traffic is dispersed.

Economic	Affected populations
Positive Help young people into positive destinations Support local business Help people to access jobs (both paid and unpaid) Improve literacy and numeracy Improve local employment opportunities	All population (especially school and university students) All populations Improved access to public transport, walking, wheeling, and cycling. All Populations All Populations

Economic	Affected populations
Improve quality of and access to services	All Populations
Negative Help people to access jobs (both paid and unpaid)	People who require private vehicles for work.

9. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so, how will equality, human rights including children's rights, environmental and sustainability issues be addressed?

At subsequent stages, there will be elements and actions noted that will be partly/largely undertaken by contractors who will assist City of Edinburgh Council in its delivery. On those occasions, the Council's Procurement Policy will be followed.

10. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.

Any communication associated with this project will include the opportunity to have it translated or to be communicated in other formats. Consultation with local schools have also been undertaken in Stage 2. YoungScot have been engaged with in Stage 1, and a representative of the 2050 Climate Group associated with YoungScot participated in the Stage 1 stakeholder workshop for this project.

The Communications Plan has considered the full spectrum of stakeholders, including internal Council departments and staff, and external decision makers, influencers, partners, and stakeholders including local residents, employees, staff and students of local education institutions and those with mobility or sensory impairments. Both traditional media and social media will be used to convey messages throughout, ensuring that the message is received by as large an audience as possible.

We will continue to actively engage with young people with existing contacts in local schools as the project moves forward.

11. Is the plan, programme, strategy, or policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a Strategic Environmental Assessment (SEA) will be required and the impacts identified in the IIA should be included in this. See section 2.10 in the Guidance for further information.

Yes – transport and tourism. However, SEA is not thought appropriate for this level of intervention, as this is a detailed engineering intervention as opposed to a strategy or policy. A SEA for the City Mobility Plan, which MGS sits within, has been undertaken.

12. Additional Information and Evidence Required

Interim stage recommendations as of October 2018 (end of Stage 1 Engagement):

- Include a specific focus on engagement with children in Stage 2, by working with schools and using contacts with schools established in Stage 1.
- Sustrans to gather up to date data on pedestrian volumes in Stage 2.
- AECOM to undertake accident analysis (STATS19 data) in Stage 2.
- Continue to engage directly with Edinburgh Access Panel, and consider additional engagement with Age Scotland, RNIB and other organisations representing those with additional mobility needs (though have attempted to engage with several orgs in Stage 1 and no reply, except for Edinburgh Access Panel and Age Scotland).
- Flyer residents in Stage 2 to ensure all are aware of the project and emerging concepts – residents assumed to have noticed project during general public engagement in Stage 1.
- Continue to engage directly with businesses in Stage 2 as per Stage 1.
- Lack of engagement and evidence of need as yet from homeless community, and from those involved in the criminal justice system (several Law Courts on-route) – need to try to address this in Stage 2.
- University of Edinburgh as an organisation is engaged with the study but EUSA did not respond in Stage 1, so need a more effective way of engaging with university and college students in Stage 2.
- Continue to engage with Churches on route to understand travel and access needs of congregations – initiated in Stage 1 and more underway in Stage 2.

Interim stage recommendations as of July 2019 (end of Stage 2 Engagement):

- A lack of engagement and evidence remains of the needs from homeless community, and from those involved in the criminal justice system (several Law Courts on-route) – need to try to address this.
- Consider design options on Forrest Road/Forrest Hill to enhance perception of safety/security
- Consider targeted engagement with potentially vulnerable groups on the design of Forrest Road
- Targeted engagement with ethnic minorities who have been underrepresented in the engagement to-date

- Continued engagement with churches along the route (Augustine / St Giles') to better understand/consider church operations
- Consider targeted engagement with potentially affected church users who are of a particular religious belief
- Further engage with businesses along the route to better understand loading/parking impacts.
- Further engage with stakeholder and local residents to understand what placemaking/landscaping options are favourable.

Interim stage recommendation as of November 2020 (end of Stage 3 Engagement):

- Continue to engage with public, stakeholders, locals, and businesses as the project progresses.

Stage 4 TRO / Detailed Design stage recommendations (August 2025)

- Consider the outputs of investigations on blue badge parking demand in project area and seek to implement increases in blue badge parking opportunities in the project area.
- Consider design options on Forrest Road/Forrest Hill to enhance perception of safety/security
- Continue to review research and design guidance on bus stop bypasses design and operation.
- Further engagement with businesses on loading and servicing requirements to seek to understand and then provide a good balance of loading and servicing provision within the confines and objectives of the project. This will be done as part of the construction and post construction (in-use) stages.
- Further consideration of access restrictions for bus gates and blue badge exemptions.

13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above)
Please complete:

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	Complete
Include a specific focus on engagement with children in Stage 2, by working with schools and using contacts	AECOM (Deborah Paton)	By end March 2019	Jan 30 th 2019	Yes

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	Complete
with schools established in Stage 1.				
Sustrans to gather up to date data on pedestrian volumes in Stage 2.	Sustrans (Chiquita Elvin)	By end November 2018	Jan 30 th 2019	Yes
AECOM to undertake accident analysis (STATS19 data) in Stage 2.	AECOM (Paul Matthews)	By end November 2018	Jan 30 th 2019	Yes
Continue to engage directly with Edinburgh Access Panel, and consider additional engagement with Age Scotland, RNIB and other organisations representing those with additional mobility needs (though have attempted to engage with several orgs in Stage 1 and no reply, except for Edinburgh Access Panel and Age Scotland).	AECOM (Deborah Paton)	By end March 2019	Jan 30 th 2019	Yes
Flyer residents in Stage 2 to ensure all are aware of the project and emerging concepts – residents assumed to have picked up on project during general public engagement in Stage 1.	CEC (Kevin Gauld)	By end March 2019	Jan 30 th 2019	Yes
Continue to engage directly with businesses in Stage 2 as per Stage 1.	AECOM (Deborah Paton)	By end March 2019	Jan 30 th 2019	Yes
Lack of engagement and evidence of need as yet from homeless community, and from those involved in the criminal justice system (several Law Courts on-route) – need to try to address this in Stage 2.	AECOM (Deborah Paton)	By end March 2019	Stage 1: Jan 30 th , 2019	Closed

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	Complete
University of Edinburgh as an organisation is engaged with the study but EUSA did not respond in Stage 1, so need a more effective way of engaging with university and college students in Stage 2.	AECOM (Deborah Paton)	By end March 2019	Jan 30 th 2019	Yes
Consider wider traffic network and environmental impacts as a result of the proposals.	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	Yes – traffic network has been modelled extensively.
Continue to engage directly with businesses in Stage 3 to understand impacts of proposals.	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	Yes
Continue to engage directly with local residents and stakeholders regarding decisions on placemaking/landscaping.	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	Yes
Consider design options on Forrest Road/Forrest Hill to enhance perception of safety/security. Engage with potentially vulnerable groups to gather information.	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	Yes - workshop with local women's group
Lack of engagement and evidence of need as yet from most ethnic minorities, and from those involved in the criminal justice system (several Law Courts on-route) – need to try to address this in Stage 3.	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	Closed

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	Complete
Engage with church users to gather evidence of potential impact project will have on attendance of church operations	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	Yes - churches engaged with in Stage 3 and Stage 4
Further analysis on blue badge parking demand and provision in project area.	Martyn Lings	Dec-2024	Dec-24	Complete
Further engagement with businesses on specific loading requirements	Martyn Lings	May-2025	Aug-25	Complete
Further engagement with residents of Ramsay Gardens.	Martyn Lings	Dec-2024	Dec-24	Complete
Continue to review research and design guidance on bus stop bypasses design and operation.	All	May 2026	May 2026	
Develop engagement strategy for construction phase and post construction operations.	TBC	By end of year 2026	End of 2025	
Engagement with residents prior to and post construction to include details on changes to bus stop locations on Forrest Road and Bristo Place.	TBC	By end of year 2026	End of 2025	

14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?

No.

15. How will you monitor how this proposal affects different groups, including people with protected characteristics?

By revisiting this IIA prior to construction stage late 2026 to ensure that anticipated impacts have been addressed and mitigated in design.

16. Sign off by Head of Service

Name: Gareth Barwell

Date: 28.08.2025

17. Publication

Completed and signed IIAs should be sent to:

integratedimpactassessments@edinburgh.gov.uk to be published on the Council website www.edinburgh.gov.uk/impactassessments

Edinburgh Integration Joint Board/Health and Social Care

sarah.bryson@edinburgh.gov.uk to be published at www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/