

Dalmeny to Newbridge Active Travel Improvements

Integrated Impact Assessment

Summary Report

Interim report	✓	Final report	
----------------	---	--------------	--

1. Title of plan, policy or strategy being assessed

Dalmeny to Newbridge Active Travel Improvements

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

The proposal includes upgrading an existing path, improving street lighting, and implementing other active travel improvements to enhance pedestrian, wheeler, and cyclist accessibility between Dalmeny and Newbridge via the former Queensferry Branch rail line and Standingstone Road.

The route connects the three settlements of South Queensferry, Kirkliston, and Newbridge, as well as providing an orbital connection between National Cycle Network Route 1 and the Council's Quiet Route 9. The proposal will encourage and enable sustainable transport options for residents and visitors, for both commuting and leisure purposes.

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

Given that the proposal focuses on upgrading existing infrastructure, no stakeholder engagement or public consultation is planned at this stage.

4. Date of IIA

31st March 2025 (initiated on this date)

5. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

The IIA has been undertaken through a combination of desktop research and a workshop held via Microsoft Teams on Tuesday 25th March 2025.

Name	Job Title	Email
[REDACTED] (Author)	Transport Planner, Jacobs	[REDACTED]@jacobs.com
[REDACTED] (Reviewer)	Senior Associate Director of Transport Planning, Jacobs	[REDACTED]@jacobs.com
[REDACTED] (Facilitator)	Associate Director of Transport Planning, Jacobs	[REDACTED]@jacobs.com
[REDACTED] (Designer)	Consultant Transport Planner, Jacobs	[REDACTED]@jacobs.com
[REDACTED] (Lead Officer)	Senior Project Manager, City of Edinburgh Council	[REDACTED]@edinburgh.gov.uk
[REDACTED] (Lead Officer)	Transport Officer (Active Travel), City of Edinburgh Council	[REDACTED]@edinburgh.gov.uk
[REDACTED] (Main Stakeholder)	Senior Network Development Manager, Sustrans	[REDACTED]@sustrans.org.uk

6. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Census 2022, Scottish Government	The scheme is located within the Intermediate Zone of Dalmeny, Kirkliston and Newbridge under the City of Edinburgh Council. As such, the Census statistics for this zone have been used to determine the population demographics of the study area. Of a population of approximately 14,311 in the study area: • 20% are aged under 12; • 7% are aged between 12 – 18; • 5% are aged between 18 – 25; • 55% are aged between 25 – 65; • 13% are aged 65 and above. The proportion of residents aged under 18 in the study area is higher than the average for Edinburgh as a whole, whilst the proportion of residents aged between 18 and 25, and 65 and above, is lower.

Evidence	Available?	Comments: what does the evidence tell you?
	Google Maps Scottish Index of Multiple Deprivation (SIMD) 2020, Scottish Government	The distribution of female and male populations in the study area aligns with that of Edinburgh as a whole, with 51% female and 49% male. The study area has a lower percentage of people from a non-white ethnic background (9%) compared to Edinburgh as a whole (15%). In relation to religious faith, the most common response was 'No religion' in both the study area (58%) and Edinburgh (56%). Next to this, 18% of people in the study area identified the Church of Scotland and 9% identified the Roman Catholic Church as their main belief. There are also a number of other religious minorities in the ward, with Other Christian (6%), Muslim (2%) and Hindu (2%) being the largest of these. 16% of residents in the study area live with a long-term health problem or disability that limits their day-to-day activities (a little or a lot), compared to 20% across Edinburgh. The proportion of households with access to at least one car or van in the study area is significantly higher than in Edinburgh: 88% compared to 62%. The proportion of the population in the study area identifying as heterosexual/straight is higher at 91%, compared to 84% in Edinburgh. There is no data available for pregnancy and maternity. There are a number of schools in close proximity to the proposed scheme that will be accessed by children and young people: • Hillwood Primary School; • Kirkliston Primary School; • Dalmeny Primary School; • Queensferry High School. The proposed scheme is located within four data zones. According to SIMD 2020, none of these zones are within the most deprived 20% of Scotland. Below is a list of the data zones relevant to the scheme and their SIMD deciles:

Evidence	Available?	Comments: what does the evidence tell you?										
		<table><tr><th>Data zone</th><th>SIMD decile</th></tr><tr><td>Dalmeny, Kirkliston and Newbridge – 01</td><td>6</td></tr><tr><td>Dalmeny, Kirkliston and Newbridge – 03</td><td>5</td></tr><tr><td>Dalmeny, Kirkliston and Newbridge – 04</td><td>8</td></tr><tr><td>Dalmeny, Kirkliston and Newbridge – 06</td><td>8</td></tr></table>	Data zone	SIMD decile	Dalmeny, Kirkliston and Newbridge – 01	6	Dalmeny, Kirkliston and Newbridge – 03	5	Dalmeny, Kirkliston and Newbridge – 04	8	Dalmeny, Kirkliston and Newbridge – 06	8
Data zone	SIMD decile											
Dalmeny, Kirkliston and Newbridge – 01	6											
Dalmeny, Kirkliston and Newbridge – 03	5											
Dalmeny, Kirkliston and Newbridge – 04	8											
Dalmeny, Kirkliston and Newbridge – 06	8											
Data on service uptake/ access	Census 2022, Scottish Government Hands Up Scotland Survey 2023, Sustrans Edinburgh Walking and Cycling Index 2023, Sustrans	Traveling by car or van for commuting purposes is the preferred mode in the study area (42%), which is significantly higher than in Edinburgh as a whole (25%). Working mainly at or from home is the next most common method, with 40% of residents favouring this, compared to 39% Edinburgh-wide. Use of bus, foot, and bike for commuting is low in the study area (6%, 3%, and 1% respectively), and is lower than the Edinburgh-wide figures (15%, 12%, and 4%) In relation to methods of travel to school for children and young people, according to Sustrans' Hands Up Scotland Survey 2023, 49.3% of school pupils who responded to the national survey said they travel to school in an active way: 41.3% walking, 4.7% cycling and 3.3% using scooter or skate. Of the pupils surveyed, 16.4% responded that they travel to school by bus and 22.5% are driven. Less than half (49%) of those surveyed by Sustrans for the Edinburgh Walking and Cycling Index 2023 report expressed the view that Edinburgh is a good place to cycle. The report also identified many barriers that prevent people from walking and cycling.										
Data on equality outcomes	Edinburgh Walking and Cycling Index 2023, Sustrans	According to Sustrans' Edinburgh Walking and Cycling Index 2023 report, 28% of men in Edinburgh are likely to cycle at least once a week, compared to only 16% of women. A lower proportion of women (36%) held the opinion that cycling safety in Edinburgh is good, compared to men (45%). There is a significant difference in the share of the population who cycle at least once a week between those with a disability (15%) and those that do not have a disability (24%). There is also a substantial disparity in cycle uptake among ethnic groups; 11% of people from ethnic minority groups are likely to cycle, compared to 23% of white people.										

Evidence	Available?	Comments: what does the evidence tell you?
	Hands Up Scotland Survey 2023, Sustrans	Additionally, there is a disparity in cycling uptake across socio-economic groups; 27% of people in the top two socio-economic categories (AB) cycle at least once a week, compared to only 10% of people in the bottom two (DE). 49.8% of state school students use active travel methods to go to school, compared to 21.0% of independent school students. Conversely, 38.3% of independent school students reported being driven to school, compared to 22.2% of state school children. There are concerns about the safety of cycling in Edinburgh, such as the need for better road quality, better lighting, improved routes and facilities for safe cycling and reduced traffic levels on roads.
Research/ literature evidence	Active Travel Framework, Transport Scotland, 2019 How transport offers a route to better health, The Health Foundation, 2021 Mobility, Universal Design, Health, and Place; Health and Places Initiative; 2015 The impact of street accessibility on travel and independence for disabled people,	According to the Active Travel Framework, 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 states that active travel is linked to improvements in physical and mental health and wellbeing. Certain socio-economic groups, particularly people on low incomes, are less likely to have access to a private vehicle and are more reliant on public transport or active travel. Therefore, improving infrastructure for active travel can help address inequalities. People with mobility issues (such as wheelchair users, visually impaired people, older people, parents with prams) can be strongly affected by the built environment in terms of their mobility and safety. A mismatch between the built environment and functional ability can cause safety and independence issues for these populations. A paper by the University of Leeds notes that, <i>'The provision of level or ramped access, which in highway terms means dropped kerbs or a form of raised crossing together with tactile paving, is one of the key recommendations of the UK Department for Transport's (DfT) guidance on best practice Inclusive Mobility (2002).'</i>

Evidence	Available?	Comments: what does the evidence tell you?
	University of Leeds, 2015	A study undertaken for the aforementioned paper noted that, in addition to unsafe crossings, the key barriers for people with mobility issues in the pedestrian environment are poorly designed or maintained pavements, poor traffic management, street clutter, narrow footways, and poor maintenance of footways in terms of surfacing, cracked tactile paving or eroded tarmac. Lack of maintenance of pavements in the winter can also prevent people with mobility issues from going out due to safety concerns. Changes to travel patterns post-COVID present a valuable opportunity to reshape our transport infrastructure, providing equality of access across all protected groups through consideration of universal design principles.
Public experience/ information	Scotland's Census, 2022 Edinburgh Walking and Cycling Index 2023, Sustrans Hands Up Scotland Survey 2023, Sustrans	There are numerous sources that provide insight into both supply and demand aspects of active travel in Edinburgh. Scottish Census 2022 data provides an indication of mode share between active travel, public transport and private vehicle use. The study area has a significantly lower uptake of active travel compared to Edinburgh: 4% versus 16%. This is also lower than the Scottish average of 9%. Sustrans' Edinburgh Walking and Cycling Index 2023 report shows that there are disparities in cycling uptake between men and women, between those with disabilities and those without, between white people and people from ethnic minority groups, and across socio-economic groups. The report indicates a significant appetite for cycling in Edinburgh, whilst also highlighting that certain groups within society would benefit from improved cycle infrastructure (e.g. women due to safety concerns). The Hands Up Scotland Survey 2023 shows a slight decline in active travel to school in Scotland since 2022. However, active travel remains higher than pre-pandemic levels and has consistently been the most frequently reported mode of travel to school. There is potential to enhance this uptake by delivering infrastructure and safety improvements. Research/literature linking health benefits to cyclists and pedestrians highlights an improved experience for these users. There could be particular health benefits for children travelling on foot and by bike to school, through

Evidence	Available?	Comments: what does the evidence tell you?
		improving safety and encouraging adoption of physical activity and healthy behaviours. The impact section will outline concerns from certain users (older people, people with mobility issues) who may have safety concerns if the measures create mixed use scenarios where pedestrians may be in conflict with cyclists. Designers of the infrastructure have been mindful of potential adverse situations, and additional mitigation has been proposed to address this.
Evidence of inclusive engagement of service users and involvement findings	N/A	No stakeholder engagement or public consultation is planned at this stage.
Evidence of unmet need	Yes Edinburgh Walking and Cycling Index 2023, Sustrans	The scheme is required to facilitate connectivity between the residential areas of South Queensferry, Kirkliston and Newbridge, and local facilities and services. There is significant appetite for cycling in Edinburgh. Sustrans' Walking and Cycling Index Edinburgh 2023 report states that 25% of respondents do not cycle but would like to, whilst 49% of residents feel that they should cycle more. Improved infrastructure would contribute to meeting the demand for cycling in the city. Ongoing monitoring and feedback from the public after implementation of the scheme will identify the potential for additional unmet needs.
Good practice guidelines	Yes	• Edinburgh Street Design Guidance; • Sustrans' Spaces for People (SfP) Guidance; • Traffic Signs Manual; • Traffic Signs Regulations; • General Directions 2016; • London Cycling Design Standards; • Cycling by Design Guidance; • Roads for All – a good practice guide.
Environmental data	Open Space Audit 2016, City	Four areas of open space were identified along/in close proximity to the proposed route: adjacent to the River

Evidence	Available?	Comments: what does the evidence tell you?
	of Edinburgh Council Queensferry Branch Preliminary Ecological Appraisal, Jacobs/City of Edinburgh Council	Almond, Burnshot Road, Main Street (Dalmeny), and at Huly Hill Cairn. The proposed scheme is not located within an Air Quality Management Area (AQMA). The Primary Ecological Appraisal report for the scheme identified woodland and forest, heathland and scrub, hedgerows, and grassland habitats all within 50 metres of the route, as well as a number of protected species and birds of conservation concern.
Risk from cumulative impacts	Yes	Other active travel projects in Edinburgh and low traffic/20-minute neighbourhood proposals will contribute to traffic displacement and modal shift to active travel. This will have predominately positive cumulative impacts on urban realm, amenity, and people's health and wellbeing. However, there is potential for negative cumulative impacts on older people and disabled people due to changes in accessibility and safety concerns. It is expected that these impacts will be considered in the necessary impact assessments for specific schemes, and mitigation measures will be implemented accordingly. There may be temporary cumulative impacts on traffic, noise, air quality and visual amenity during the construction period of the proposed scheme and other projects.
Other (please specify)	N/A	N/A
Additional evidence required	N/A	N/A

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

Equality, Health and Wellbeing and Human Rights	Affected populations
Positive The proposed scheme would improve road safety perceptions for people walking, wheeling and cycling. Safety improvements will benefit all groups, and in the	All groups, but particularly children, women and older people.

longer term, this may have a positive impact for groups less likely to cycle in particular, such as women and older people. Increased uptake of active travel brings both physical and mental health benefits for the population.

There may also be improved personal safety perceptions for pedestrians from lighting improvements and increased foot traffic. This could particularly benefit women, LGBTQ+ people, and people from certain religious/faith communities, who are more likely to have personal security concerns.

Increasing path space and quality would benefit people with mobility issues and parents travelling with prams and young children. In particular, improved facilities may enhance the confidence of older people and people with disabilities, enabling them to travel independently and thereby reducing feelings of isolation. More clearly defined spaces and reduced conflict between different users would enable people with disabilities to navigate the area more easily.

Rest points along the route can provide essential breaks for those with mobility issues, making active travel more accessible and enjoyable. Knowing there are places to rest can encourage more people to choose walking, wheeling and cycling, promoting healthier lifestyles.

More generally, improving active travel infrastructure would make walking, wheeling and cycling more attractive and efficient. This, together with the inclusion of rest points along the route, has the potential to encourage more people to spend time outdoors, thereby providing opportunities for community interaction.

Improved active travel infrastructure would improve accessibility to community facilities, employment opportunities and essential services for all groups. Active travel modes – walking, wheeling and cycling – are considered cost-efficient forms of travel. As such, improvements may particularly benefit people on low incomes.

The location of primary schools in the area in relation to the route means it is only likely to be used for trips to school by those living in the south-east of Kirkliston. However, better walking and cycling infrastructure can improve connectivity and safety for children travelling to

All groups, but particularly women, LGBTQ+ and religious people.

People with disabilities, pregnancy and maternity/ paternity, and older people.

People with disabilities and older people.

All population groups.

All groups, but particularly deprived communities, low-income groups and people seeking employment.

Children, particularly those from low-income families or deprived areas.

school and for other journeys by active means. There may be a particular benefit for children from low-income families or deprived communities, who may be more likely to use these modes due to their low cost.

Addressing parents/carers' safety fears can provide greater independence for young people and embed positive travel behaviours from an early age.

The proposed scheme has the potential to facilitate increased use of active travel rather than private vehicle, thereby reducing congestion and improving air quality; however, air quality benefits are likely to be modest, given the area's rural setting and the likelihood that many trips along the route will be for leisure purposes. Children, older people, people with pre-existing health conditions, pregnant women and certain ethnic minority groups can be more susceptible to the harmful effects of air pollution. Improved air quality would have positive health and wellbeing effects for the population by reducing respiratory illness and cardiovascular disease, and improving life expectancy.

Negative

People with mobility issues and older people may feel intimidated using the route if there is a significant increase in the number of cyclists.

The change in road and path layout may result in stress/anxiety for some users, particularly those with visual impairments who would need to relearn the layout. Shared use infrastructure can also cause stress/anxiety due to fear of and increased possibility of collisions/injuries, particularly for visually impaired and disabled people. The final design should be mindful of potential impacts of shared use infrastructure and changes in layout, such as increased safety concerns for older people and visually impaired users. These will be mitigated through careful design, allowing adequate space, clear signage and direct communication. Additionally, targeted communication should be undertaken with affected population groups to alleviate concerns regarding the new layout; for example, with older people and people with disabilities, including the visually impaired.

There is potential for a negative impact on people with low literacy, who may not be able to read information or signage regarding the scheme. Public communication should be undertaken through a variety of mediums to ensure accessibility for people with low levels of

All groups, but particularly children, older people, people with disabilities, ethnic minorities and pregnant women.

Older people and people with disabilities.

Older people and people with disabilities.

People with low literacy levels.

literacy, such as direct engagement with schools, audio descriptions and visualisations of the proposals. For any new signage associated with the proposals, visual aids such as use of symbols could be considered in addition to the standard text. Increased use of the path by people walking, wheeling, and cycling may lead to more instances of conflict with equestrian users. Additionally, tarmac surfaces are less preferable for equestrian users due to the risk of slips and falls. Alterations to aspects of the route may exclude equestrian users if not adequately designed.	All population groups.
--	-------------------------------

Environment and Sustainability	Affected populations
Positive Facilitating increased use of active travel rather than private vehicle could result in modest air quality improvements. Children, older people, people with pre-existing health conditions, pregnant women, and certain ethnic minority groups are more susceptible to the harmful effects of air pollution than others. Potential reductions in private vehicle use would also contribute towards the reduction of greenhouse gas emissions and realisation of climate change targets for Edinburgh and Scotland as a whole. The proposed scheme will directly improve active travel infrastructure, therefore incentivising modal shift to sustainable forms of transport by making them more attractive and efficient. The implementation of these measures aligns with City of Edinburgh Council policy, including the City Plan 2030 vision to be '<i>a sustainable city which supports everyone's physical and mental wellbeing</i>' and '<i>a city where you don't need to own a car to move around</i>'. The proposed scheme will improve accessibility to areas of open space near the route, which, in turn, will benefit people's mental and physical health. There may be a small positive impact on biodiversity resulting from improved air quality and planting being included as part of the proposed scheme.	All groups, but particularly children, older people, people with disabilities, ethnic minorities and pregnant women. All population groups. All population groups. All population groups. All population groups.
Negative	

Construction works could result in temporary environmental impacts, such as air pollution, noise and visual amenity effects from construction traffic and activities. The scheme would also require the use of new materials and disposal of waste materials. Depending on the extent of road reallocation on Standingstone Road, the proposal could result in the displacement of traffic, particularly HGVs and OGVs accessing the industrial sites along it, to the surrounding road network. This could lead to increased air/noise pollution in areas such as Dalmeny and road safety concerns for vulnerable users. This should be monitored and acted upon if found to be significantly adverse. Artificial lighting along the route is likely to disrupt natural habitats, which could detract from the area's rural setting. Additionally, noise, vibration, and lighting during construction will have a temporary effect. Due to the difficulty of replacing certain habitats, such as woodland, the proposal should seek to minimise habitat loss where possible. Opportunities for compensation and enhancement for unavoidable losses of other habitats, such as scrub and hedgerow, should be considered.	Population groups in close proximity to construction works. All population groups, but particularly children, older people and people with disabilities. All population groups.
---	--

Economic Positive The scheme will have a positive impact on employment, as people will be able to access a wider variety of opportunities, particularly the industrial areas to the south near Ratho and those adjacent to Standingstone Road, due to improved accessibility by low-cost means. This will benefit low-income groups and people looking for employment. The proposed route will help young people into positive destinations due to improved access and safer travel to education facilities and employment opportunities. This provides greater flexibility for young people who do not hold a driving licence or do not have access to a car. Improved active travel infrastructure could increase the number of leisure trips, thereby increasing footfall and passing trade for some businesses located near the route, resulting in a positive financial impact. There is evidence that active travel boosts local economies, as	Affected populations Low-income groups and people seeking employment. Young people, particularly those from low-income households. Local businesses.
---	---

people arriving on foot and by bike tend to visit local businesses more often. Negative For business owners operating in vicinity of the scheme, there is potential for a temporary negative impact on business operations due to construction activities and operations. Potential negative amenity impacts during construction – noise, air quality, traffic – may also arise, affecting trade.	Local businesses.
---	--------------------------

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

When procuring the work, City of Edinburgh Council will follow the requirements set by the sustainable procurement duty under the Procurement Reform (Scotland) Act 2014. The duty requires that before a contracting authority buys anything, it must think about how it can improve the social, environmental and economic wellbeing of the area in which it operates, with a particular focus on reducing inequality.

It is likely that construction of the proposed scheme will be undertaken by contractors procured by the Council, and it is not envisaged that the use of contractors will give rise to equality, human rights or children's rights issues. It is expected that contractors will have their own procedures for adhering to best practice guidance and legislation in relation to sustainability and the environment.

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

Future engagement and communications to seek feedback and promote the proposed scheme will be conducted by City of Edinburgh Council. A notification process will be undertaken upon approval of the scheme, which will provide stakeholders and other identified protected groups (children, people with visual impairments, people with mobility issues, older people) with information on the scheme. As highlighted in the sections above, targeted communication may be required for some population groups in order to maximise benefits and minimise disbenefits. For example:

- Presentations at schools;
- Engaging with employees in industrial areas near the route to promote active journeys to work;
- Engaging with women to ensure personal safety concerns are addressed, particularly regarding lighting;

- Engaging with the Edinburgh Access Panel and Euan's Guide for recommendations on how to engage people with mobility issues and visual/hearing impairments to ensure awareness of the changes.

10. Does the policy concern agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use? If yes, a SEA should be completed, and the impacts identified in the IIA should be included in this

The proposed scheme concerns transport; however, an SEA is not considered to be required for this level of intervention, as this is a concept design proposal rather than a strategy or policy.

11. Additional Information and Evidence Required

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

No further evidence is required at this stage.

12. Recommendations (these should be drawn from 6 – 11 above)

- Final design should be mindful of potential impacts of shared use infrastructure and changes in layout, such as increased safety concerns for older people and visually impaired users. These will be mitigated through careful design, allowing adequate space, clear signage and direct communication. In relation to the adoption of any new signage associated with the proposals, visual aids, such as use of symbols, could be considered in addition to the standard text.
- The route is a core path and, as such, is available to all non-motorised users, provided they act in accordance with the Core Path Code of Conduct. During the design process, consideration should be given to ensuring the path is of adequate width to allow users to navigate past each other safely. Should the increase in people walking, wheeling, and cycling be substantial, this would be indicative of considerable success against the project's aims, and the potential risk of increased conflict with equestrian users should therefore be viewed in the context of this wider success.
- While less preferable, tarmac surfaces do not prevent equestrian access. Accessing the current path on horseback already requires travel along tarmac roads and footways. It should be ensured that consultation activities include equestrian users, to enable them to share their views as part of the process. During the design process, consideration should be given to the potential for parallel sections – where space allows – by retaining unbound stretches, provided this is not prohibitively expensive.
- During the design process, consideration should be given to ensuring adequate provision for equestrian users, e.g., pedestrian crossings should be 'pegasus' crossings where appropriate, bridge parapets should be sufficiently tall, etc.

- Targeted communication should be undertaken with affected population groups to alleviate concerns regarding the new layout; for example, with older people and people with disabilities, including the visually impaired.
- Engagement and communications for the proposed scheme should be accessible to residents and potential users of all age and abilities. This could take the form of presentations at schools; engaging with women and employees in the area; accessible information for visually impaired people and people with low levels of literacy; and social media presence in multiple languages.
- Traffic congestion/displacement to surrounding road network should be monitored and acted upon if significantly adverse.
- Potential cumulative effects, positive and negative, should be noted and monitored.
- Feedback from residents and stakeholders as part of monitoring should be considered where appropriate.
- Explore potential for implementation of cycle/pedestrian counters along the route to keep track of potential increase in active travel trips.

13. Specific to this IIA only, what actions have been, or will be, undertaken and by when? 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
Follow best practice guidance on accessibility and universal design, and incorporate into detailed design of proposed scheme	The designer (David Collins, Jacobs)	During finalisation of detailed design	
Ensure sufficient engagement/communication with affected protected groups (children, older people, people with sensory impairments, women)	City of Edinburgh Council (TBC) with support from Jacobs	Pre-scheme implementation	
Explore potential for implementation of cycle/pedestrian counters to keep track of potential increase in active travel trips	City of Edinburgh Council (TBC)	Pre- or post-scheme implementation	
Monitor traffic displacement following scheme completion	City of Edinburgh Council (TBC)	Pre- or post-scheme implementation	
Monitor cumulative effects with other transport schemes	City of Edinburgh Council (TBC)	Pre- or post-scheme implementation	

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
Monitor feedback from residents and stakeholders	City of Edinburgh Council (TBC)	Pre- or post-scheme implementation	

14. How will you monitor how this policy, plan or strategy affects different groups, including people with protected characteristics?

City of Edinburgh Council will produce a monitoring strategy for this project, which will include:

- Monitoring implementation of the actions/recommendations outlined in Section 13;
- Engagement with different population groups to ascertain uptake of active travel and to determine if the identified positive and negative impacts have occurred.

15. Sign off by Head of Service

Name **xx**

Date **xx**

16. Publication

Completed and signed IIAs should be sent to integratedimpactassessments@edinburgh.gov.uk to be published on the Council website www.edinburgh.gov/impactassessments.