

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

St. Mary's Street Setts Reconstruction

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

The reinstatement of the setts will improve the carriageway condition, provide safer environment for all road users and enhance the historic character of the street.

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

N/A

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

The proposal is not considered strategic under the Fairer Scotland Duty.

5. Date of IIA

July 2026

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 training
AECOM – Report writer	Engineer	
AECOM – Lead officer	Associate Director	2018

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 – where available use disaggregated data	Home Scotland's Census Projected Population of Scotland: 2022-based - National Records of Scotland (NRS)	City centre: In immediate proximity to the proposal the SIMD overall ranking lies between deciles 2 and 4. Around 10% of the local population are over the age of 65. 46.22% of households include young people (16-24). City Wide: Around 15% of the population are over the age of 65. 14.3% of the populations have households that include young people.
Data on service uptake/access	DataShine Scotland Data Scottish Census (Data Zones 2011) Sustrans Walking & Cycling Index (2023) Scottish Community Safety Network (2020) Sustrans article (2022)	City centre: Around 29% of residents in proximity of the work walk to work. Census 2022 shows that 77% of the residents in the immediate proximity do not have access to a car City Wide: City wide, 66% of Edinburgh residents walk at least five days a week and 26% cycle at least once a week. City wide, disabled people within Edinburgh feel less safe compared to non-disabled people. Similarly, a lower percentage of LGBTQ+ people think safety is 'good' when compared to heterosexual people.
Data on socio-economic	Scottish Index of Multiple	City Centre:

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
disadvantage e.g. low income, low wealth, material deprivation, area deprivation	Deprivation (SIMD) (2020)	In immediate proximity to the proposal the SIMD overall ranking lies between deciles 2 and 4. City Wide income data: For households with income of £15k to £19k as of November 2021, 10% of them are earning a higher average and 3.7% are earning a lower average.
Data on equality outcomes	Inclusive Mobility (2022) Edinburgh Street Design Guidance Prevalence and reporting of sexual harassment in UK public spaces	The proposed carriageway setts reconstruction is expected to have a positive equality impact by providing a more even and stable carriageway surface, improving safety and accessibility for all users. The works will reduce the risk of trips, slips and vehicle instability caused by uneven or deteriorated setts, benefiting pedestrians and cyclists. Improved drainage will minimise standing water and reduce the likelihood of icy conditions, which particularly benefits people with reduced mobility, older people, disabled users, and those with visual impairments 71% of women of all ages in the UK have experienced some form of sexual harassment in a public space. This number rises to 86% among 18-24-year-olds and only 3% of 18–24-year-olds reported having not experienced any of the types of harassment listed.
Public/patient/client experience information	N/A	N/A
Evidence of inclusive engagement of people who use the	N/A	N/A

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
service and involvement findings		
Evidence of unmet need	City of Edinburgh Locality Profiles	Edinburgh People's Survey Reveals that 56% of people in the city centre ward are satisfied with the road maintenance, which suggests that there is a need to improve the infrastructure.
Good practice guidelines	Edinburgh Street Design Guidance Walking for Everyone Inclusive Mobility Traffic Signs Manual DMRB	The core elements of the guidance documents have been followed, and the design team have supplemented this with accepted best practice and the team's experience.
Carbon emissions generated/reduced data	Sustrans Walking and Cycling Index (2023-most up to date)	In Edinburgh for the year 2023, 42,000 tonnes of greenhouse gas emissions are saved through current uptake of people walking, wheeling or cycling instead of the private car.
Environmental data	The City of Edinburgh Air Quality Action Plan (AQAP)	Reducing single car use and encouraging modal shift through dedicated infrastructure is a step towards lowering greenhouse gases emissions.
Risk from cumulative impacts	Edinburgh City Centre Transformation	There are no known cumulative impacts that appear as a result of other projects being developed that will affect this. However, efforts to improve the city's public transport system and routes may impact. Actual outcomes of these impacts will have to be monitored.
Other (please specify)	Other (please specify)	N/A

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
Additional evidence required	N/A	No additional evidence has been identified as being required.

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

Equality, Health and Wellbeing and Human Rights and Children's Rights	Affected populations
Positive The carriageway setts reconstruction will provide a smoother and more stable road surface, improving safety and accessibility for all users. The scheme will reduce the risk of trips, slips, vehicle instability and standing water through improved drainage, benefiting pedestrians, cyclists and motorists. These improvements will particularly support older people, disabled people, those with reduced mobility, children and other vulnerable users by creating a safer and more accessible highway environment. Maintaining the carriageway in good condition also supports the wellbeing of the local community by improving the reliability and resilience of the transport network.	All population groups All population groups – may have greater impact on young people and low-income households All population groups
Negative The works may result in temporary disruption during construction, including traffic delays, road closures, noise, dust and restricted access for residents, businesses and visitors. These temporary impacts could disproportionately affect people with reduced mobility, older people, disabled users, families with young children and those reliant on public transport. There is a risk that public transport / traffic is diverted due to installed bollards and traffic restrictions and thus could mean a detour to reach destinations.	All population groups – may particularly affect children, young people and disabled people. All population groups – may particularly affect lower-income households who are likely to be more reliant on public transport.

Environment and Sustainability including climate change emissions and impacts	Affected populations
Positive The carriageway setts reconstruction will improve the durability of the highway, reduce future maintenance requirements and support sustainable construction through the reuse of existing materials where practicable. Improved drainage will also reduce surface water and increase resilience to the impacts of climate change.	All population groups. All population groups. All population groups – may have greater impact on older and young people who are more vulnerable pollution
Negative There may be noise and air pollution during the construction works	Local residents

Economic	Affected populations
Positive The proposed infrastructure improvements could encourage staff at local businesses to travel on foot, which could lead to them being healthier and less likely to have sick days. It would also lead to the local business becoming more accessible to staff and customers, as well as potential staff and customers. Introduction of active travel facilities will potentially improve accessibility to employment allowing users to improve their income. Based on stats from https://povertyinequality.scot/poverty-scotland/: • 1 in 4 children In Scotland 24% are living in poverty (2020-23) • 21% working ages people in Scotland are living in poverty (2020-23) • 15% of pensioners in Scotland are living in poverty (2020-23) • 60% of working age people in poverty and 70% of children in poverty live in a household where someone is in employment (2020-23). We know that some groups of people have a higher risk of poverty than others: • Poverty rates are 50% for 'Asian or Asian British' groups and 51% for 'Mixed, Black and Other' groups, compared to lower rates for 'White-British' and 'White-Other' groups (2018-23);	All population groups – particularly local business. All population groups – particularly low-income households. All population groups – may have greater

Economic 24% of people in a family with a disabled adult live in poverty (2020-23). Further statistics from Social Justice and Social Security Committee 2023 show that: 45% of lone parents are living in poverty. The carriageway setts reconstruction will improve the condition and reliability of the highway, reducing future maintenance costs and supporting the local economy by providing a safer and more efficient transport route for residents, businesses and visitors.	Affected populations benefit for people in low-income households. All population groups – particularly young people and low-income households. All population groups – particularly young people and low-income households.
Negative Potential to negatively impact businesses during construction works.	Local businesses

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?

This project provides the Council with the deliverables that are required to progress the project. There will be elements and actions noted that will be partly outsourced to contractors who will assist CEC 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.

This project complies with CEC Communication process which is in place for this size of project. This project is also now into the construction phase and relevant information is being promoted at a local level to keep the public and other stakeholder groups informed of its progress.

- 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.**

The proposal is unlikely to result in significant environmental effects, therefore an SEA is not thought appropriate for this level of intervention.

12. Additional Information and Evidence Required

There is no additional evidence required and therefore this report will be marked as Final.

- 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 job title)	Deadline for progressing	Review date
Banners on site fencing to promote local business and reduce dust associated with the works	CEC Project Manager	Construction start date	Monthly during works
Ramps and guardrail to ensure safe routes around the works for pedestrians	CEC Project Manager	Construction start date	Weekly during works

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

Disruption to the public and local business during the construction works.

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

On site visual inspections and monitoring of enquiries and complaints during the works.

16. Sign off by Head of Service

Name

Date

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

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