

## Section 4 Integrated Impact Assessment

### Summary Report Template

Each of the numbered sections below must be completed

Interim report		Final report	x	(Tick as appropriate)
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#### 1. Title of plan, policy or strategy being assessed

City Centre West to East Cycle Link and Street Improvements Project

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

The City Centre West to East Cycle Link and Street Improvements (CCWEL) project consists of significant street improvements along a 4km route between Roseburn and Picardy Place, which will transform the nature and operation of these streets. The project is being delivered in a number of phases over several financial years. The project involves an extensive programme of improvements, including:

- 1.1.1 new segregated cycling facilities;
- 1.1.2 improved pedestrian and cycle crossing facilities;
- 1.1.3 reduced road widths and providing raised tables at side road crossings;
- 1.1.4 changes to waiting and loading restrictions;
- 1.1.5 changes to bus lanes and bus stops;
- 1.1.6 changes to taxi stance arrangements at Haymarket railway station;
- 1.1.7 an upgrade of the Roseburn Terrace/Roseburn Street/Russell Road junction;
- 1.1.8 the introduction of a prohibition of entry to Roseburn Terrace from Roseburn Gardens, and a prohibition of entry to Coates Gardens and Rosebery Crescent from Haymarket Terrace;
- 1.1.9 the introduction of a one-way northbound only restriction on Magdala Crescent at its junction with Haymarket Terrace
- 1.1.10 public realm improvements at Murrayfield Place/Old Coltbridge and Haymarket Terrace (at the Apex Hotel);

- 1.1.11 provision of new cycle parking facilities; and removing redundant street furniture and reducing street clutter.

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

The project has involved significant stakeholder and public consultation and engagement as detailed in this and earlier reports. A [report](#) on the results of an initial consultation exercise on the Preliminary Designs which was carried out during the winter of 2015/16 and has been published on the Council's website.

Following this exercise a Stakeholder Working Group was established which met at regular intervals throughout 2016 to develop improved designs which met the needs of all relevant stakeholders – including affected businesses, community councils, and sustainable travel organisations. Several changes were made as part of this process and a decision was taken in December 2016 to move to detailed design, taking on board various improvements to the original proposal.

It is important to note that – although the results of the consultation exercise showed broad support for the proposals, and the Stakeholder Working Group reached a conclusion which allowed the Council to progress with a confirmed preliminary design – there continue to be organisations and individuals who uphold objections to aspects of the scheme. This is especially the case in the Roseburn area, where a number of retailers, individuals, and the local Community Council have stated their opposition to the project, and continue to refute its predicted benefits. The Council has, and does, continue to liaise with all affected stakeholders, however it is accepted that, while all efforts are made to respond to those concerns which are raised, a wholly consensus approach is not attainable.

Since July 2017 a dedicated Stakeholder Liaison Officer (SLO) has been in post for this project. The SLO has been responsible for organising a number of consultation activities, responding to concerns and queries from members of the public, producing regular updates which are published online and distributed to the project mailing list, and meeting with all relevant stakeholders along the length of the route.

The SLO has met with all business owners along the CCWEL Section 1 route, and where appropriate has met with business owners on several occasions. During these visits the SLO has provided updates on the progression of the detailed design progression, as well as the timeline and structure for the statutory processes. All businesses have, where they have expressed an interest, been added to the project's mailing list, and as such have received regular project updates.

All members of the public who responded to the original consultation which took place in 2015/16, and who provided an email address, have also been added to this mailing list. The mailing list contains over 2,000 email addresses, and project updates are sent out on a regular basis.

The SLO has attended various meetings of Murrayfield Community Council since Tuesday 10 October 2017, and will continue to do so as required. The SLO has also ensured that the West End Community Council are kept up to date with the progress of the project.

In developing the Detailed Designs meetings have been held with Sustrans Scotland, Living Streets, Edinburgh Access Panel, Guide Dogs Scotland, RNIB, Mobility Access Commission Scotland, Murrayfield Community Council and West End Community Council, as well as SPOKES to discuss the detailed design proposals.

A dedicated design workshop was held to discuss the detailed design for differentiating the footway and the carriageway, focussing on Loading Bays. Attendees from Edinburgh Access Panel, SPOKES, Guide Dogs Scotland, RNIB, Murrayfield Community Council, Roseburn Cycle Route Group and Tesco Haymarket took part in determining the type of delineation used throughout the route, and at loading bays in particular.

Three options were presented, and a life-size replica – which could be adapted to show each of the three options – was developed for the session, to allow users to trial the different delineation types (see Figure 1).

Ultimately the agreed layout was for default 50mm chamfered kerbs to delineate footway and cycleway. This will continue through Loading Bays, though localised raised tables will be introduced. The default arrangement may change slightly at special locations.



Figure 1 – Segregation Design Workshop

A Value Engineering briefing to discuss proposed changes to the CCWEL was held in May 2021 with ward councillors, community councils, the Edinburgh Access Panel, Spokes, Living Streets and the relevant Business Improvement Districts for the CCWEL project.

It is planned to continue to engage with the local and wider community to keep people informed of construction dates, planned works and the impact of any changes. Our aim is to maintain the vibrancy and accessibility of the streets during the construction period. An 'Open for Business Campaign' is planned to let people know about the arrangements during the construction period and keep people visiting. A Community and Business Forum was established in 2019 for Section 1 and a similar approach is planned for further sections along the route to ensure good channels of communication between the Council, the Contractor and the Community. On completion of construction works, it is planned to organise some active travel activities suitable for all sections of the community and Dr Bike events to encourage behaviour change and use of the route.

#### **4. Is the proposal considered strategic under the [Fairer Scotland Duty](#)?**

No

#### **5. Date of IIA**

15 July 2021 (last updated 15 November 2023 – edits **highlighted**)

The various aspects of the IIA have been carried out at different times through the delivery of the following pieces of work:

- Project Feasibility Study – October 2014
- Project Justification Report – December 2014
- CCWEL Public Consultation – Winter 2015/16
- CCWEL Stakeholder Working Group – Autumn 2016 (Various Meetings)
- Direct engagement with stakeholder organisations – Throughout 2017/18
- Segregation Design Workshop – 24 July 2018
- Value Engineering Briefing – 20 May 2021

An interim Equalities Rights Impact Assessment (ERIA) was carried out for this project in August 2019. As such the IIA was not carried out in a single session. The various aspects of the IIA have been carried out across different events, and

involved various stakeholders, at different times. A table of those involved in this process is provided below.

<b>Name</b>	<b>Job Title</b>	<b>Date of IIA training</b>	<b>Email</b>
Phil Noble	Active Travel Team Leader (Lead Officer)	N/A	<a href="mailto:Phil.noble@edinburgh.gov.uk">Phil.noble@edinburgh.gov.uk</a>
Callum Smith	Project Manager (Facilitator)	N/A	<a href="mailto:C.Smith@edinburgh.gov.uk">C.Smith@edinburgh.gov.uk</a>
Rurighd McMeddes	Stakeholder Liaison Officer (report writer)	N/A	<a href="mailto:Rurighd.McMeddes@edinburgh.gov.uk">Rurighd.McMeddes@edinburgh.gov.uk</a>
Daisy Narayanan/ Tom Bishop	Deputy Director of Infrastructure, Sustrans Scotland (Main Stakeholder)		<a href="mailto:Daisy.Narayanan@sustrans.org.uk">Daisy.Narayanan@sustrans.org.uk</a>
Richard Grant/ Dave du Feu	SPOKES		
David Spaven	Living Streets		
Andy Conway	Edinburgh Trams		<a href="mailto:Andy.Conway@EdinburghTrams.com">Andy.Conway@EdinburghTrams.com</a>
John White	Lothian Buses		<a href="mailto:jwhite@lothianbuses.co.uk">jwhite@lothianbuses.co.uk</a>
Tony Kenmuir	Central Taxis		<a href="mailto:tkenmuir@taxis-edinburgh.co.uk">tkenmuir@taxis-edinburgh.co.uk</a>
George Rendall	Roseburn Traders (Art et Facts)		
Robert Smart	Murrayfield Community Council		
Isabel Thom	West End Community Council		<a href="mailto:planning@edinburghwestendcc.org.uk">planning@edinburghwestendcc.org.uk</a>
Robin Wickes/ John Ballantine	Edinburgh Access Panel		

Cate Vallis	RNIB		<a href="mailto:Cate.Vallis@rnib.org.uk">Cate.Vallis@rnib.org.uk</a>
Niall Foley	Guide Dogs Scotland		<a href="mailto:Niall.Foley@guidedogs.org.uk">Niall.Foley@guidedogs.org.uk</a>
Keith Robertson	Mobility Access Commission Scotland		
Fiona Rankin	Edinburgh World Heritage		<a href="mailto:fionarankin@ewht.org.uk">fionarankin@ewht.org.uk</a>
Lynn Gilchrist	Tesco Haymarket		

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

Name	Job Title	Date of IIA training	Email
Rurighd McMeddes	Project Lead		Rurighd.mcmeddes@edinburgh.gov.uk
Virginia Munoz Rucian	Project Manager		Virginiamunozrucian@anturasconsulting.com
Thomas Haddock	Infrastructure Manager, Sustrans		Thomas.haddock@sustrans.org.uk
Bonnie Thomson	Infrastructure Coordinator, Places for Everyone Programme, Sustrans		Bonnie.thomson@sustrans.org.uk
Eileen Hewitt	Transport Officer (Active Travel)	09/05/2019	Eileen.hewitt@edinburgh.gov.uk

**7. Evidence available at the time of the IIA**

Significant evidence has been developed and made available prior to, or as part of the development of the CCWEL project. This includes evidence in the Active Travel Action Plan (2010 and 2016), Project Feasibility Study, Project Justification Report, and subsequent documents, including Edinburgh Bike Life 2015, 17 and 2019, and the Edinburgh Street Design Guidance. The outputs, where relevant, are included below.

<b>Evidence</b>	<b>Available?</b>	<b>Comments: what does the evidence tell you?</b>
Data on populations in need	Census 2011  National Records for Scotland 2017 Mid year estimates  Scottish Index of Multiple Deprivation (SIMD) Joint Strategic Needs Assessment (CEC, 2015)	<p>The City of Edinburgh has one of the fastest growing populations of any city in the UK. Although the city has a lower share of its population over 65 years of age (12%), the wider city region has a significantly higher share (22%) than Edinburgh and Scotland (19%).</p> <p>Based on 2011 Census Data the wards with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%).</p> <p>The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre.</p> <p>Access to the route will be significantly improved to areas such as Saughton and Broomhouse.</p>
Data on service uptake/access	Census 2011	<p>Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010 of the 191,000 people living and working in Edinburgh, 63,500 commuted to work by car and a further 63,300 commuted by car from other local authority areas. Transport Scotland is monitoring transport trends during the COVID-19 outbreak. This information provides a</p>

Evidence	Available?	Comments: what does the evidence tell you?
		<p>snapshot of travel across main modes. For the period 19 - 25 April 2021, compared with the same period in 2019, we saw:</p> <ul style="list-style-type: none"> <li>•Walking journeys up by 15%</li> <li>•Cycling journeys up by 10%</li> <li>•Concessionary bus journeys down by 55%</li> <li>•Rail journeys down by 80%</li> <li>•Ferry journeys down by 75%</li> <li>•Air journeys down by 80%</li> <li>•Car journeys down by 20%</li> </ul>
Data on socioeconomic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	Scottish Index of Multiple Deprivation (SIMD)	Transport accessibility is lowest around the periphery of the city, for example, Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.
Data on equality outcomes	ATAP, Bike Life 2015/17/19	<p>Women, BME communities and various other groups with protected characteristics remain less likely to cycle than white males.</p> <p>In a 2017 survey, 24.5% of school pupils, stated they normally travelled to school using only private motorised mode of travel compared with 48.8% who normally use active modes.</p> <p>2017 data from Transport Scotland indicates that women were more likely than men to walk or catch the bus to work and men were more likely to cycle to work or travel by rail. In Scotland twice as many men as women cycle once or twice a week for transport.</p> <p>In addition, people in lower income households were more likely to walk or take the bus whereas people in higher income households were more likely to drive. 7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017.</p>



Evidence	Available?	Comments: what does the evidence tell you?
		<p>In the city black and minority ethnic (BAME) communities, women and over 65s are underrepresented when it comes to cycling.</p> <ul style="list-style-type: none"> <li>• Female – 37%</li> <li>• Over 65 – 6%</li> <li>• BAME – 3% (8% of City population)</li> </ul>
Research/literature evidence	<p>Edinburgh Bike Life 2017/19 The Pedestrian Pound</p> <p><a href="#">UK and International Evidence showing beneficial economic impacts to businesses where space for walking</a></p>	<p>Cycling averts 106 serious long term health conditions annually, saving NHS in Edinburgh £731,000pa.</p> <p>Research by Living Streets reveals that well planned improvements to public spaces within town and city centres have been shown to boost commercial trading by 40%.</p> <p>Beyond the pandemic, it is important that towns and cities adapt to the challenges associated with the climate emergency and the need to decarbonise transport and the ways people move around urban areas</p>
Public/patient/client experience information	<p>CCWEL Baseline monitoring <a href="#">report</a></p>	<p>58% of respondents were aware of the scheme, with the most common source of knowledge being communications from the Council.</p> <p>49% of respondents were supportive of the scheme, with 11% opposed, and 40% unsure.</p> <p>Over 10% of respondents cycle at least 3-4 days a week, and 8% cycle as their main mode of commuting to work.</p> <p>Less than 40% of respondents had access to a car or van. Though fewer still had access to a bicycle (28%).</p>

Evidence	Available?	Comments: what does the evidence tell you?
		<p>Almost 60% of respondents walk 5 or more days per week, and around 8% of respondents cycle five or more days per week. Over 20% of respondents cycle at least once a fortnight.</p> <p>The majority of respondents (60%) walk, cycle or use public transport for their journeys to work, with 31% driving.</p> <p>Of those respondents who stated that they do cycle, 34% stated that they were not confident cycling, or were only confident cycling away from traffic.</p>
Evidence of inclusive engagement of service users and involvement findings	CCWEL Public Consultation and engagement	In developing the Detailed Designs meeting have been held with Sustrans Scotland, Living Streets, Edinburgh Access Panel, Guide Dogs Scotland, RNIB, Mobility Access Scotland Murrayfield Community Councils and West End Community Council, as well as Spokes to discuss the detailed design proposals.
Evidence of unmet need	ATAP, Bike Life 2015/17/19 City Mobility Plan	Demand for better cycling infrastructure and a safe and connected network is high.
Good practice guidelines	Edinburgh Street Design Guidance  Standards for Community Engagement	Best practice guidance for street design to be followed during design.  The National Standards for Community Engagement are good-practice principles designed to support and inform the process of community engagement.
Carbon emissions generated/reduced data	Air Quality Monitoring Stations	Government has been monitoring the impact of COVID-19 social distancing and lockdown actions, which includes air quality. Evidence

Evidence	Available?	Comments: what does the evidence tell you?
	Scottish Government Monitoring	will continue to be collected on carbon emissions/air quality by the Council and Scottish Government as lock down measures are being relaxed.
Environmental data	EnViver Emissions Modelling	Predicted reduction in overall emissions on Roseburn Terrace.
Risk from cumulative impacts	Low Emission Zone, City Mobility Plan, City Plan 2030, Edinburgh City Centre Transformation	Cumulative impacts may come about as a result of Low Emission Zone, City Mobility Plan, City Plan 2030 and Edinburgh City Centre Transformation. Cumulative impacts from this work will be included in due course once impact assessments of these policies/proposals have been undertaken.
Other (please specify)	Traffic Modelling and Traffic Counts for CCWEL overall proposals, and subsequent changes	Impact on moving traffic, traffic volumes, queue lengths and journey times along affected streets.
Additional evidence required	No	

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

<b>Equality, Health and Wellbeing and Human Rights Positive:</b>	<b>Affected populations</b>
<ul style="list-style-type: none"> <li>• Introduction of segregated cycle facilities will encourage a greater number of people to cycle within Edinburgh especially people from groups with protected characteristics who are less likely to walk and cycle.</li> </ul>	All people with protected characteristics
<ul style="list-style-type: none"> <li>• Providing protected cycle lanes will reduce the risk of collision with vehicles creating safer streets for all, and a reduction in accidents.</li> </ul>	All, especially younger and older people
<ul style="list-style-type: none"> <li>• Investment in improving conditions for cycling and walking increases opportunities for people to attain an increased standard of physical and mental health.</li> </ul>	All, especially younger and older people and those with reduced mobility
<ul style="list-style-type: none"> <li>• Improved healthy and safe environments allows people to gain more enjoyment and use of public space.</li> </ul>	All people including those with protected characteristics
<ul style="list-style-type: none"> <li>• Physical security of cyclists will be dramatically improved by creating segregated cycle facilities which will allow less-confident cyclists to use routes that were previously not as safe.</li> </ul>	Particularly women, younger and older cyclists and people with mobility impairments
<ul style="list-style-type: none"> <li>• Street lighting improvements will enhance people’s ability or confidence to use public spaces safely and securely.</li> </ul>	All, especially women
<ul style="list-style-type: none"> <li>• the consultation process has enabled people to participate in decision-making and to have a say in decisions, strengthening local people’s input into how their area is managed and how Council resources are used.</li> </ul>	All
<ul style="list-style-type: none"> <li>• The CCWEL project will include improvements to footways and public areas. Thus improving accessibility for wheelchair users and people with other mobility impairments and encouraging participation by those groups.</li> </ul>	People with mobility impairments.
<ul style="list-style-type: none"> <li>• Better crossing facilities for those who can’t walk too far to find a safe road crossing through an increase in crossing points</li> </ul>	All, especially older people and people with mobility impairments

<ul style="list-style-type: none"> <li>• Improvements to the pedestrian experience such as continuous footways and pedestrian crossings prioritise the journeys of people on foot over vehicular traffic impacting on people walking and those who do not have access to a car.</li> <li>• Segregated routes are designed to be suitable for an unaccompanied 12 year old child to cycle. This will allow children to be more independent.</li> <li>• Removal of street clutter</li> <li>• Reduced impact of through traffic on certain streets where restrictions are introduced, such as Roseburn Gardens, Murrayfield Place, Magdala Crescent, Coates Gardens, Rosebery Crescent, Manor Place</li> </ul>	<p>All, especially older people and people with mobility impairments, those from lower income households</p> <p>Young people Parents and carers of young children with pushchairs and people with mobility and visual impairments</p> <p>All, especially residents of affected streets</p> <p>Users and residents of affected streets, especially younger and older people and those with health conditions and people with mobility impairments</p>
<p><b>Negative</b></p> <ul style="list-style-type: none"> <li>• Some traffic may be diverted away from the route and may have a negative impact on the general environment and on health and safety of users of relevant streets in general and local residents in particular due to eg worse air quality and higher risk of accidents, noise pollution, especially on cobbled streets, eg: Coates Gardens.</li> <li>• While the works are ongoing, there may be a temporary impact on health and safety and standard of living.</li> <li>• Introducing segregated cycle facilities will result in an additional section of 'road' space which disabled persons will need to navigate to cross the road, access bus stops or parking/loading bays.</li> </ul>	<p>As above</p> <p>Users and residents of affected streets, especially younger and older people and those with health conditions and people with mobility impairments</p> <p>Users and residents of affected streets, especially older people who may be dependant on a private car.</p>

<ul style="list-style-type: none"> <li>• The reduced parking provision and reduced road width (and consequent restrictions on waiting) will make access to the streets more difficult for those dependent on the private car. This is a particular issue on key streets such as Roseburn Terrace, Haymarket Terrace and Melville Street.</li> <li>• Segregated facilities introduce a barrier to accessing of bus stops, parking bays and crossing facilities.</li> </ul> <ul style="list-style-type: none"> <li>• The route will include small areas of shared use for cycling and walking. While this has been minimised as far as possible, it has been acknowledged that there is a risk of conflict.</li> </ul> <p><b>Suggested mitigation:</b></p> <ul style="list-style-type: none"> <li>• Traffic modelling has been carried out to minimise the risk of traffic displacement as far as possible.</li> <li>• Where relevant monitoring will take place to review the impact of traffic displacement and consider further mitigations as required.</li> <li>• The works are to be carefully managed to minimise any impact on health and standard of living. On completion of the works, it is envisaged that the enhancement of these rights more than mitigates against any temporary infringements.</li> <li>• Communication and engagement with the local and wider community will continue before, during and on completion of the construction works to keep people informed of dates, planned works and the impact of any changes. Representatives of stakeholder organisations will be contacted to dispense information to</li> </ul>	<p>Users and residents of affected streets, especially older people and those and people with mobility impairments</p> <p>Users and residents of affected streets, especially older people and those and people with mobility impairments</p>
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<p>members. Information will also be disseminated through the local schools.</p> <ul style="list-style-type: none"> <li>• Attention to be given to making sure enforcement (for example of traffic speed, parking/cycling on pavements) is effective.</li> <li>• Ensure designs follow relevant design guidelines to maximise access.</li> <li>• Communication programme to encourage safe and considerate behaviour and use of cycle path.</li> </ul>	
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<p><b>Environment and Sustainability including climate change emissions and impacts</b></p> <p><b>Positive:</b></p> <ul style="list-style-type: none"> <li>• The City Centre West to East cycle scheme is expected to have a positive impact on reducing carbon emissions and improve the city’s resilience to climate change. It will also contribute to sustainable development as the scheme will complete a key link in the QuietRoutes network and enable more journeys to be completed by bike entirely on segregated routes or quieter 20mph streets.</li> <li>• Predicted reduction in tailpipe emissions on Roseburn Terrace is expected to have a positive impact on health and wellbeing.</li> <li>• The introduction of additional trees and greenery will have a positive impact, not just on greenhouse gas emissions, but also on local drainage and water management.</li> <li>• Introduction of slower speeds restrictions on Roseburn Terrace from Murrayfield Gardens to Magdala Crescent will help improve road safety and create a calmer, more people friendly environment for walking and cycling.</li> </ul>	<p><b>Affected populations</b></p> <p>All, particularly those suffering from chronic respiratory illness and young children</p> <p>All, especially for older and younger people who are most affected by poor air quality.</p> <p>All</p> <p>All</p> <p>All, particularly young people and children and</p>
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<ul style="list-style-type: none"> <li>• Noise reduction – By reducing the width of the road and the speed of traffic and encouraging active travel, traffic noise will be reduced with benefits for health and wellbeing.</li> </ul> <p><b>Negative</b></p> <ul style="list-style-type: none"> <li>• Impacts of carbonisation from construction.</li> <li>• Displacement of traffic congestion and pollution – including noise pollution – on the environment</li> <li>• Increased parking pressures particularly for blue badge holders, (blue badge holders may not be aware that parking on double yellows is allowed.)</li> </ul> <p><b>Suggested mitigation</b></p> <ul style="list-style-type: none"> <li>• As part of the appointment of the contractors a ‘Sustainability Plan’ will be developed and implemented to ensure that construction takes place in a way that minimises the project’s impact on the environment.</li> <li>• Ensure designs consider the impact on the wider road network. Can expect some traffic to disappear rather than being diverted onto neighbouring roads as people make alternative travel decisions.</li> <li>• Ensure designs follow relevant design guidelines to maximise access.</li> </ul>	<p>parents/carers, disabled people</p> <p>Disabled people, particularly those who have mobility issues and their carers including family members</p>
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<p><b>Economic including socio-economic disadvantage Positive:</b></p> <ul style="list-style-type: none"> <li>• It is anticipated that this project will ultimately have a positive impact on local retail, in line with similar projects delivered elsewhere.</li> </ul>	<p><b>Affected populations</b></p> <p>Local businesses</p>
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<ul style="list-style-type: none"> <li>• By enabling people to make everyday journeys without the need to use a car this project will help to reduce the cost associated with travel, and open up travel to a greater proportion of the community, thereby aiding access to employment.</li> </ul>	<p>People from deprived backgrounds</p>
<p><b>Negative</b></p>	
<ul style="list-style-type: none"> <li>• During construction there may be a negative impact on retail in the local area.</li> </ul>	<p>Local businesses</p>
<ul style="list-style-type: none"> <li>• Potential impact on ability of residents and businesses to carry out deliveries or business related journeys due to road closures.</li> </ul>	<p>Local businesses, staff</p>
<ul style="list-style-type: none"> <li>• Based on evidence from elsewhere this project may inflate house prices in the surrounding area, which may add to the increasing pressure on access to housing in Edinburgh.</li> </ul>	<p>Those entering the housing market</p>
<p><b>Suggested mitigation:</b></p>	
<ul style="list-style-type: none"> <li>• Access to all parts of the road network will still be possible. The number of affected journeys is likely to be fairly low so the additional circulating traffic will be minimal, while the additional time required for individual journeys will also be minimal.</li> <li>• Over time we would expect some business journeys and deliveries to be taken by active travel instead – resulting in positive outcomes.</li> <li>• We are planning an ‘Open for Business Campaign’ to let people know about the arrangements during the construction period and keep people visiting.</li> <li>• The project will create a significant number of construction jobs, in turn creating opportunities for suppliers and for local businesses who will benefit from custom from people working on the project. As with all major Council construction contracts, there will be community benefits such as apprenticeships and training opportunities.</li> </ul>	

**9. 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?**

Project Design and Construction will be carried out by consultants and contractors. These issues will be dealt with within the terms of the relevant contracts.

**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.**

The Communications Plan can be summarized as follows.

**CCWEL Project Update releases**

These bulletins are issued regularly and include updates on key project related information, project progress, statutory procedures, and construction information and arrangements.

When construction commences on site, updates will be issued more frequently and will include the latest details of:

- construction timescales and duration of work phases
- contractor working hours
- access arrangements
- traffic management (including road closures, temporary changes to parking and loading, and temporary bus stop changes)
- general construction progress

**Community drop-in sessions**

Public drop-in sessions have been held at a local, accessible venue prior to the commencement of statutory public consultation associated with the Traffic Regulation Order and Redetermination Order procedures required to deliver the scheme. These drop-in sessions provided an opportunity for local residents and businesses to speak to the Council's CCWEL project team about the proposals, and obtain more information on the scheme design in advance of the period for submission of comments/objections.

A large-scale letter drop to all properties along the route was undertaken to promote the community drop-in sessions, and publicised in other project communications.

**Press releases**

Press releases, prepared in conjunction with the Council's Communications team, will be used to convey key pieces of information, such as traffic management measures which may have potential to cause significant disruption.

### **Project communications (inc. social media and CCWEL website)**

The dedicated CCWEL project website and Council social media channels will be used to supplement Project Update bulletin releases and provide a range of information to members of the public throughout the life of the project.

### **Project-specific briefing meetings**

Briefing meetings will be held with project stakeholders throughout the project to ensure that relevant parties are kept up to date with scheme progress and design proposals. These meetings will also allow stakeholders to provide feedback on the scheme design.

### **Statutory advertisement**

The period of public consultation for all statutory procedures which are undertaken as part of the scheme has been advertised in line with national legislation. This included advertisement on the Council Traffic Orders webpage, newspaper advert(s) and the erection of A4 street notices on-site in the areas affected.

We will use a range of communication methods to reach out to different types of people including access groups and stakeholder groups representing younger people, older people and women. Communication will be in plain English and designed to be understood by a range of population groups. The Council's ITS translation service is available for materials to be available in alternative languages including Braille.

**11. Is the 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.

An SEA was carried out for the Council's Local Transport Strategy, under which this project falls as part of the Active Travel Action Plan.

### **12. 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.**

N/A

**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:**

<b>Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)</b>	<b>Who will take them forward (name and contact details)</b>	<b>Deadline for progressing</b>	<b>Review date</b>
Continue close liaison with stakeholder organisations representing people with mobility impairments especially RNIB, Guide Dogs Scotland, Edinburgh Access Panel and Mobility Access Committee Scotland throughout the project.	Rurighd McMeddes, Project Lead,  Rurighd.McMeddes@edinburgh.gov.uk  0131 469 3606  Eileen Hewitt, Active Travel Officer  Eileen.Hewitt@edinburgh.gov.uk  0131 469 3502	ongoing	January 2024
Ensure comprehensive and thorough monitoring of project is carried out to develop understanding of impacts on all user groups.	Rurighd McMeddes, Project Lead	ongoing	January 2024
Implement the Communication Programme	Eileen Hewitt and Catriona McKenna, Senior Comms Officer, 529 4427	ongoing	January 2024

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

- 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?**

We have developed a thorough and comprehensive monitoring plan for this project, which includes monitoring the impact on people with protected characteristics.

**16. Sign off by Service Director**

**Name Peter Watton**

**Date 17 November 2023**

**17. Publication**

Completed and signed IIAs should be sent to [strategyandbusinessplanning@edinburgh.gov.uk](mailto:strategyandbusinessplanning@edinburgh.gov.uk) to be published on the IIA directory on the Council website [www.edinburgh.gov.uk/impactassessment](http://www.edinburgh.gov.uk/impactassessment)

