

## Section 4 Integrated Impact Assessment

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### Summary Report Template

Each of the numbered sections below must be completed

Interim report	<input type="checkbox"/>	Final report	<input checked="" type="checkbox"/>	(Tick as appropriate)
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#### 1. Title of proposal

Edinburgh 2030 Climate Strategy – Delivering a net zero, climate ready city

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

The strategy sets out how city partners will enable, support and deliver the goal of achieving the net zero vision by 2030, which would have benefits to citizens, communities and businesses through:

- Increased resilience to the impacts of climate change (e.g. flooding, damage to buildings, coastal erosion, disruption through adverse weather)
- Improved health and wellbeing (e.g. improved air quality, active travel, easy access to amenities and support, quality green spaces)
- More comfortable homes which are easier to heat (through improved energy efficiency, reduced vehicle use) – reducing fuel poverty
- Job opportunities (stimulating the economy, new, green, local jobs), fair work and community wealth building

The strategy provides a shared vision and framework for a range of existing plans and strategies including: the City Centre Transformation Strategy, City Mobility Plan, 10-year sustainable housing investment plan, Edinburgh Biodiversity Action Plan and 20-minute neighbourhoods.

This IIA focuses on the overarching 2030 Climate Strategy and the intended impacts on citizens, communities and business, as outlined above.

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

A range of methods of engagement have been used to inform the development of the strategy, under the label 'Edinburgh Talks Climate'.

- Citizen climate change survey (November 2019 to April 2020)
- Tenant climate survey of 1,000 randomly selected Council tenants (September 2021)
- Focus groups in December 2019 and January 2020
- Secondary school youth summit held in February 2020, run in partnership with Scottish Youth Climate Strike and Scottish Youth Parliament
- Edinburgh Talks Climate: Dialogue website, launched in 27<sup>th</sup> July 2020
- Civil society events: one in August 2020 and the second Jan 2021, with third sector communities and civil society groups
- Topic stakeholder and city partner discussion events (February 2021)

- Engagement with community councils, the Edinburgh Climate Commission and Transition Edinburgh
- Stakeholder and public consultation on the 2030 Climate Strategy – 12 weeks from June 2021, including an online consultation survey complemented by public drop-in sessions, workshops and partner engagement sessions

Findings are summarised in:

- 2030 Climate Strategy – [Consultation Findings Report](#)

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

Yes

**5. Date of IIA**

19 May 2021 (initial); 17 September 2021 (taking account of consultation findings)

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

Name	Job Title	Date of IIA training
Ruth Baxendale	Senior Policy and Insight Officer	IIA Trainer
Andrea Mackie	Senior Policy and Insight Officer	October 2019
Fiona MacLeod	Senior Policy and Insight Officer	May 2018
Charlotte Otter	Senior Communications Officer	
Eleanor Cunningham	Lead Officer, Policy and Insight	May 2018
Greg McDougall	Transport Officer	October 2019
Michael Kellett	Senior Housing Development Officer	
Paul Jones	Energy and Sustainability Manager	
Tricia Hill	Development and Regeneration Manager	

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

### The evidence focuses on:

- The needs/risks of specific groups in relation to:
  - The impact of climate change (e.g. flooding, damage to buildings, coastal erosion, disruption through adverse weather)
  - Impacts on health and wellbeing (e.g. improved air quality, active travel, easy access to amenities and support, quality green spaces)
  - Costs (e.g. homes which are easier and cheaper to heat - through improved energy efficiency/reducing fuel poverty; reduced vehicle use)
  - Employment (e.g. via stimulating the economy, new, green, local jobs; fair work and community wealth building)

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Data on populations in need	<p>Scottish Index for Multiple Deprivation (SIMD)  <a href="https://simd.scot/">https://simd.scot/</a></p> <p>National Records of Scotland, mid- year population estimates 2019 – includes households  <a href="https://www.nrscotland.gov.uk/files/statistics/population-estimates/mid-19/mid-year-pop-est-19-report.pdf">https://www.nrscotland.gov.uk/files/statistics/population-estimates/mid-19/mid-year-pop-est-19-report.pdf</a></p> <p>Edinburgh By Numbers 2020:  <a href="https://www.edinburgh.gov.uk/downloads/download/13828/edinburgh-by-numbers">https://www.edinburgh.gov.uk/downloads/download/13828/edinburgh-by-numbers</a></p>	<p>Edinburgh has one of the fastest growing populations of any city in the UK. By 2043 the proportion of dependents (0-15 and 65+) will represent almost half of the population in Edinburgh (to 47.6%). By 2032, the average household size in Edinburgh is projected to fall leading to an increase in the number of households.</p> <p>The SIMD details the lowest 20%, 10% and 5% of areas in Edinburgh at the datazone level. The index uses a range of data including education, health, housing, crime, income and geographical access. 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>
Data on service uptake/access		The strategy actions will impact on multiple service areas and data on service uptake / access will be considered at service level when implementing relevant strategy actions.
Data on socio-economic disadvantage	The Edinburgh Poverty Commission’s data and evidence paper:	Groups with higher rates of poverty are:

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
e.g. low income, low wealth, material deprivation, area deprivation.	<p><a href="https://edinburghpovertycommission.org.uk/wp-content/uploads/2020/09/20200930_Poverty_in_Edinburgh-Data_and_evidence.pdf">https://edinburghpovertycommission.org.uk/wp-content/uploads/2020/09/20200930_Poverty_in_Edinburgh-Data_and_evidence.pdf</a></p> <p>Scottish Household survey 2011  <a href="https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2019-results-from-the-scottish-household-survey/motor-vehicles-traffic-and-driving/">https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2019-results-from-the-scottish-household-survey/motor-vehicles-traffic-and-driving/</a></p> <p>Census 2011</p>	<ul style="list-style-type: none"> <li>· People from certain BAME backgrounds</li> <li>· Disability</li> <li>· Families with 3 or more children</li> <li>• People in poverty are highly concentrated in rented accommodation in Scotland.</li> <li>• Some 74% of all unemployed people in Scotland are in poverty, compared to only 5% of people in households where all adults are in full time work.</li> <li>• 29% of households which rely on part time employment are in poverty, as well as 26% of multiple adult households where only one adult is in full time employment.</li> <li>• Housing costs are estimated to be a contributing factor for 29% of people in poverty in Edinburgh.</li> <li>• Car ownership and access to a bike follow a clear income gradient (higher income having higher access) in urban areas.</li> <li>• Access to transport 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.</li> <li>• Users of public transport tend to be younger (16-29) and older age groups (60+)</li> </ul>
Data on equality outcomes	<p>Independent Assessment of UK Climate Risk, June 2021  <a href="https://www.theccc.org.uk/wp-content/uploads/2021/07/Independent-Assessment-of-UK-Climate-Risk-Advice-to-Govt-for-CCRA3-CCC.pdf">https://www.theccc.org.uk/wp-content/uploads/2021/07/Independent-Assessment-of-UK-Climate-Risk-Advice-to-Govt-for-CCRA3-CCC.pdf</a></p>	<p>Groups at higher risk from the adverse effects of climate change, for example, extreme weather (e.g. via lack of financial resilience/insurance to afford repairs) include:</p> <ul style="list-style-type: none"> <li>• older people, the very young and people in poor health</li> <li>• people with poor mobility and access to support</li> </ul>

	<p>Socially vulnerable groups sensitive to climate impacts:  <a href="https://www.climatejust.org.uk/socially-vulnerable-groups-sensitive-climate-impacts">https://www.climatejust.org.uk/socially-vulnerable-groups-sensitive-climate-impacts</a></p> <p>Road-traffic related air pollution:  <a href="https://www.environment.gov.scot/our-environment/air/air-quality-and-health/">https://www.environment.gov.scot/our-environment/air/air-quality-and-health/</a></p> <p>Scottish Government Heat Policy impact assessment:  <a href="https://www.gov.scot/publications/heat-policy-statement-equality-impact-assessment/">https://www.gov.scot/publications/heat-policy-statement-equality-impact-assessment/</a></p> <p><a href="#">Digital exclusion</a></p> <p><a href="#">Employment</a></p> <p><a href="#">Employment - STEM sector</a></p>	<ul style="list-style-type: none"> <li>• tenants; people living in basements; people living areas lacking greenspace</li> <li>• people on low incomes</li> <li>• Road-traffic related air pollution can affect everyone, but especially the most vulnerable – the very young, the elderly and those with pre-existing health conditions; air pollution is often worst in inner city deprived areas, worsening existing inequalities in local environment quality and human health</li> </ul> <p>Groups more at risk of fuel poverty/having high fuel costs are:</p> <ul style="list-style-type: none"> <li>• single pensioner households</li> <li>• older people, families with young children and people with disabilities (all groups who may spend more time at home)</li> </ul> <p>Groups more at risk of digital exclusion (lack of access to the internet or lack of the skills/knowledge to use it) include:</p> <ul style="list-style-type: none"> <li>• People aged 65+</li> <li>• Disabled people</li> <li>• People who are economically inactive</li> </ul> <p>Employment: young people are less likely to be earning the living wage; disabled people are less likely to be in employment than non-disabled; the employment rate for the minority ethnic population is lower than the white population</p> <p>Employment in the STEM (Science, Technology, Engineering and Mathematics) sectors: women and people from minority ethnic backgrounds and people with disabilities are underrepresented</p>
Research/literature evidence	PCAN – Just transition Jobs tracker <a href="https://pcancities.org.uk/news/gr">https://pcancities.org.uk/news/gr</a>	Approximately 6.3 million jobs in the UK, about one in five, are likely to be affected either positively or

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	<a href="#">een-economy-how-transition-net-zero-could-affect-uk-jobs-across-country</a>	<p>negatively by the transition to a green economy. This research shows that as we move towards a net-zero economy, the impact on jobs will not be felt equally and that actions will be needed to ensure that these changes help to tackle existing social inequalities</p>
<p>Public/patient/client experience information</p>	<p>Edinburgh Talks Climate Report 2030 Climate Strategy Consultation Findings Report</p> <p>City Mobility Plan – public consultation feedback</p> <p><a href="#">Health professionals – open letter on clean air in Edinburgh</a></p>	<p><b>Edinburgh Talks Climate</b> – responses from Edinburgh citizens and stakeholders highlighted perceived barriers to change, including:</p> <ul style="list-style-type: none"> <li>· limitations related to properties (including conservation area restrictions, living in a flat/tenement, renting)</li> <li>· high cost of changes – especially one-off costs (vehicles, installation of renewable energy sources)</li> <li>· ongoing concerns that financial penalties introduced to encourage behaviour change (e.g. via LEZ) would disproportionately impact poorer households who have fewer alternatives (e.g. buying an electric car)</li> </ul> <p><b>City Mobility Plan</b> - Responses from Edinburgh citizens highlighted perceived potential adverse impacts of:</p> <ol style="list-style-type: none"> <li>1. Changes to public transport routes, interchanges, ticketing, communication (e.g. shift to digital) and parking provision for: <ul style="list-style-type: none"> <li>· People with mobility problems (people with disabilities and older people);</li> <li>· People with visual impairments</li> <li>· Families with young children</li> </ul> </li> </ol>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<ul style="list-style-type: none"> <li>· People who are digitally excluded (e.g. older people, people in poverty)</li> </ul> <p>2. Low Emission zones</p> <ul style="list-style-type: none"> <li>· concerns about potential cost implications, particularly for people on low incomes</li> </ul> <p>3. Workplace Parking Levy</p> <ul style="list-style-type: none"> <li>· concerns that costs could be passed to employees with potential adverse impacts on people of low incomes</li> </ul> <p><b>Edinburgh Health Professionals</b> Health professionals support the retention, and further development and integration of infrastructures designed to support active travel and clean air for the whole population of Edinburgh, to mitigate inequalities in health, local mobility, and air quality</p>
Evidence of inclusive engagement of people who use the service and involvement findings	<p>See introduction which summarises engagement activities and gives links to the reports</p> <p>See also Annex A, detailing specific engagement with groups with protected characteristics</p>	
Evidence of unmet need		See above – range of evidence on increased exposure to risk of climate change for certain groups of the population.
Good practice guidelines	<p>Britain Talks Climate: <a href="https://climateoutreach.org/britain-talks-climate/summary">https://climateoutreach.org/britain-talks-climate/summary</a> Climate Outreach</p>	The Strategy has been developed using guidelines on engaging citizens in climate change
Carbon emissions generated/reduced data	<p><a href="#">Carbon Disclosure Project</a></p> <p>Public Bodies Climate Change Duties</p>	In 2020, the city’s emissions are predominantly made up of transport (31 percent), housing/domestic (29 percent), public and commercial

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	<a href="https://sustainablescotlandnetwork.org/reports">https://sustainablescotlandnetwork.org/reports</a>	buildings (23 percent), industry (17 percent) As noted above: <ul style="list-style-type: none"> <li>- There are groups at risk from fuel poverty (including people living in poverty, single older people, young families)</li> <li>- Car ownership and use of public transport are related to income level</li> </ul>
Environmental data	<a href="#">Global Warming of 1.5 °C An IPCC Special Report, IPCC</a>  <a href="#">The Global Risks Report, World Economic Forum, 2020</a>  <a href="#">2020 Challenge for Scotland’s Biodiversity</a>  <a href="#">UKCP18 Science Overview Report, Met Office Hadley Centre, 2019</a>	<p><b>Evidence supporting the need for action:</b></p> <p>In 2018, the Intergovernmental Panel on Climate Change (IPCC) called for worldwide action to prevent global warming above 1.5°C, and in 2020, the World Economic Forum Global Risks Report put climate action failure, extreme weather and biodiversity loss as the top three highest risks for the world in terms of likelihood and impact.</p> <p>A range of scientific reports have highlighted the need for a step change in efforts to halt the loss of biodiversity and to restore the essential services that a healthy natural environment provides.</p> <p>The impact of carbon dioxide and other greenhouse gas emissions means that Edinburgh’s climate is set to get warmer and drier in summer and milder and wetter in winter. Sea levels are rising and there is an increased likelihood of severe rainfall events (such as torrential downpours or flash flooding) and winter storms occurring more frequently.</p>
Risk from cumulative impacts	NA	This strategy is fully aligned with the Council’s Business Plan and with other key strategies listed in the introduction and in the next row.



Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Other (please specify)	Evidence gathered through consultation and engagement on key strategies/plans which will help to deliver the Climate Strategy also informed the assessment, including (but not limited to) the CityPlan2030, City Mobility Plan and City Centre Transformation Strategy. Furthermore, intelligence from service areas' engagement on specific issues/topics of relevance was also taken into consideration.	Evidence of impacts is included in earlier rows
Additional evidence required		NA

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

<b>Equality, Health and Wellbeing and Human Rights</b>	<b>Affected populations</b>
<p><b>Positive</b> This strategy has been designed to reduce the risks and mitigate the impact of climate change. This will benefit all citizens and stakeholders in the city.</p> <p>The strategy is intended to bring positive improvement across protected characteristic groups, through the actions to respond to the need to deliver a net zero, climate ready city, and ensuring those actions also deliver co-benefits such as employment and skills development opportunities, enhanced greenspaces, cleaner air, and improved health and wellbeing.</p> <p>These impacts will also contribute to advancing equality of opportunity, resilience and community capacity, promote healthier lifestyles and wellbeing.</p> <p>The key impacts which the strategy is intended to support and enable include:</p> <ol style="list-style-type: none"> <li>1. Increased resilience to adverse weather events</li> </ol>	<p><b>Positive</b> All people; older people and people in their middle years, children and young people, people with disabilities, people from black and minority ethnic groups and people of socio-economic disadvantage (including fuel poor households)</p>

<ol style="list-style-type: none"> <li>2. Enhanced wellbeing and healthy living from a climate adapted city, opportunities for active travel and accessibility to local services and green spaces</li> <li>3. More efficient heating, retrofit activity and advanced fabric measures in buildings will improve internal air quality and provide warmer and drier homes and contribute to better health and wellbeing, and reduced fuel costs</li> <li>4. Increased range and affordability of transport</li> <li>5. Reduced need to travel for work, advice, support, leisure and day to day amenities (via 20-minute neighbourhoods)</li> <li>6. More sustainable local communities</li> <li>7. Coastal communities will benefit from adaptation to reduce sea level rise</li> </ol>	
<p><b>Negative</b> There is a risk that the following negative impacts could materialise if there were a failure to deliver the elements of the strategy designed to mitigate those risks:</p> <ol style="list-style-type: none"> <li>1. Cost of transition (heating, property, vehicles): there is a risk that people vulnerable to poverty may be negatively affected by the transition costs</li> <li>2. Risk of unemployment through a reduction in carbon-based employment, which may impact particularly on people employed in the manufacturing sector</li> <li>3. Risk that opportunities for employment, skills and training are not effectively targeted, potentially excluding disadvantaged or hard to reach groups</li> <li>4. Uncertainty for business in knowing what changes, investments, and technologies to move to and when</li> <li>5. Introduction of traffic controls, penalties and extension of parking controls might have a negative impact on older people, people with mobility difficulties, carers; impact on servicing/loading for local businesses .</li> <li>6. Challenges in making adaptations to property/installing alternative sources of heat affordably within timescales proposed by new national legislation</li> <li>7. People in densely populated areas (e.g. tenements), or those on lower incomes, may face challenges in transitioning to electric vehicles</li> </ol>	<p><b>Negative</b></p> <ul style="list-style-type: none"> <li>• People experiencing/at risk of poverty</li> <li>• People working in carbon-generating sectors (non-green production)</li> <li>• People experiencing/at risk of poverty; people with disabilities; carers; young families; local businesses in key sectors</li> <li>• People living in private rented sector; flats/tenements; conservation areas</li> <li>• People living in densely populated areas</li> <li>• People who are digitally excluded (e.g. low income, older people, people with disabilities)</li> </ul>

<b>Environment and Sustainability including climate change emissions and impacts</b>	<b>Affected populations / areas</b>
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<p><b>Positive</b> The following benefits are reflected in the strategy’s vision and objectives, and will be supported through the strategy’s implementation:</p> <ul style="list-style-type: none"> <li>• increased resilience to adverse weather events (via reduced risk of flooding, disruption)</li> <li>• reduced greenhouse gas emissions</li> <li>• improved air and water quality</li> <li>• improved physical environment including greenspaces</li> <li>• enhanced biodiversity</li> <li>• more efficient use of land through re-use of brownfield land for housing and retaining current green belt land.</li> </ul> <p><b>Negative</b> Some of the strategy’s priorities that will be delivered through supporting plans and strategies, such as the City Plan 2030 or City Mobility Plan, could have negative environmental impacts in the short term – for example through emissions associated with construction, yet will deliver benefits over the longer term – for example by reducing emissions from transport. Mitigating actions include considering environmental impact as part of implementing these supporting plans and strategies.</p>	<p><b>Positive</b></p> <ul style="list-style-type: none"> <li>• All people/businesses</li> <li>• Those at greater risk of adverse health impacts from climate change of : older people and people in their middle years, children and young people, people with disabilities (including respiratory illness)</li> <li>• People at greater risk through deprivation/poverty include people from black and minority ethnic backgrounds, people with disabilities; people experiencing poverty; people living in areas of deprivation</li> <li>• People living in coastal areas or in areas at risk of flooding</li> </ul>
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<p><b>Economic including socio-economic disadvantage</b></p> <p><b>Positive</b> The following benefits are reflected in the strategy’s vision and objectives, and will be supported through the strategy’s implementation:</p> <ul style="list-style-type: none"> <li>• Improvements to health and wellbeing may reduce need for health interventions (reducing their cost)</li> <li>• Improved access to services through increased local provision (less travel, less cost)</li> <li>• Increased job opportunities</li> <li>• Opportunities for employment and skills development; opportunities for businesses including local businesses (via 20 mins neighbourhoods)</li> <li>• Opportunities for people to work flexibly from home or locally</li> </ul>	<p><b>Affected populations / areas</b></p> <p><b>Positive</b> All people; businesses; people in/at risk of poverty; people who are unemployed or experiencing fuel poverty (subgroups as above); young people through increased job opportunities</p>
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<ul style="list-style-type: none"> <li>• Improved transport links will provide better access to employment, learning and training</li> <li>• Reduced costs of heating/reduction in fuel poverty through net zero energy generation, heat networks and energy efficient buildings; reduced cost of goods and food through the circular economies</li> </ul> <p><b>Negative</b> The strategy and/or supporting plans seek to mitigate the following potential risks:</p> <ul style="list-style-type: none"> <li>• Transition costs for citizens and businesses</li> <li>• Risk that opportunities for employment, skills and training are not effectively targeted, potentially excluding disadvantaged or hard to reach groups</li> <li>• Risk of unemployment and the need for reskilling during the transition from carbon-based to green jobs</li> <li>• Uncertainty for business in knowing what changes, investments, and technologies to move to and when</li> </ul>	<p><b>Negative</b> Groups with barriers to employment including those with disabilities, long term health conditions, complex needs, or people who need support with digital literacy</p>
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**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?**

The strategy and its implementation plan will be developed by the Council and city partners identified in the strategy. As part of the Council’s [terms and conditions of contract](#), any external contractors will be required to comply with equal opportunities and the public sector equality duty; and must assist the Council in achieving its sustainability commitments by taking account of the Council’s Sustainable Procurement Policy.

**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.**

Changes will be communicated using methods that are considered appropriate to the range of audiences, as well as being proportionate. The Edinburgh (City of Edinburgh Council and Health and Social Care Partnership) British Sign Language (BSL) plan demonstrates commitment to improve services for BSL users with actions across a range of themes and services. The Council’s Interpretation and Translation Service is also available for those who require materials in different languages and can also offer an audio, Braille, large print and various computer formats on request through Happy to Translate.

**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.

The requirement for a Strategic Environmental Assessment will be considered in response to the impacts identified within this IIA, alongside additional considerations outlined within national guidance on SEAs. The impacts identified in this IIA will be included in any future Strategic Environmental Assessment work.

**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.

The impacts identified in this IIA will help to inform the detailed development of workstreams supporting the strategy’s implementation, as well as future public engagement on climate change - especially with those with protected characteristics and from socio-economic disadvantaged groups.

**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 job title)</b>	<b>Deadline for progressing</b>	<b>Review date</b>
Use the findings of this IIA to inform development of implementation workstreams and associated risk registers; future stakeholder engagement; and the monitoring and evaluation of progress.	Relevant Council Teams/Divisions and city partner leads	Ongoing in line with implementation and engagement programme	Ongoing in line with implementation and engagement programme
In the course of the strategy’s implementation, there may be strategic decisions, standalone supporting plans, pipeline projects and business cases which would require a separate IIA to be carried out.	Relevant Service Directors across lead Council Divisions.	Ongoing  In line with delivery timescales for individual actions	Ongoing in line with implementation and engagement programme
Communication – hard to reach/digital exclusion/sensory impairment	Relevant Service Directors across		Ongoing in line with 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 job title)	Deadline for progressing	Review date
	lead Council Divisions.		and engagement programme

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

Mitigation/actions will be addressed through the strategy's implementation which will take account of phasing of actions/communications with businesses/people affected and specific actions required. Monitoring will be undertaken to mitigate against negative impacts as the plan is implemented

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

The governance framework and measuring success sections of the strategy describe how progress will be monitored. Any gaps or barriers emerging will be identified and addressed through these structures.

**16. Sign off by Executive Director**

**Name**            **Stephen S. Moir, Executive Director of Corporate Services**

**Date**            **25<sup>th</sup> November 2021**

**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/impactassessments](http://www.edinburgh.gov.uk/impactassessments).

## Annex A – Targeted engagement with groups representing individuals with protected characteristics

Around 920 residents and other stakeholders were engaged with over the 12-week draft 2030 Climate Strategy consultation in the summer of 2021.

This included individuals and organisations who took part in the Council's online survey (309), submitted a letter (15), or participated in one of the virtual conversations to discuss the draft strategy (~600).

Below is a breakdown of targeted engagement throughout the strategy consultation with groups representing individuals with protected characteristics **only**; engagement events and roundtables with wider city partners were also held, and participation is reflected in the ~600 conversations mentioned above

Area of engagement	Protected characteristic groups engaged with
Climate Strategy consultation promotion and distribution through organisational networks	LGBTQ+ Youth
	Gypsy/Traveller Community
	Safer, Stronger Communities
	PTA associations
	Poverty Commission
	Equality and Rights Network
	Edinburgh Access Panel
Third sector organisations invited to roundtable events	SCOPE Scotland
	Edinburgh and Lothians Regional Equality Council
	Networking Key Service (NKS)
	2050 Climate Group
	Scottish Youth Parliament
	Scottish Youth Climate Strikes
	About Youth
FOE youth	
Groups who attended wider Climate Strategy engagement events	Networking Key Service (NKS)
	Scottish Youth Parliament
	Edinburgh and Lothians Regional Equality Council
	Intercultural Youth
	ALYVE UK
Dedicated / follow-up sessions	Equality and Rights Network
	Edinburgh Access Panel
Organisations who responded to the online consultation	Pakistan Association, Edinburgh & East of Scotland:
	Edinburgh Access Panel
	2050 Climate Group
	Networking Key Service (NKS)