

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report	✓	Final report	
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(Tick as appropriate)

1. Title of plan, policy or strategy being assessed

George Street and First New Town (GNT) Public Realm Scheme

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

This report provides an update to the Integrate Impact Assessment (IIA) which was updated in [March 2020](#). This update incorporates the latest design and operational proposals produced during delivery of the Royal Institute of Architects (RIBA) [Plan of Work](#) Stage 3 developed design process. The GNT project aims to create a vibrant street environment around George Street, Castle Street, Frederick Street and Hanover Street – one that is safe for all users and which significantly enhances its use for pedestrians while prioritising active travel and accessibility for people of all ages and abilities. The reallocation of road space and removal of the majority of vehicular traffic from George Street, including buses, will help to improve the operation and visual quality of the street leading to a calmer, more people friendly environment for people to shop, relax and do business. The project involves an extensive programme of change and improvements to the First New Town, especially George Street, including:-

- Improved pedestrian and cycle crossings
- Reduced road widths and widened footpaths
- Changes to loading and waiting restrictions
- Changes to bus and taxi access arrangements to George Street
- Introduction of landscaped seating areas and dwell zones
- The introduction of a “pedestrian and cycle zone” and cycling street design to George Street and timed service/loading access windows. Access for blue badge holders would be maintained 24/7.
- Upgrade of St David Street, Frederick Street, Hanover Street and Castle Street junctions with George Street
- Provision of new cycle park facilities and reduction / removal of street clutter

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

From its outset the project has involved significant stakeholder and public engagement as detailed in this and earlier reports. Details of the various public and stakeholder engagement carried out to date is available on the project website www.edinburgh.gov.uk/georgestreet/. The initial concept design built upon input from local residents, community groups, businesses and the wider public. A public consultation on an initial design concept was held from November 2018 to January 2019. From 2020 onwards, in response to the opportunities afforded through a more ambitious change agenda promoted by the Council's [City Mobility](#) (CMP) and [City Centre Transformation](#) (CCT) plans, the initial concept was developed in collaboration with key stakeholders into a final concept which was then approved by the Council's [Transport and Environment Committee](#) in August 2021.

During the current developed design phase of the project ((Royal Institute of British Architects (RIBA) Stage 3)) continued meetings have taken place via the project's governing groups including an internal Council Board (including senior officers and representatives of relevant teams such as Active Travel, Roads, Parking, Environment etc.) and 'Stakeholder Forum' a group of key stakeholders including Edinburgh World Heritage (EWH), Living Streets, Spokes, New Town & Broughton Community Council (NTBCC), Edinburgh Access Panel (EAP), Police Scotland, Historic environment Scotland (HES), Lothian Buses and business representatives including Essential Edinburgh (EE) and George Street Association (GSA).

Throughout March and April of 2022 an online engagement event with local businesses and residents was organised via the Council's consultation hub which included an online questionnaire. Details of the consultation were published via a project newsletter distributed to over 2,000 residents and businesses in the local area. Concurrently to this and throughout the remainder of Stage 3 from April-August numerous 1-2-1 meetings were also organised with key stakeholders, internal Council teams and local businesses on a variety of design and operational elements of the proposals. The Council and consultant teams have also continued to attend meetings of the George Street Association and NTBCC when requested to provide project updates and seek feedback from members on current proposals and plans.

Continuous engagement will continue throughout the next design stage (RIBA Stage 4 – Technical Design) of the project to keep local businesses, residents and stakeholders informed of progress and to contribute to preparing final proposed designs including further refinement to the proposed project Operational Plan.

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

Yes

5. Date of IIA

An initial meeting was held on 13 May 2019 resulting in the production of an interim IIA. This IIA has been subject to further regular review and most recently updated during March 2020. Since March 2020 various aspects of the GNT project including designs and operational

plans have been reviewed and discussed across various events, and involved numerous stakeholders including Edinburgh Access Panel (EAP), NTBCC, Spokes and Living Streets in advance of preparing the latest review.

Design and work packages conducted as part of Stage 3 design process including major junction design review, physical material workshop, Women’s Safety Audit, Hostile Vehicle Mitigation survey and safety risk assessment and an Economic Impact Assessment have provided additional data in respect of undertaking a refresh of the IIA.

As the Stage 3 design process including an updated Operational Plan is now nearing completion a full refresh of the current IIA was carried out by Council officers in September 2022.

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
Anna Herriman (no longer employed by CEC)	City Centre Programme Manager		
Jamie Robertson	Senior Project Manager (Major Projects)	11/06/2015	jamie.robertson@edinburgh.gov.uk
Andrew Caldwell	Economic Development Officer		andrew.caldwell@edinburgh.gov.uk
Eileen Hewitt (Facilitator and IIA Report Author)	Transport Officer (Active Travel)	9/05/2019	eileen.hewitt@edinburgh.gov.uk

March 2020 Review			
Jamie Robertson (Lead Officer)	Strategic Transport Planning and Projects Development Manager		Jamie.robertson@edinburgh.gov.uk
Mark Rinkus	Consultant Support		
Tony Holsgrove	Senior Project Manager		Tony.holsgrove@edinburgh.gov.uk
Most recent review Undertaken September 2022			
Jamie Robertson (Lead Officer)	Strategic Transport Planning and Projects Development Manager		Jamie.robertson@edinburgh.gov.uk
Andrew Combe / Ujwala Fernandes	Consultant Support Atkins, Faithful + Gould		Andrew.Combe@Atkinsglobal.com Ujwala.Fernandes@Atkinsglobal.com
Tony Holsgrove	Senior Project Manager		Tony.holsgrove@edinburgh.gov.uk
Suzanne Hunter	Transport Officer - Road Safety and Active Travel	24/08/2021	Suzanne.hunter@edinburgh.gov.uk

7. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Census 2011 National Records for Scotland – Scotland's Population 2020 National Records for	City of Edinburgh has one of the fastest growing populations of any city in the UK. Although the city centre has a lower share of its population over 65 years of age (8%), the wider city region has a significantly higher share (14%)

Evidence	Available?	Comments: what does the evidence tell you?
	Scotland 2017 Mid year estimates Scottish Index of Multiple Deprivation (SIMD) Joint Strategic Needs Assessment (CEC, 2015) Edinburgh by Numbers 2019 Edinburgh Poverty Commission 2020	<p>than Edinburgh and Scotland (17%).</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>Considering the wider council area, over 75,000 people (15% of the 2011 population) are noted to have a long-term condition or disability which impacts their mobility.</p>
Data on service uptake/access	Census 2011 (Edinburgh by Numbers 2019 / Edinburgh People Survey 2018)	<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.</p> <p>Transport accessibility is lowest around the periphery areas of Edinburgh, for example Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.</p>
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	Scottish Index of Multiple Deprivation (SIMD)	<p>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.</p>
Data on equality outcomes	Sustrans Hands Up Scotland Survey Transport and Travel in Scotland 2017	<p>From the most recent Sustrans Hands Up school travel survey, 23.2% of Scottish school pupils stated they normally travelled to school using only private motorised mode of travel and 47.6% who normally used active modes. Comparatively only 13.2% of</p>

Evidence	Available?	Comments: what does the evidence tell you?
		<p>Edinburgh's school pupils travel used private car travel and 70.7% who used active modes.</p> <p>Women, BME communities and other groups with protected characteristics remain less likely to cycle than white males.</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.</p> <p>7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017. In the city black and minority ethnic (BME) communities, women and over 65s are underrepresented when it comes to cycling.</p> <ul style="list-style-type: none"> • Female – 37% • Over 65 – 6% • BAME – 3% (8% of City population)
Research/literature evidence	<ul style="list-style-type: none"> • Edinburgh's Public Realm Strategy • The Economic Strategy • City Plan 2030 • City Centre Transformation • Low Emission Zone • City Mobility Plan • The Edinburgh 	<p>The Council has approved policies, strategies and guidance which support the protection and enhancement of the public realm. The George Street and First New Town Project supports these policies and seeks to deliver an exceptional street environment that is welcoming and accessible for all non motorised users. The Edinburgh Street Design Guidance promotes active travel usage including prioritising improved conditions for pedestrians especially disabled people.</p>

Evidence	Available?	Comments: what does the evidence tell you?
	<p>Street Design Guidance</p> <ul style="list-style-type: none"> • National Transport Strategy • 2050 City Vision • The Edinburgh Design Guidance 	
Public/patient/client experience information	<p>Ongoing including general public, stakeholder, local residents, businesses consultation / engagement (Nov 2018 – August 2022) including Public Life Street Survey</p> <p>Public Consultation and Public Life street survey</p> <p>City Centre Transformation</p> <p>City Mobility Plan</p>	<ul style="list-style-type: none"> • Stakeholder feedback reveals broad support for a final GNT Concept Design as reported to the Transport and Environment Committee August 2021. • Support for city wide and city centre transport changes to support greater use of public transport and active travel. • Broad support for GNT design measures such as wider pavements, outdoor seating and removal of street clutter and operational elements such as the removal of general traffic, nuisance parking and introducing loading/servicing times were recorded as part of general public engagement / consultation. • Some concerns raised by local residents/businesses regarding the potential for the displacement of traffic and impact on parking within the wider GNT area • Safety concerns raised relating to cycling safety on shared use carriageway and the ability to enforce a low traffic / no traffic street. • A general concern is noted that the needs of elderly and disabled people must be taken into account especially with regards to access. • Stakeholders highlighted a challenge regarding the evening economy and potential impacts on personal safety as a result of traffic prohibition including Taxis.

Evidence	Available?	Comments: what does the evidence tell you?
<p>Evidence of inclusive engagement of service users and involvement findings</p>	<p>Specific equalities workshops held in April 2019, November 2020 and April 2022 with representatives from mobility and access groups inc EAP, NTBCC and Living Streets.</p> <p>Stakeholders including NTBCC, Living Streets, Essential Edinburgh, GSA, EAP and Spokes form a core part of the project's design and development. This has been an essential mechanism to gather feedback (via Forums or 1-2-1 sessions) to refine proposals</p> <p>Outreach sessions with geography pupils from 2 local high schools Dec 2019</p> <p>https://www.edinburgh.gov.uk/georgestreet/</p> <p>GNT Women's Safety Audit</p> <p>Black History Tour of George Street and First New Town (Nov 2021)</p>	<ul style="list-style-type: none"> • Concerns about impacts of shared space especially with regards to blind and partially sighted people • Road space re-allocation to pavements benefits all pedestrians including disabled people, wheelchair users; blind and partially sighted people • Advantages of clear waymarking (including of accessible routes) • Benefits of removing street clutter and improved crossing points at key junctions • Support for more places to sit and socialise, event space where they feel safe and near public transport connections. • People with mobility/health impairments, disabled people including wheelchair users are often reliant upon taxi's/ "drop off's" to access homes, hotels, places of worship and businesses within GNT area. • Concerns about restrictions to Bus, Taxi and Private Hire Car (PHC) access to George Street. • Concerns raised over Council's ability to enforce vehicle restrictions to limit non essential vehicles to George Street • The GNT Women's Safety audit was undertaken to assess the impact of the new design and operational plan on women and young girls. The audit including day and evening site visits with local police/elected members. The report identifies several positive place making contributions towards improving the overall safety of George Street • Organised tour by Edinburgh Caribbean Association to understand full history of GNT's historical links to slavery. Information gathered has potential to influence and develop future public art strategy for the project.

Evidence	Available?	Comments: what does the evidence tell you?
Evidence of unmet need	2015/17/19 Bike Life Study	Demand for better cycling infrastructure is high – 64% of respondents say more physically segregated cycle lanes on roads would help them to take up cycling, with access to secure cycle storage at or near home (57%) amongst other incentives to cycling.
Good practice guidelines	Standards for Community Engagement The Edinburgh Street Design Guidance CEC Consultation and Engagement Policy	The project seeks to follow best practice such as Designing Streets and Edinburgh Street Design Guidance, National Standards of Community Engagement and Council’s consultation framework.
Carbon Emissions generated/Reduced Data	City Centre Transformation City Mobility Plan Low Emission Zone	Positive environmental benefits of reducing all but essential vehicles from George Street and aim to reduce overall vehicles within the City Centre
Environmental data	Low Emission Zone City Centre Transformation Sustrans AQ Management Tool Public Consultation and Public Life street survey City of Edinburgh Council, 2019 Air Quality Annual Progress Report (CEC 2030 Climate Strategy Heritage Impact Assessment (March 2021). Refreshed June 2022	GNT is a project which forms a core part of the City Centre Transformation Environmental Assessment (SEA) which was published alongside the CCT Strategy in September 2019 The Council’s Air Quality Annual Progress Report in 2019, reported a continuing trend towards compliance with legal limits. However, exceedances remained across the city, with the Central AQMA having the highest concentration of sites that exceed legal limits. The GNT project will make a positive contribution to the Council’s 2030 net zero target A public life study, assessing existing environmental conditions for GNT street users, has been undertaken

Evidence	Available?	Comments: what does the evidence tell you?
		The Heritage Impact Assessment supports concept design and developed design proposal in terms of world heritage site risks and requirements.
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 and City Plan 2030 policies which are being developed in parallel with City Centre Transformation and GNT. Cumulative impacts are likely to be positive in relation to traffic and active travel investment as a result of LEZ, CMP and CCT. Cumulative impacts from this work will be included in due course once impact assessments of these are completed.
Other Economic Impact – local businesses and residents	GNT Economic Impact Assessment GNT Operational Plan Update	<p>The diverse mix of businesses within GNT combined with the condition / maintenance obligations of historic buildings requires essential vehicular access to be maintained</p> <p>During the Stage 3 developed design process an updated operational plan will identify what essential vehicles will be permitted access to George Street. This will include maintenance vehicles including for emergency works. The final operational plan will be published as part of the Stage 4 design process. Separate access plans will apply to South Hanover Street which are proposed as part of the Meadows to George Street active travel scheme.</p> <p>The Rettie Economic Impact Assessment reports the potential positive socio-economic impact on the GNT project area on completion of the public realm scheme.</p>

Evidence	Available?	Comments: what does the evidence tell you?
Additional evidence required	-	-
<p>Taxi and Private Hire Car (PHC) study and access for People with mobility/health impairments, disabled people including wheelchair users</p> <p>Risk Assessment of Impact of Hostile Vehicle Mitigation measures for all users but especially people with mobility/health impairments, disabled people including wheelchair users and cyclists</p>		<p>Additional information relating to impact of restrictions being applied to taxis and Private Hire Cars on George street to be developed during stage 4.</p> <p>Proposed introduction of Hostile Vehicle Mitigation measures including potential use of bollards to be assessed with regards to any impacts on all users of George Street</p>

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

Equality, Health and Wellbeing and Human Rights	
Positive	Affected populations
The GNT project aims to create an equitable public realm on par with other great global cities which facilitates access for all citizens by improving non-motorised accessibility and the pedestrian experience. Positive impacts are expected to disabled and older people through interventions such as increasing the width of pavements, eliminating street clutter, retention of blue badge parking and creating spaces where people can sit, rest and relax with significantly more seating made available. Upgrading footway surfacing and crossing quality (especially at major junctions) will improve access and safety for all users including young people and children.	All People but specifically Older People and People in middle years, Disabled People, Young People and Children
It is expected that improvements to walking, wheeling and cycling infrastructure within the GNT area will encourage more people to walk, wheel and cycle leading to better physical and mental health and safety through reduced vehicle traffic.	All People
Investment in improving conditions for cycling, walking and wheeling within the GNT area provides a low cost travel option for people on lower incomes	All People, but specifically relevant to those who are unemployed/on low income/people on benefits/lone parents
Creating a more safe, welcoming and cohesive street environment within the GNT area has the potential to improve the health and wellbeing of residents, staff and visitors.	All People but specifically disabled people, Women (including Trans Women), Minority Ethnic people, Lesbian, gay, bisexual and heterosexual people
GNT will continue to benefit from excellent public transport provision as part of the CCT commitment to supporting access to and within the city centre including bus, tram and taxis. Taxis (although restricted from George Street at specific times) and buses can be accessed via adjacent interconnecting streets such as Hanover and Frederick street with most taxi / bus stops accessible within an additional 90m walk of current provision on George Street supporting all users but especially disabled people. Current operational plans proposals recommend access to George Street for taxis in the evening/night to support the local night time economy and provide a safe travel option for groups including older people, disabled people, women (including trans women) and minority ethnic people	All People but specifically those who are unemployed/on low income/people on benefits, disabled people, women (including Trans women), young people and children, Minority ethnic people

<p>Safety audits (including Women and girls, transport, anti-terrorism, hostile vehicle) and street lighting review seek to create a safe and secure environment and reduce crime/fear of crime including hate crime for all people but specifically disabled people, lesbian, gay, bisexual and heterosexual people, non-binary, women (including trans women), young people and children, men (including trans men); especially during darker winter months, evenings, nights and early morning.</p>	<p>All people but specifically minority ethnic people, disabled people, lesbian, gay, bisexual and heterosexual people, non-binary, women (including trans women), young people and children, men (including trans men)</p>
<p>Negative</p>	<p>Affected Populations</p>
<p>Safety concerns relating to shared spaces between cyclists, pedestrians and essential vehicles have been highlighted by stakeholders and wider public consultation especially for older people and disabled people especially those with sensory impairments.</p>	<p>All People but specifically, Older people, young people and children, disabled people</p>
<p>Potential that disabled people visiting/working in George Street who do not have a blue badge may find it more difficult to access George Street as a result of restrictions on access by bus, car, taxis and Private Hire Cars.</p> <p>Members of the St Andrew's and St George Church West who are not blue badge holders but are disabled would have to walk further to access the church if travelling by bus or being dropped off by car/taxis/Private Hire Car.</p>	<p>Disabled People</p>
<p>Concerns raised over impact on street during construction phase including access to building frontages, noise, dust and trip hazards especially for older and disabled people.</p>	<p>All people but specifically Business Community, disabled people, older people, young people and children</p>
<p>Concerns raised over limited legal enforcement measures to restrict non-essential vehicle access and associated risks especially to pedestrians and cyclists. Lack of available "legislative" powers to introduce penalty charges for moving vehicle offences for example use of Automatic Number Plate Recognition (ANPR) cameras.</p>	<p>All people</p>
<p>Increased in potential visitor numbers run risk of anti-social behaviour especially during evening / night time hours creating greater risks for disabled people, lesbian, gay, bisexual, heterosexual, minority ethnic people and women (includes trans women)</p>	<p>All People especially Older people, disabled people, lesbian, gay, bisexual, heterosexual people, Minority ethnic people, men (includes trans men), Women</p>

	(includes trans women) and non-binary people
Risk of inability to maintain new infrastructure/greenery, perform essential services such as refuse collection, maintenance to support / maintain the design vision resulting in more litter, graffiti, disrepair impacting on local and business community	All People, Urban Community, Business Community
Environment and Sustainability including climate change emissions and impacts	
Positive	Affected populations
The design aims to promote a healthy and sustainable environment. Through interventions such as the removal of central parking, access for essential vehicles only (including blue badge holders) and the introduction of greenery, it is expected that this will help to improve air quality, reduce carbon emissions and enhance biodiversity improving overall health and wellbeing for all users	All People
The incorporation of a Sustainable Urban Drainage System within the streetscape and landscaped spaces will provide primary treatment to surface water run off helping the City plan for and adapt to the unavoidable impacts of climate change	All People
The proposed design has received support from EWH/HES and supports the street's status as a UNESCO world heritage site through its approach to declutter and remove parked vehicles that interfere with the visual appearance of the street	All People
Through restricting servicing and loading to key times of day there is potential to encourage more sustainable transport methods including cargo bikes and smaller electric vehicles reducing vehicle dominance and the likely level of pedestrian/cycling/vehicle conflicts whilst maintaining the function of businesses. Greater use of sustainable transport methods will also support the drive to achieve a net zero carbon city by 2030.	All People
The design aims to provide a safe and attractive cycle space that enhances the area's connecting role for cycling within Edinburgh City Centre and beyond (interfaces with Meadows to George Street and Cite Centre West East Cycle links) promoting sustainable transportation methods.	All people

Potential to improve the physical environment of the GNT area including access to new landscaped seating spaces creating a more welcoming environment through the year improving overall health and wellbeing for all users	All people, Business Community, Urban Community
Negative	Affected populations
Concerns raised through the consultation process of negative impacts associated with the displacement of traffic and congestion to neighbouring streets impacting on the surrounding urban community	Urban Community Business Community
Removal of majority of vehicle traffic will result in a lack of 'animation' and activity on George Street creating a less attractive space to visit and dwell impacting on the business community	Urban Community Business Community
Unpredictable Scottish weather to support café culture may impact on "on street activity"	All People Urban Community Business Community
Economic	
Positive	Affected populations
Significant capital investment will address general decline in streets current public "infrastructure" making it more attractive/ welcoming and positive experience when visiting street e.g. removal of dominant parking and vehicles. The upgrading of footway surfaces and removal of potential barriers to travel and trip hazards etc will also support pedestrian activity especially for disabled and older people.	All people, Urban Community, Business Community
<p>It is anticipated that good quality public realm helps to attract new investment, increase footfall and regenerate the area. It is expected that improving the public realm on George Street and the surrounding streets will have economic benefits for the whole area including supporting and sustaining local businesses</p> <p>The results of the March 2021 public survey identified that overall 66% of the public participating indicated they would be more likely to visit George Street in the future</p> <p>The results of the Apr 2022 business/resident survey identified 41% of respondents thought the project would have a positive (10-20%) or major positive (>20%) impact on local footfall and spending, 28% thought the project would have a negative (-10-20%) or major negative (>-20%) impact on local footfall and</p>	Business Community, those vulnerable to falling into poverty

<p>spending and 31% thought it would have a neutral impact or were unsure.</p> <p>Economic Impact Assessment Report (completed August 2022) reports an overall positive impact on the local GNT economy as a result of significant investment and improved layout/environment (Over 20 years potential Gross Value Added to Edinburgh economy of £95 million).</p>	
<p>Construction of the Public Realm works (circa £30 million over 2 to 3 years duration) will create opportunities for job sustainment, new career opportunities, apprentices, training opportunities including local supply contracts. Principal contractor will be obliged to satisfy the Council's community benefit requirements</p>	<p>All People including Young People, Unemployed, People on benefits, Business Community, Urban Community</p>
<p>Negative</p>	<p>Affected populations</p>
<p>No evidence of ambitious policy change such as CMP or CCT has impacts on the economic, social or commercial sectors. There is a risk that the proposed design changes may trigger a number of unplanned and indirect impacts that could adversely impact on a what is currently a premier UK open shopping destination</p>	<p>Business Community, those vulnerable to falling into poverty</p>
<p>A reduction of parking was identified as having a potential negative impact on the vitality of business by respondents to the online survey.</p>	<p>Business Community</p>
<p>Concerns have been raised by business stakeholders that restrictions to essential vehicle access e.g. maintenance/service vehicles combined with opportunity from adjacent retailers/streets/towns , premium business rates and other natural challenges to high streets would likely to have a negative impact on business vitality and street activity.</p>	<p>Business Community, those vulnerable to falling into poverty</p>
<p>Concerns raised by local businesses over impact on business viability during construction phase including access to buildings and reduced footfall</p>	<p>Business Community, those vulnerable to falling into poverty</p>

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?

As part of the Council's procurement process due regard is required to be given to all equalities and rights, environmental and sustainability impacts when undertaking work on behalf of the Council.

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.

A range of communication methods will be used to reach out to different types of people. Community involvement (listening to and acting on stakeholder views) will remain a key element of the development of a preliminary design. Formats will be designed to be understood by a range of population groups. Residents/businesses are encouraged to use our translation service if required. A dedicated project website has been created which will be accessible to all people including disabled people. Continuous engagement will take place during the projects lifespan via the Stakeholder Forum group, attendance at specific community meetings (NTBCC/GSA), and regular 1-2-1 catch ups with key stakeholder groups eg SPOKES, EAP, EWH. At key stages and events press releases including use of social media platforms will be used to advertise any updates.

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.

An SEA has been undertaken for the Edinburgh City Centre Transformation Project and CMP which the GNT project feeds into.

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.

Further engagement will be undertaken with specific user groups on those aspects of the design and operations of GNT where further consideration is needed. Further review and assessment will be undertaken during the Stage 4 design process in order to prepare a finalise an operational plan for the project.

**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
Effective Enforcement Plan (for example speeding, illegal parking, illegal access) especially to protect pedestrians and cyclists to be developed as part of final GNT operational plan. Scottish Government to be contacted with regards to changes in road legislation to enforce pedestrian/cycle zones eg use of ANPR	Tony Holsgrove – Senior Project Manager / GNT Consultancy Team / Gavin Brown – Head of Network Management and Enforcement	Stage 4 Design (Nov 22 onwards)	Spring 2023
Communication, education and marketing campaign to promote new operational plan / street layout especially for George Street to encourage safe and considerate use of new street layout especially of “cycling street	Tony Holsgrove – Senior Project Manager / GNT Consultancy Team / CEC Communications Team	Pre Handover and “In Use” of completed scheme	End 2023
Ensure design principles follow relevant UK and Council design guidance (Edinburgh Street Design Guide) to minimise risks to all users but especially pedestrians and cyclists. “In Use” review and audit undertaken post completion	Tony Holsgrove – Senior Project Manager / GNT Consultancy Team	Ongoing through RIBA Work plan design Stages	End 2023
Final Operational Plan will prioritise Public transport with corridors retained on Hanover St, Frederick St and St David St with bus stops located as closed to George St junctions as possible. Taxi access currently recommended in draft Stage 3 Operational Plan to support night time economy. Taxis access during restricted periods to support disabled people to be reviewed including use of smart systems and online apps	Tony Holsgrove – Senior Project Manager / GNT Consultancy Team / Gavin Brown – Head of Network Management and Enforcement	Stage 4 Design (Nov 22 onwards)	Spring 2023

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
<p>(similar to the LEZ proposals) as part of final Operational Plan.</p> <p>Private Hire Car (PHC) survey to be undertaken across wider City Centre to support policy development relating to Taxis and PHCs operations within the City Centre.</p>			
<p>Traffic modelling (CCT) and GNT parking surveys have been carried out to minimise the risk of traffic placement as far as possible. 2019 GNT parking surveys have shown there is untapped capacity within the surrounding area to accommodate the current levels of parking demand. Access for business vehicle collections available during servicing/loading windows with exemptions available for specialist deliveries to form part of final Operational Plan. Review of final operational plan to be undertaken as part of wider Circulation Plan and Traffic Modelling updates</p>	<p>Tony Holsgrove – Senior Project Manager / GNT Consultancy Team / Jamie Robertson – Strategic Transport Manager</p>	<p>Stage 4 Design (Nov 22 onwards)</p>	<p>Spring 2023</p>
<p>Construction works will be carefully managed including early contractor engagement and appointment. Contractor to undertake “community liaison role” before and during construction.</p>	<p>Tony Holsgrove – Senior Project Manager / GNT Consultancy Team / CEC Procurement</p>	<p>Stage 4 Design (Nov 22 onwards)</p>	<p>End 2023</p>
<p>GNT Management Plan to be developed with key partners including EE / GSA / NTBCC / Police Scotland / CEC Community Services. Implementation and review of Women’s Safety Audit recommendations</p>	<p>Tony Holsgrove – Senior Project Manager / GNT Consultancy Team /</p>	<p>Stage 4 Design (Nov 22 onwards)</p>	<p>End 2023</p>

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
The Councils Public Spaces policy and CCT Events Strategy will help determine how George Street will function as a potential space to promote events. New public space will encourage informal cultural/art usage. Public Art strategy to be developed in partnership with key stakeholders with potential to support the Council's Slavery and Colonialism Legacy action plan.	Tony Holsgrove – Senior Project Manager / GNT Consultancy Team / Ian Buchanan – Lead on Policy and Consultation / CEC Cultural Services	Stage 4 Design (Nov 22 onwards)	End 2023
Design is flexible to support seasonal activities on the street. Potential for canopies to be installed over Food & Beverage premises. Plan to be developed in partnership with CEC planning EWH/HES	Tony Holsgrove – Senior Project Manager / GNT Consultancy Team / CEC Planning / EWH / HES	Stage 4 Design (Nov 22 onwards)	End 2023
CEC Policy developments linked to CCT/CMP underway relating to Coach Strategy, Operation Plan, Logistics Plan, Bus Network Review, circulation plan to be reviewed as part of final GNT Operational plan. Close liaison with other CCT project teams eg CCWEL, MGS to mitigate any associated design/operational/construction risks/impacts.	Tony Holsgrove – Senior Project Manager / GNT Consultancy Team / CCT Project Leads	Stage 4 Design (Nov 22 onwards)	End 2023
Economic Impact Assessment Report (completed August 2022) reports an overall positive impact on the local GNT economy as a result of significant investment and improved layout/environment. Post completion economic survey to be commissioned to assess potential impacts on residents/businesses	Tony Holsgrove – Senior Project Manager / GNT Consultancy Team /	Stage 7 - Handover	tbc

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
Final Operations Plan sets out principles relating to transport and access for all travel modes to George Street to support local residents and businesses. Permit and exemption schemes will operate to enable access for specific vehicle types including coaches, weddings, funerals, emergency repairs during restricted hours. A number of other UK cities have progressed with similar initiatives and reported positive impact. Final permitted access details including introduction of permit system to be developed as part of final operational plan	Tony Holsgrove – Senior Project Manager / GNT Consultancy Team /	Stage 4 Design (Nov 22 onwards)	Spring 2023
Comprehensive Monitoring and Evaluation Plan to be developed to monitor impact of GNT project outturns against pre-agreed benchmarks and targets.	Tony Holsgrove – Senior Project Manager / GNT Consultancy Team /	Stage 4 Design (Nov 22 onwards)	End 2023
Lessons to be learnt from other major public realm/transport projects eg Trams to Newhaven. Early contractor engagement to develop delivery plan/programme. Contractor “liaison” officer to be appointed. Active marketing campaign estb – “George Street open for business as usual”.	Tony Holsgrove – Senior Project Manager / GNT Consultancy Team /	Stage 4 Design (Nov 22 onwards)	End 2023

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

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
Ongoing engagement will be undertaken with key stakeholders, local residents and businesses on those aspects of the design where further consideration is needed before finalising proposals eg final enforcement plan / Hostile Vehicle Mitigation Strategy	The Council GNT Project Team supported by the project consultants georgestreetdesign@edinburgh.gov.uk	Stage 4 Design (Nov 22 onwards)	Ongoing

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

A comprehensive Monitoring and Evaluation plan has been developed and post implementation research will identify whether the GNT project has improved the experiences of all users and visitors to the area. CEC will periodically review data to determine any substantial demographic changes in the area over time. Pedestrian and cycle counts will be undertaken at strategic counts on the network to collect data and interpret the effect of the design on footfall and cycle usage.

16. Sign off by Head of Service/ Project Lead

Name Daisy Narayanan, Head of Placemaking and Mobility

Date 26 October 2022