

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report	X	Final report	
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 (Tick as appropriate)

1. Title of proposal

Travelling Safely

Trial retention of on-street cycle lanes to promote active travel, pedestrian priority areas and new or extended bus lanes at various locations, to support public transport services and reduce journey times.

(The Travelling Safely scheme has retained many of the previous Spaces for People measures introduced during the Pandemic to help meet longer-term Council objectives. These measures are not related to the pandemic and are considered to support active travel, improve accessibility for pedestrians and improve public transport services.)

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

Travelling Safely is the project name for the retention of many Spaces for People (SfP) measures that were introduced as a public health response in 2020 and 2021 to help people to physically distance, travel safely and exercise during the COVID-19 pandemic.

In November 2021 the Transport and Environment Committee approved a proposal to undertake a trial retention of many existing SfP measures across the City, as an experiment to see how these interventions could help pedestrian, cycle and bus movement.

Supporting people to continue to be able to walk and cycle safely is an important policy objective in the context of the Council’s long-term objectives outlined in the Circulation Plan and other related action plans. (inc. Active Travel Action Plan, Public Transport Action Plan and the Parking Action Plan).

It is hoped the plans we are taking forward will:

- encourage more people to switch to sustainable ways to travel
- make it more pleasant, easier and safer for people to explore their local area
- support City Centre businesses by providing more space for people
- improve road safety
- improve our health and well being
- reduce carbon dioxide emissions, to help the city achieve its [net zero carbon aims by 2030](#).

Currently interventions are located at the following locations:

City Centre:

- Cockburn Street
- South St David Street
- Victoria Street
- Waverley Bridge

Segregated cycleways or pedestrian/cycling routes:

- A1 Corridor (including London Road)
- Buccleuch Street / Causewayside
- Braid Road pedestrian crossing, junction and modal filter
- Broughton Street
- Comiston Road
- Craigmillar Park Corridor
- Crewe Road South
- Drumbrae North
- Duddingston Road
- Duddingston Road West
- Ferry Road
- Fountainbridge / Dundee Street
- Gilmerton Road
- Lanark Road
- Mayfield Road
- Meadowplace Road
- Meadows to Greenbank Quiet Connection
- Old Dalkeith Road
- Pennywell Road, Muirhouse and Silverknowes Parkway
- Queensferry Road
- Slateford Road

Spaces for Exercise and access to parks and green space:

- Arboretum Place
- Cammo Walk
- King's Place
- Silverknowes Road (north section)
- Silverknowes Road (south section)
- Stanley Street / Hope Street
- Seafield Street
- West Shore Road

The schemes due to be retained have now been promoted under Experimental Traffic Regulation Orders (ETRO) for a maximum 18-month period. This updated IIA is proposed to consider the impact of the continued trial and possible scheme retention.

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

The previous Spaces for People engagement process was approved by councillors at the Policy and Sustainability Committee on 14 May 2020. Due to the emergency nature of the project implementation no public consultation undertaken, however a process of Notification was adopted to let Councillors and Stakeholders know and comment on each scheme proposal.

In May and June 2022 a non-statutory public engagement exercise was undertaken for three weeks to replicate the requirements of the previous Experimental Traffic Regulation Order (ETRO) process. The purpose of this engagement was to seek informal representations regarding the restrictions and prohibitions that augment or facilitate the individual measures.

The outcome of this engagement was reported to the 1st September 2022 Transport and Environment Committee seeking approval to progress with the formal ETRO process. Approval was granted and on the 21st of November and 5 ETROs were made to commence the Trial (maximum 18-month period).

During the first 6-months of the trial, the Authority is required to formally allow individuals or organisations to offer comment, objection or support for the relevant traffic orders.

At the time of updating the EIA the 6-month Consultation period was still ongoing.

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

The Authority understands the legal responsibility on public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions.

The trial retention of Travelling Safely measures is expected to help individuals make alternative travel choices across the city. It is anticipated that individuals may be able to make use of cheaper forms of transport as an alternative to private car or public transport where appropriate and available. The provision of cycle infrastructure is not seen as a significant intervention in this context but could assist with journey planning and offer alternative travel choices.

5. Date of IIA

15 February 2023

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
Dave Sinclair	Transport and Environment Manager	
Andrew Easson	Road Safety and Active Travel Manager	
Phil Noble	Senior Team Leader	
Sarah Feldman	Transport Officer	2021

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Data on populations in need	<p>Census 2011</p> <p>National Records for Scotland 2017 Mid year estimates</p> <p>Scottish Index of Multiple Deprivation (SIMD)</p> <p>Joint Strategic Needs Assessment (CEC, 2015)</p>	<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 (including Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre.</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.</p> <p>Transport Scotland monitored transport trends during the COVID-19 outbreak in 2020 and 2021. This information provides a snapshot of travel across main modes during the recent period:</p> <p>For the period 19 - 25 April 2021, compared with the same period in 2019, we saw:</p>

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"> •Walking journeys up by 15% •Cycling journeys up by 10% •Concessionary bus journeys down by 55% •Rail journeys down by 80% •Ferry journeys down by 75% •Air journeys down by 80% •Car journeys down by 20%. <p>Current travel patterns are observed to be significantly different from the pre-pandemic situation. The purpose of the trial is to consider the success, or otherwise, of the schemes promoted under the ETROs.</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> <p>The temporary measures have brought in increased space for walking and cycling in the following areas which are ranked in the highest % SIMD:</p> <ul style="list-style-type: none"> • Muirhouse/Pilton • Murrayburn • Gilmerton <p>Providing such space has the potential to bring increased opportunities for community members to travel actively, and to experience the benefits to physical and mental health of walking, wheeling and cycling for everyday journeys.</p>
Data on equality outcomes	Bike Life (Sustrans, 2017)	<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.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017.</p> <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"> • Female – 37% • Over 65 – 6% • BAME – 3% (8% of City population)
Research/literature evidence	UK and International Evidence showing beneficial economic impacts to businesses where space for walking and cycling is priorities	<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> <p>The Council’s approved City Mobility plan and Circulation Plan are key policy documents to support a transition from carbon related transport and sustainable modes of transport.</p>
Public/patient/client experience information	Consultation & Engagement Previous SfP Market Research	<p>Previous market research showed majority support for each of the scheme types: schools; protected cycle lanes on main roads; shopping streets; city centre; space for exercise/leisure; quiet connections.</p> <p>Levels of overall support were as follows:</p> <ul style="list-style-type: none"> • Schools 65% • City centre 61% • Protected cycle lanes on main roads 59% • Shopping streets 59% • Spaces for exercise/leisure 51% • Quiet connections for day to day cycling with reduced traffic 45% <p>In the consultation, there concerns were raised over the way the temporary measures were implemented, particularly with minimal consultation ahead of changes being made.</p> <p>Stakeholders raised negative impacts when considering kerbside access for people with reduced mobility and/or sight loss when travelling by car.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>Some businesses reported that the measures have brought difficulties in receiving deliveries, due to a reduction in available road space for parking and loading.</p> <p>Sample size for market research = 600 Responses to individual consultation = circa 18,000 Responses to business consultation = 181</p>
Evidence of engagement	June 2022 non-statutory engagement results	<p>Results from the non-statutory engagement undertaken in Summer 2022 and project recommendations can be seen here.</p> <p>Considering accessibility:</p> <ul style="list-style-type: none"> • Many items of street clutter were removed during the previous SfP programme with contributions from Living Streets Edinburgh • The process towards recommending the ETROs has included broader non-statutory engagement to seek views and representations from the public • Acknowledging that people, particularly those who may have mobility issues, made fewer journeys in lockdown. • The Council has taken care not to introduce obstructions around pedestrian crossings, used high reflective materials, providing Blue Badge parking adjacent to cycle routes <p>Heritage:</p> <ul style="list-style-type: none"> • The Council has not had the opportunity to see how the measures work as traffic patterns settle over 2023 • Concerns with visual appearance of measures, which were due to the emergency nature of installation, are understood and will be considered should schemes are considered for permanent retention. • Co-design welcomed going forwards, looking at best practice and design standards • Concern over bollards in conservation and World Heritage site and time is needed to look at solutions which are affordable and acceptable in the sense of a longer-term appearance <p>Business:</p>

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"> • The current trial measures retained near businesses include pedestrian priority areas, cycle segregation and road closures to promote safe access for cyclists and pedestrians. • Many businesses have been contacted directly either by letter drop or by an individual as part of scheme development <p>Emergency services:</p> <ul style="list-style-type: none"> • All the main emergency services were informed during the installation phases of the previous SfP schemes and have also been included in the formal ETRO process. • Designs have ensured that emergency access can be maintained - e.g. width of roads or space for vehicles to pull in to allow safe passage of emergency response vehicles <p>The Edinburgh Access Panel were consulted in the production of the criteria used for recommendations around retention and changes were made in line with discussions. However, it is accepted the loss of kerbside parking and access remains an issue for the organisation.</p>
Good practice guidelines	<p>Designing Streets (2010)</p> <p>Edinburgh Street Design Guidance (2015)</p> <p>Mobility and Access Committee for Scotland (MACS)</p>	<p>The trial has sought to follow best practice guidance such as Designing Streets and Edinburgh Street Design Guidance.</p> <p>The guidance documents used during the design development phase (mainly during the SfP programme) are noted below:</p> <ul style="list-style-type: none"> • Edinburgh Street Design Guidance • Sustrans SfP Guidance • Roads for All – a good practice guide • Traffic Signs Manual • Traffic Signs Regulations and General Directions 2016 • Roads for All – a good practice guide <p>The purpose of making use of all the noted guidance and regulations is to ensure that design layouts and schemes are compliant and safe for all road users.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Risk from cumulative impacts from other policies or projects	Circulation Plan City Mobility Plan Low Emission Zone City Plan 2030 Edinburgh City Centre Transformation	The schemes included in this trial are not considered to contribute to any significant cumulative impact on pedestrians, cyclists or motorists across the city. The impact of future policies or individual schemes, in their relationship to the Travelling Safely trial, are yet to be determined. During the period of this trial it is acknowledged that other projects or programmes may have an impact on road users, however, at this time it is not possible to quantify the scope or positive or negative impacts.

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

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Positive</p> <ol style="list-style-type: none"> 1. Improved mental and physical health due to increased uptake in active travel (including walking and cycling). People should feel safe when using our roads and accessing green space. Access to amenities and social connection should be promoted and offer greater travel choices. 2. Pedestrian priority areas and segregated road space for cycling should encourage people to use available public spaces safely without fear of traffic conditions and vehicle conflict. 3. There are also personal safety benefits to providing additional route options so people can make informed decisions taking into account their feelings of safety & the extent of natural surveillance in terms of number of people around when travelling at day or night, particularly important for women and people travelling alone 4. Creating more favourable crossing facilities can be helpful to those who aren't able to walk too far to find a safe crossing point (for example - Arboretum Place and West Shore Road) 	<p>All</p> <p>All</p> <p>All; particularly women and people travelling alone</p> <p>All; particularly young people and children and parents/carers; disabled people</p>

<p>5. Introduction of slower speeds restrictions will help improve road safety, encourage people to walk, cycle and make streets more people friendly</p> <p>6. Some of the trial schemes have been installed in areas of multiple deprivation, including Muirhouse/Pilton, Murrayburn and Gilmerton. Access to amenities and the means to travel where public transport accessibility is poor, important to look at the whole transport system/network to continue to offer options.</p> <p>7. Design solutions to provide reasonable access for business servicing and spaces for blue badge parking.</p> <p>8. Cycling is opened up as a mode of transport for people who have certain conditions who may not be able to drive. Lanes for cycling have been generally installed at 1.5 metre standard widths to provide space for people using adaptive bicycles and trikes.</p> <p>9. Most of the trial infrastructure can be used by everyone and can help improve community links and social interactions, potential to bring new people into active travel</p> <p>10. Providing the safe measures which facilitate cycling as a means to travel for people making short trips in urban areas.</p>	<p>All</p> <p>All; particularly people living in areas of deprivation</p> <p>Disabled people; business community</p> <p>Disabled people</p> <p>All</p> <p>Urban communities</p>
<p>Negative</p> <p>1. People with disabilities who are reliant on private transport, closing streets may restrict parking for blue badge holders and taxi drop off/pick up.</p> <p>2. Partially sighted or blind people, people with low literacy/numeracy or people with English as a second language may not be fully informed of the changes. The Edinburgh Access Panel, RNIB and Guide Dogs Scotland have in the past expressed that blind and partially sighted people have experienced difficulties gaining kerbside access and receiving up to date information about changes.</p>	<p>Disabled people</p> <p>Disabled people; people with low literacy/numeracy; minority ethnic families; non-English speakers</p>

<p>3. If accessibility is not fully considered at the design stage, easy access could be impaired during the trial for those who are mobility impaired, carers or people who are walking with prams/buggies</p> <p>4. Potential negative impacts associated with the displacement of traffic, congestion and pollution on people's health.</p> <p>5. Impact on families who may rely on private car to travel as a group. Measures are designed to help families to feel safer when traveling in ways other than private cars or public transport.</p> <p>6. Increased parking pressures particularly for blue badge holders, blue badge holders may not be aware that parking on double yellows is allowed,</p> <p>7. Conflict between road users at present, potential hazards of temporary infrastructure suited to the short term. For example, Handicabs mentioned that installation of bollards has made it more difficult to gain kerbside access for entry and exit for people with disabilities, and as such increased safety risk to staff and passengers and considerable disruption to traffic caused by need to stop in running lanes</p> <p>8. Access to amenities and the means to travel where public transport accessibility is poor, having potential to negatively impact people travelling into the city from rural areas and the choices available to them</p>	<p>Disabled people, carers and people with prams and buggies</p> <p>All</p> <p>People travelling with children; pregnant women; older people</p> <p>Disabled people</p> <p>All; disabled people</p> <p>Rural/semi-rural communities</p>
<p>Suggested Mitigations</p> <p>In response to 1, 3, 5, 8, - These impacts will depend on the location of any measures and could be mitigated by the provision of dedicated disabled parking in close proximity. Attention should be given to making sure enforcement (for example of traffic speed, parking/cycling on pavements) is effective. All trial measures were subject to a detailed design and risk assessment process. Ensure schemes follow relevant design guidelines to maximise access. Ensure designs consider impact on the wider road network.</p>	

<p>The designs are based on the layouts in the Edinburgh Street Design Guidance which have been through detailed risk assessment.</p> <p>In response to 2, 7 - Visual maps can help to communicate, noting the GIS Atlas mapping does meet accessibility requirements and can be used going forwards. Representatives of appropriate organisations have been contacted regarding the current ETRO trials. The communications plan will include the promotion of routes/journeys to seek to encourage people to make trips which could be made by active/sustainable transport by these means, with links with the Council's Smarter Choices, Smarter Places programme where appropriate.</p> <p>In response to 4 – It is acknowledged that measures may cause air quality impacts of congestion caused by displacement at a local level, and air quality will continue to be monitored in line with the Council's Air Quality Action Plan</p>	
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Environment and Sustainability including climate change emissions and impacts	Affected populations
<p>Positive</p> <ol style="list-style-type: none"> 1. The proposals may reduce greenhouse gas emissions and pollution as a result of reduced traffic and increased active travel. 2. The proposals may help plan for the future climate change/achieving carbon neutrality by Edinburgh's target of 2030 and promote sustainable forms of transport as modal shift may be achieved to more sustainable modes. 3. Improved opportunities to access greenspace and improved sense of place & community. 4. Supporting leisure trips to coastal areas, improving quality of life for citizens, and encouraging economic activity at coastal locations, for example, Cramond, Granton and Silverknowes. 5. Spaces for exercise measures have been retained to open up a new choice of destinations for people, which has potential to encourage footfall at quieter areas of the city 	<p>All</p> <p>All</p> <p>All</p> <p>Coastal communities</p> <p>All</p>

<p>Negative</p> <ol style="list-style-type: none"> 1. Potential negative impacts associated with the displacement of traffic, congestion and pollution on the environment. 2. The visual appearance of the temporary measures has been reported as a concern in the consultation and engagement exercise. Cockburn Association put forward the point of view that interventions should be “place-led” rather than “transport-led”, and this was echoed by Better Edinburgh for Sustainable Transport (BEST). <p>Suggested Mitigations</p> <p>In response to 1 – The schemes carried forward into the ETRO trial have generally been on the ground for 2 years now. However, as part of the Monitoring and Evaluation Plan local user surveys will be carried out to determine the impact on local communities and the impact on the wider road network.</p> <p>In response to 2 – The majority of segregation units have been removed from the City Centre World Heritage Site and project officers are aware of the visual impact of temporary segregation units in other Conservation areas. The period of the trial is expected to be 18-months, should measures be considered for permanent retention in Conservation areas, other more appropriate infrastructure may be appropriate.</p>	<p>All</p> <p>Urban communities</p>
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<p>Economic including socio-economic disadvantage</p> <p>Positive</p> <ol style="list-style-type: none"> 1. The proposals may help people into positive destinations (including workplaces). Shift workers increased active travel options for travelling there/home 2. It is envisaged that the Trial Programme will have a positive impact on retail in line with similar projects delivered elsewhere. Research shows that people travelling actively often spend more £ during their visit 	<p>Affected populations</p> <p>Shift workers</p> <p>Business community</p>
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<p>3. The ETRO trial has included loading and parking areas near shops and businesses.</p>	<p>Business community</p>
<p>Negative</p>	
<p>1. Areas with cycle lanes may negatively impact the ability of businesses who to carry out loading at the kerb side.</p>	<p>All</p>
<p>2. Businesses and customers (including services such as dental practices and nurseries) reported issues with the loss of parking in reducing the ability of customers to readily access their premises.</p>	<p>Business community</p>
<p>3. Measures are not on each street in the city, so the impact, positive or negative, is not universal.</p>	<p>All</p>
<p>4. There has not been a great deal of scheme-specific correspondence received from businesses, and so the responses to the consultation are being considered as the main way we can assess the impact of the proposals on businesses. This may or may not accurately present the impacts experienced by business community members</p>	<p>Business community</p>
<p>Suggested Mitigations</p>	
<p>In response to 1, 2 – The project team have designed scheme layouts to include parking and loading arrangements adjacent to shops. The layouts are seen as a balance between providing safe interventions for active travel users whilst supporting local and City Centre businesses.</p>	
<p>In response to 3 – The Monitoring and Evaluation Plan will engage with local businesses to understand local and broader impacts in traders.</p>	
<p>In response to 4 – It is expected that further engagement with businesses would take place during the ETRO trial.</p>	

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 Travelling Safely trial is a programme delivered internally, by officers from the Transport team, with support from external consultants.

The Council's procurement process considers and addresses 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.

The communications related to the Trial will use a range of methods to reach out to different types of people. 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.

Communication channels include media promotion, press releases, Council Twitter and links to a dedicated page on the Council website. This provides a cost-effective way of empowering residents in Edinburgh to share with friends and enable wide distribution of information.

The Council has shared information relating to the Trial with various stakeholders including: the RNIB, Living Streets, Spokes and the Edinburgh Access Panel, to ensure different target audiences are reached.

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 environmental impacts of the extended Trial are expected to be positive in terms of environmental impact, particularly considering the measures promote active travel.

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 user and stakeholder information and evidence will be gathered as part of the Monitoring and Evaluation Plan.

Scheme users and local communities will be able to offer feedback and views on project success or otherwise for consideration at a future Committee.

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
Monitoring and Evaluation Plan to be fully developed and implemented during the ETRO period	Phil Noble Active Travel, Senior Team Leader	Autumn 2023	
Further report to Transport and Environment Committee later in 2023 to consider scheme retention	The Project team	End 2023	
Air Quality Review – consider air quality trends on affected routes	The Project team	End 2023	
Future project funding to be confirmed for any measures continued during the Trial in 2023 and 2024.	Phil Noble Active Travel, Senior Team Leader	April 2023	

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

It is acknowledged that kerbside access has been restricted on a number of schemes where cycle lanes are located at the kerb edge. This layout is known to have a negative impact on disabled people who are transported by or drive private cars.

During the monitoring and evaluation phase appropriate stakeholder groups (Edinburgh Access Panel, Living Streets and the RNIB) will be contacted to offer further feedback. The purpose if this feedback is to consider the actual impact on people with disabilities over the scope and period of the trial.

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

As noted above a formal Monitoring and Evaluation Plan will be fully developed and undertaken during the early stages of the trial ETRO. The results of this Plan will be shared, along with the representations received during the formal ETRO consultation period, at a future Committee when scheme retention may be considered.

16. Sign off by Head of Service/ NHS Project Lead

Name

Daisy Narayanan, Head of Placemaking and Mobility

Date 19 July 2023

17. Publication

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