

Integrated Impact Assessment – Summary Report

Each of the numbered sections below must be completed
Please state if the IIA is interim or final

1. Title of Proposal

'Delivering Actions for Active Travel – Supporting Information' paper.

This paper was formally titled 'Draft Active Travel Action Plan' (ATAP). Following the [Actions to Deliver Edinburgh's City Mobility Plan \(CMP\) consultation](#) in 2023, the draft ATAP was streamlined, along with draft Public Transport, Parking and Road Safety Action Plans, to respond to feedback on the challengingly large volume of information presented and resolve duplication.

This led to a more integrated 'CMP-led approach', which places greater reliance on the City Mobility Plan (CMP) '[Strategy to 2030](#)' and the associated '[Implementation Plan](#)' in setting out the strategic vision, objectives, policy measures, targets, and actions and associated delivery information. Further explanation on the CMP-led approach is set out in the 'City Mobility Plan – 1st Review' committee report, [presented to the Council's Transport and Environment Committee on 1 February 2024](#)

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

The CMP underwent a detailed Integrated Impact Assessment process as part of its creation and was approved in February 2021. The CMP Integrated Impact Assessment (IIA) is presented [here](#).

This 'Delivering Actions for Active Travel – Supporting Information' paper focusses on providing further detail on the actions required to deliver the objectives, policies measures and targets in the CMP in relation to active travel and builds on commitments already approved in CMP. This IIA should therefore be read in conjunction with the overarching CMP IIA, which already assesses many of the key impacts of active travel actions required to deliver CMP.

At the core of this supporting paper and CMP is a commitment to develop and enhance active travel in Edinburgh, including:

- Expanding the city's cycle network, with more cycle segregation on main roads, as well as measures creating quieter streets for cycling
- Improvements to our off-road path network
- Improved walking environment
- Reduced distances for crossing roads
- Better quality crossings with less waiting time to cross
- Safer environment with less obstacles and hazards (especially for wheelchair users)

- Behaviour change “packages” of interventions, targeted at specific audiences, including groups with protected characteristics

This paper augments the CMP Implementation Plan, which has been updated to include key actions, including for active travel, as part of the CMP’s biennial review cycle. The updated CMP Implementation Plan was presented to the Transport and Environment Committee on 1 February 2024.

The CMP Implementation Plan is an overarching plan for our city’s transport improvements. Individual schemes coming out of the plan will undertake project specific IIAs and consultation processes.

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

CMP was extensively consulted upon before its finalisation in 2021. Between April-July 2023, consultation was undertaken to gain views across the suite of draft action plans mentioned above, alongside an emerging Future Streets Framework (Circulation Plan) designed to further support the delivery of CMP. [Findings were presented](#) to the Transport and Environment Committee in October 2023.

A key focus of this consultation was engaging with groups with protected characteristics, including groups that have been flagged as potentially being affected by the active travel actions in this IIA. The consultation programme received a total of 3,827 representations, received via a range of activities including stakeholder workshops, focus groups, market research, an online survey, and public drop-in events.

Views were captured across the following key themes:

- Improving local travel for walking and wheeling
- Delivering a joined-up cycle network
- Delivering improvements to our public transport network
- Delivering a people-friendly city centre
- Achieving city-wide road safety targets
- Improving our public transport and active travel corridors
- Delivering vibrant shopping streets
- Delivering liveable neighbourhoods
- Supporting the journey to net zero and cleaner air

Additional stakeholder sessions were also held with a focus on active travel actions.

The findings from the consultation, and focussed stakeholder engagement, have been used to inform this IIA.

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

Yes. This paper, when read in conjunction with CMP, will play a key role in the city’s bid to tackle inequalities and will deliver a green, sustainable and more accessible form of transport to residents, commuters, businesses and visitors.

5. Date of IIA

28 September 2022

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

Name	Job Title	Date of IIA training
Sarah Feldman	Transport Officer (Active Travel) Lead Officer	05/11/2020
Martyn Lings	Senior Project Manager (Active Travel)	2018
Michael Mackenzie	Transport Officer (Active Travel) Report writer	14/12/2022
Eileen Hewitt	Transport Officer (Active Travel) Facilitator	25/08/2019

7. Evidence available at the time of the IIA

Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
Data on populations in need	Census 2011 National Records for Scotland 2017 Mid-year estimates	Edinburgh has one of the fastest growing populations of any city in the UK, with the population projected to have increased by a further 12% to 2043. This is partly due to an aging population – the number of people over 75 will nearly double by 2043.
Data on service uptake/access	Census 2011	Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010 of the 190,000 people living and working in Edinburgh, 60,000 commuted to work by car and a further 61,300 commuted by car from other local authority areas. Transport accessibility is lowest around the periphery of the city, for example Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	Census 2011	<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%). The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre.</p> <p>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>
Data on equality outcomes	The Edinburgh Walking and Cycling Index (Sustrans 2022)	Cycling - Proportion of residents who cycle at least once a week Gender: 35% of men, 17% of women.

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
		<p>Ethnicity: 15% of people from ethnic minority groups, 27% of white people Disability: 15% of disabled people, 29% of non disabled people Walking - Proportion of residents who walk or wheel at least 5 days a week Gender: 66% women, 67% men Ethnicity:60% of people from ethnic minority groups, 68% of white people Cycling Safety - 34% of residents think the level of safety for children is good 49% of non disabled residents think the level of cycling safety is good compared to 33% of disabled people Walking safety - 59% of residents think the level of safety for children walking is good 81% of non-disabled residents think the level of walking safety is good in their local area compared to 69% of disabled residents.</p>
Research/literature evidence	<p>Futureedinburgh</p> <p>The Pedestrian Pound</p> <p>UK and International Evidence showing beneficial economic impacts to businesses</p>	<p>The Active Travel Action Plan is informed by a number of other strategies including</p> <p>National Transport Strategy City Mobility Plan City Plan 2030 City Centre Transformation Climate Change Strategy</p> <p>Research by Living Streets reveals that well planned improvements to public spaces within town and city centres have been shown to boost commercial trading by 40%.</p> <p>Beyond the pandemic, it is important that towns and cities adapt to the challenges associated with the climate emergency and the need to decarbonise transport and the ways people move around urban areas</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	where space for walking	
Public/patient/client experience information	The Edinburgh Walking and Cycling Index (Sustrans 2022)	31% of residents think their streets aren't dominated by vehicles. 61% support low traffic neighbourhoods and 59% said fewer motor vehicles on streets would be better for both walking and cycling.
Evidence of inclusive engagement of people who use the service and involvement findings	Consultation with Edinburgh Access Panel and Living Streets on Edinburgh Street Design Guidance (ESDG)	<p>Consultation on the ESDG has shaped the design and development of the new infrastructure projects that are underway in Edinburgh city including George Street and First New Town, City Centre West to East Link, Meadows to George Street and West Edinburgh Link. Examples of the changes incorporated into the designs which improve the travel experience for people with a disability are:</p> <ul style="list-style-type: none"> • making junctions more pedestrian friendly by providing sharper corner radii to slow down turning vehicles, widening the use of raised road junctions, introducing 'continuous pavement' at side road crossings and providing pedestrian phases and advanced cycle stop lines at all signalled junctions; • reallocating road space for the benefit of cyclists and pedestrians by using narrower and/or fewer vehicle lanes to reduce traffic speeds and to make streets more flexible to enable either better provision for cyclists or wider pavements; • providing crossings for pedestrians and cyclists (eg 'pelican' and 'toucan' crossings) on desire lines and closer to junctions; • making pavements more accessible for those with pushchairs, prams

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
		<p>and reduced mobility by keeping the walking area of the footway as level as possible, including at driveway crossings;</p> <ul style="list-style-type: none"> • minimising the use of guardrails; • providing tactile paving and dropped kerbs at all crossing points and 24 hour protection from parking across these crossing points; • providing 'walking zones' clear of obstacles on footways; • de-cluttering streets by minimising signing, lining, bins and other street furniture to create an uncluttered space for both movement and place functions; • in order to help reduce speeds, generally not reinstating road centrelines anywhere on the 20mph network, other than on strategic routes and the immediate approach to signalled junctions and stop lines/give ways.
Evidence of unmet need	ATAP 2016 , Edinburgh Walking and Cycling Index 2022, City Mobility Plan Commonplace website	<p>Demand for better cycling infrastructure and a safe and connected network is high. There is an urgent need to aid and encourage more sustainable ways of travelling if we are to meet our 2030 net zero target.</p> <p>At the start of Covid and as part of the Spaces for People Programme, residents put forward requests for measures to make it easier and safer to get around</p>
Good practice guidelines	Edinburgh Street Design Guidance Getting home safely	<p>Best practice guidance for street design to be followed during design.</p> <p>Focusing on women’s safety, the toolkit and guidance informs the process of assessing where and how safety can be improved, supported by walking site audits and current best practice.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	National Standards of Community Engagement	The National Standards for Community Engagement are good-practice principles designed to support and inform the process of community engagement.
Carbon emissions generated/reduced data	Air Quality Monitoring Stations, Scottish Government Monitoring	Transport accounts for just under a third of Edinburgh’s emissions. Evidence will continue to be collected on carbon emissions/air quality by the Council and Scottish Government
Environmental data	Yes	Detail provided as part of a separate Strategic Environmental Assessment (SEA) which will be published alongside the City Mobility Plan
Risk from cumulative impacts	N/A	Cumulative impacts may come about as a result of the Low Emission Zone, City Mobility Plan, City Centre Transformation and City Plan 2030. Focus on equalities and inclusion will remain strong as policies are further developed and implemented.
Other (please specify)	Highway Code	Greater priority given to pedestrians and cyclists
Additional evidence required	No	

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> <p>The impacts resulting from this plan are expected to be predominantly positive; improving the inclusiveness and accessibility of our streets, improving the connectivity of the walking and cycling network, creating a safe and attractive environment for people to relax and enjoy.</p> <p>The positive impacts for equality, health wellbeing and human rights relate to the following measures and interventions.</p> <ul style="list-style-type: none"> • Better crossing facilities • Wider pavements at key locations 	

Equality, Health and Wellbeing and Human Rights	Affected populations
<ul style="list-style-type: none"> • Level pavements • Continuous footways providing pedestrian priority and a level walking surface • Safer and more accessible cycling routes connecting to local amenities • More seating and resting points • Better separation of pedestrians and cyclists creating a safer environment • Removal of street clutter • Improved infrastructure that makes streets safer for school journeys • Protected cycle lanes enabling children to be safer and more independent. • School Travel Plans with practical measures such as School Streets which help to improve access to schools by creating safer streets and allowing pupils who are able to walk and cycle • Informal learning through placemaking • Less car dominated spaces promote more resilient communities where families can come together on initiatives such as walking and cycling buses and play streets • Better quality footways (dropped kerbs, wider pavements, tactile surfaces, removal of street clutter) • Better crossing facilities • Safe space for cycling for those using accessible cycles (provided spaces meet specification of adapted cycles) • Barrier removal to access off road path network • Ramp improvements • Increased travel choices helping people to access amenities and green spaces and improving inclusion and independence. • Extension of 20mph speed limits will help improve road safety, encourage people to walk, cycle and make streets more people friendly • Improved lighting and introduction of new cycle infrastructure on main roads will mean less reliance on off road network which will improve personal safety especially for women and LGBTQIA • Secure bike parking to reduce crime. When people walk, wheel or cycle around their neighbourhoods they are much more likely to meet and interact, creating community cohesion and social surveillance. 	<p>Older people, pedestrians and disabled people</p> <p>Young people and children</p> <p>Disabled people</p> <p>All; particularly young people and children and parents/carers; disabled people</p> <p>Women, LGBTQIA</p> <p>All</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<ul style="list-style-type: none"> • Improved mental and physical health due to increased uptake in active travel. • Investment in cycling and walking infrastructure offers improved access to employment opportunities and local services through low cost transport options for people with no access to a car and those unemployed and on low incomes. • Supporting active leisure trips to coastal areas, improves the quality of life and encourages economic activity at coast locations eg Cramond, Portobello, Granton and Silverknowes. • Improvements to public spaces and good environments for walking and cycling encourage people to relax and spend more time in the area. Ultimately, a positive impact on retail is expected in line with evidence from elsewhere in the UK. • Investment in active travel offers safe and affordable options when bus schedules are less convenient or at night when there is less passive surveillance • The consultation process associated with this plan has enabled people to participate in the decision making process and influence the planning and design of Active Travel Schemes. 	<p>All</p> <p>Unemployed and people on low incomes</p> <p>Coastal communities</p> <p>Business community</p> <p>Shift workers</p> <p>All</p>
<p>Negative</p> <ul style="list-style-type: none"> • Reduced parking opportunities at some locations. • Potential impacts on parking availability on days of worship • Loss of parking might have a disproportionate impact on Muslim community accessing the Mosque. • Safety concerns about shared space • Potential for streets to be less legible or changes making more complex street environments (challenging for conditions like dementia and autism) • Floating bus stops, floating parking spaces and continuous footways can be difficult for some people to navigate and there is some concern from user groups that these may increase pedestrian/vehicle conflict resulting in stress and/or confusion over user priority. • Walking and Cycling Index shows lower proportion of minority ethnic people walk and cycle meaning 	<p>Older people and carers People with different religions or beliefs Minority ethnic people</p> <p>Older people, Disabled people</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>the immediate benefit of these schemes will be lower for these communities</p> <ul style="list-style-type: none"> • Refugees and asylum seekers may not have access to bikes, meaning immediate benefits of cycling interventions will be lower for these communities • Larger families more likely to be reliant on cars and less likely to directly benefit from actions as a result • Residents in rural/semi rural areas are more likely to be car reliant and less likely to directly benefit from actions as a result <p>Mitigation:</p> <ul style="list-style-type: none"> • Ensure appropriate engagement is undertaken, on a project by project basis with groups who are most negatively impacted by potential loss • Attention to be given to making sure correct use of disabled parking is enforced, so spaces are available for those who need them • All measures are subject to a detailed design and risk assessment process being followed. Designs are based on the layouts in the Edinburgh Street Design Guidance. • Early installation of interventions to be monitored, particularly in regards impact on vulnerable road users • A fundamental principle of the floating bus stops is that the street markings clearly indicate to people cycling that they should give way to people embarking/alighting buses • Brake the Cycle offer an access to bikes programme in Edinburgh. Edinburgh and Lothians Regional Equality Council (ELREC) offer support with free cycling classes. • Note the Council's ambition to revive Bike Hire scheme, providing access to bikes • A Behaviour Change Programme is to be developed as part of this work, engaging and supporting people to walk, wheel and cycle instead of driving. The Council runs an annual programme of behaviour change initiatives to encourage walking, cycling and sustainable travel through behaviour change initiatives. 	<p>Refugees and asylum seekers</p> <p>Larger families Rural/semi-rural communities</p> <p>Business community</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<ul style="list-style-type: none"> • Communication programme to encourage safe and considerate behaviour and use of off-road paths • Close liaison with stakeholder organisations representing disabled people, including the Edinburgh Access Panel, RNIB, National Federation of the Blind, Guide Dogs Scotland and Mobility Access Committee Scotland. • Ensure people who use Blue Badges for access and parking can continue to do so. 	

Environment and Sustainability including climate change emissions and impacts	Affected populations
<p>Positive</p> <p>Walking and cycling make very efficient use of road space so helping to reduce the impact of congestion and pollution. Replacing short car journeys with active travel journeys (a large proportion of car journeys in Edinburgh are under 1 mile) will help to promote a healthy city and environment.</p> <p>The CMP Implementation Plan presents a range of measures outlined below that will reduce carbon emissions and support the Council’s ambition to be Net Zero by 2030.</p> <ul style="list-style-type: none"> • Planting street trees and greenery will have a positive impact not just on greenhouse gas emissions but also on local drainage and water management. • Increased biodiversity in the city in partnership with Biodiversity action plan. Opportunities exist as part of placemaking and improvements along Active Travel routes. • Use of active modes of travel such as cargo bikes resulting in less cars, less pollution from tyres, brake dust and exhaust particulates • Support of brownfield development approach as part of City Plan • Active travel journeys provide an alternative to public transport during pandemics such as Covid 19. • Active travel reduces the risk of accidental injury due to increased safety for all users 	<p>All, particularly young people and older people and those most affected by poor air quality</p>

Environment and Sustainability including climate change emissions and impacts	Affected populations
<ul style="list-style-type: none"> • More on-road routes will reduce pressure to provide harder surfaces leading to more run-off into water sources on off-road routes • 20 minute neighbourhoods reduce need to travel large distances and support sustainable modes of transport, place making and access to green spaces. 	
<p>Negative</p> <ul style="list-style-type: none"> • Potential negative impacts associated with the displacement of traffic, congestion and pollution in the environment • Construction materials can be carbon intensive (shipment of materials, raw materials, energy used to build) • Tar, cement and other raw materials have negative environmental impacts <p>Mitigation</p> <ul style="list-style-type: none"> • Over time we would expect some business journeys and deliveries to be undertaken by active travel. • By reducing the width of roads, the speed of traffic and encouraging active travel, traffic noise will be reduced with benefits for health and wellbeing. • Assess ways to specify more sustainable construction materials and construction delivery methods where possible and practicable to help achieve net zero carbon. 	<p>All</p>

Economic	Affected populations
<p>Positive</p> <ul style="list-style-type: none"> • Place making and good quality public realm in town centres and across the city helps to attract new investment, increase footfall and regenerate the area. It is considered that businesses will benefit from increased 'liveability' thanks to more street trees, wider footways, seating and meeting places, slower speeds. More people attracted to spend time in 	<p>Local businesses</p>

Economic	Affected populations
<p>shopping streets where they feel safer and the environment is generally more pleasant</p> <ul style="list-style-type: none"> • Affordable, accessible public transport and active travel will benefit young people accessing education and help provide access to employment opportunities for people seeking work. • Lower fuel usage with active travel modes 	<p>Young people, unemployed, deprived communities</p>
<p>Negative</p> <ul style="list-style-type: none"> • During construction there may be a negative impact on retail in the area. • Reduction of parking and loading overall, constrained times, changed locations, potential impact on residents and businesses to carry out loading or deliveries, impact on loading from wider footways <p>Mitigation</p> <ul style="list-style-type: none"> • “Businesses open as usual” signs to be included on fencing for potentially impacted businesses when construction is taking place • The construction of new walking and cycling infrastructure will create a significant number of construction jobs, in turn creating opportunities for suppliers and for local businesses who will benefit from custom from people working on the project. As with all major construction contracts there will be community benefits such as apprenticeships and training opportunities. • There is potential to change servicing and loading to key times of day and encourage more sustainable forms of servicing such as cargo bikes. • Project-level engagement with businesses to minimise negative impact on loading and customer numbers during construction. 	<p>Businesses</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?**

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 for 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 and acting on stakeholders views) will remain a key element of the development of the CMP. Formats will be designed to be understood by a range of population groups. Residents are encouraged to use our translation service if they have language/visual requirements.

- 11. Is the plan, programme, strategy or policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a Strategic Environmental Assessment (SEA) will be required and the impacts identified in the IIA should be included in this. See section 2.10 in the Guidance for further information.**

An SEA was carried out for the City Mobility Plan.

- 12. Additional Information and Evidence Required**

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

No

- 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
<i>Attention to be given to making sure correct use of disabled parking is enforced, so spaces are available for those who need them:</i> Explore our approach to parking enforcement in Blue Badge spaces and whether this needs to be updated in line with parking actions in the CMP	Active Travel team with the Parking Team. Phil Noble, Active Travel Team Leader Gavin Graham, Parking team Leader	To be agreed following adoption of the plan	May 2024
<i>Early installation of interventions to be monitored, particularly in regards impact on vulnerable road users:</i> agree ATINP-wide approach to monitoring	Phil Noble Travel Team Leader Alastair Anderson, Senior Project Manager, Active Travel	To be agreed following adoption of the plan	May 2024
<i>Communication programme to encourage safe and considerate behaviour and use of off-road paths:</i> to be planned and resourced	Judith Cowie, Active Travel Project Officer	To be agreed following adoption of the plan	May 2024
<i>Ensure people who use Blue Badges for access and parking can continue to do so:</i> agree ATINP-wide approach for Blue Badge parking and access	Active Travel team with the Parking Team. Phil Noble, Active Travel Team Leader Gavin Graham, Parking team Leader	To be agreed following adoption of the plan	May 2024
<i>Assess ways to specify more sustainable construction materials and construction delivery methods where possible and practicable to help achieve net zero carbon:</i> Senior Project Manager from Active Travel to sit on Scottish Government Civil Engineering Construction Framework steering group, which will set standards for sustainable construction	Andrew Easson, Active Travel and Road Safety Team Leader	To be agreed following adoption of the plan	May 2024
<i>“Businesses open as usual” signs to be included on fencing for potentially impacted businesses when construction is taking place:</i>	Phil Noble, Active Travel Team Leader	To be agreed following	May 2024

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and job title)	Deadline for progressing	Review date
agree ATIP-wide approach where construction near business accesses will occur	Judith Cowie, Active Travel Project Officer Catriona Mckenna, Senior Communications officer	adoption of the plan	

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

No.

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

Post implementation research will identify whether active travel actions have improved the travel experience of equality groups. 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 active travel actions on footfall and cycle lane usage.

16. Sign off by Service Director

Name Peter Watton

Date 8 January 2024

17. Publication

Completed and signed IIAs should be sent to: integratedimpactassessments@edinburgh.gov.uk to be published on the Council website www.edinburgh.gov.uk/impactassessments
Edinburgh Integration Joint Board/Health and Social Care
sarah.bryson@edinburgh.gov.uk to be published at www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/