

# Integrated Impact Assessment – Summary Report

## 1. Title of proposal

‘Supported Bus Services Review – Supporting Information’ paper.

The purpose of the Supported Bus Service Review is to review the current supported services contracted by the City of Edinburgh Council (CEC) by identifying the problems, opportunities and current performance of each; and develop recommendations for specifications for replacement services that can be put out to tender. The scope of work also includes preparation and evaluation of tender documentation in order to award the supported bus service contracts.

The existing supported bus services in operation are as follows:

- Service 13 (Craigleith – Lochend), operated by Edinburgh Coach Lines
- Service 20 (Ratho – Chesser), operated by McGill’s
- Service 63 (South Queensferry - Balerno), operated by McGill’s
- Service 68 (The Gyle – Clermiston), operated by McGill’s

The review also considers the re-introduction of a Portobello circular service, previously operated by Lothian and Prentice Coaches until Spring 2020.

The Review has been conducted in alignment with the City Mobility Plan (CMP). The CMP acknowledges that the bus system in Edinburgh is primarily designed around services passing into the city centre, and that there are notable service gaps and deficiencies across the wider city including areas between key corridors and in more peripheral locations. It also states: Where the commercial market fails to deliver public transport provision across the city, the Council will monitor and review the requirement for supported bus services. Of particular relevance is the peripheral ‘rural west Edinburgh’, which supported bus services 20 and 63 operate in and provide key public transport service to residents in this location.

The proposals directly align with those council priorities as set out in the City Mobility Plan (‘A city where you don’t need to own a car to move around’) and Public Transport Action Plan (‘Addressing the climate emergency’ and ‘delivering a reliable and efficient network to support growth’).

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

The intention of the changes to the supported bus network is to:

- At a minimum, maintain the existing level of service provided by the current services; whilst also
- make alterations to improve the performance, reliability and attractiveness of the services for the communities they intend to serve; as well as

- attractive for and sustainable enough for operators to want to operate and do so efficiently – particularly given the withdrawal of both commercial (McGill's) and supported bus services in neighbouring West Lothian.

As such, the following routes have been devised and proposed to be tendered for:

- South Queensferry – The Gyle
- The Gyle – Ratho – Hermiston Gait P&R
- Cramond – Balerno
- The Calders – Chesser
- The Gyle - Clermiston
- Craigleith – Lochend
- Portobello Circular
- \*Ratho – City Centre (direct service)

The main changes to the existing services are as follows:

- McGill's 20 (Ratho – Chesser) has been split into:
  - The Gyle – Ratho – Hermiston Gait (providing an effective 'half-hourly' service from Ratho to an interchange point for services to/from the City Centre); and
  - The Calders – Chesser (maintaining the 'east' section of Service 20)
- McGill's 63 (South Queensferry – Balerno) has been split into:
  - South Queensferry – The Gyle (keeping connection with A8/Livingston-bound services); and
  - Cramond – Balerno (maintaining the Balerno – The Gyle connection but also providing supported bus access to Cramond, a western-orbital link from Cramond to The Gyle (and on to Balerno).
- Portobello Circular
  - Re-introduction of a Portobello-Duddingston Circular service, however routing via The Jewel to the south (As opposed to via the A1140).

\*In response to the significant feedback from community representatives and councillors for Ratho, a tender will be put out for a direct service between Ratho and the City Centre. This is to determine both market interest and the prospective market cost to operate such a service. Should the cost of a direct Ratho – City Centre service be deemed viable, it would replace the 'The Gyle – Ratho – Hermiston Gait P&R' service.

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

Prior to this Review, feedback received through the CMP consultation indicated dissatisfaction with the provision of bus services in rural west Edinburgh communities. In addition, there has been increased pressure from the Ratho Bus Working Group to investigate a better alternative to the current supported bus service provision, with the main goal of getting a direct service to/from the City Centre.

The SBSR Consultation focussed on the affected communities along the existing supported bus routes in rural west Edinburgh (i.e. McGill's 20, 63 and 68) that would be affected, whereby community council representatives and Councillors have been invited to engage.

All major suppliers (i.e. bus operators), plus key smaller suppliers who may be interested in supplying supported bus services were contacted and invited to engage.

Additionally, on-board bus passenger surveys were also undertaken on week commencing 3rd October 2023 on the McGill's 63, 68 and ECL 13 services.

An initial online workshop held on 7th September 2023, attended by Councillors from Ward 1 Almond and Ward 2 Pentland Hills, Kirkliston and Queensferry Community Councils, Ratho Bus Working Group, Lothian Bus and McGill's. Current public transport accessibility challenges were discussed, and 'initial draft' of changes to the supported bus service routes were presented and attendees provided their feedback on which was noted. Key feedback included:

The Review continued to engage with community council representatives, suppliers and CEC procurement team through telephone interviews, meetings and email correspondence to refine the rural west proposals and mechanism for procurement (noting discussions with suppliers on this topic have ceased since publication of the DPS on 22nd November 2023). Consultees included the Ratho Bus Working Group, Lothian Bus, McGill's, HcL Transport, Edinburgh Coach Lines and Cramond & Barnton Community Council. In addition, both RBS and Waverley Travel were approached for comment about a potential option for extending the RBS Shuttle Bus route to serve Ratho.

Engagement on the routes in rural west Edinburgh initially prioritised due to pressing concerns from those community councils and councillors, as well as the potential impact the withdrawal of a number of both supported services and commercial (McGill's) services in West Lothian in November and December 2023 would have on those communities. It is envisioned further engagement will be undertaken with communities served by the existing ECL 13 and potential option for a Portobello supported service, prior to tender documents being published.

In response to feedback from the Ratho Bus Working Group, a 'direct' service between Ratho and City Centre is to be tendered to understand supplier pricing and affordability in relation to CEC budgets.

Across the engagement, the following key themes have been identified:

- Desire for direct Ratho – City Centre service, anything less (i.e. requirement to interchange) would not meet community expectations).
- Existing supported services are not reliable or frequent enough, nor sufficient operating hours to facilitate access to/from employment, health and leisure after 8pm

- Current layout of The Gyle as an interchange is not attractive, nor safe or comfortable during off-peak operation.
- Bus industry/Supplier challenges
  - (lack of bus drivers etc.) making it difficult to take on supported service operation;
  - West Lothian situation and impact on rural west Edinburgh highlights precarious situation of bus operation in central/east Scotland
- Limited CEC budget – same allocation however due to increased operating costs ‘buys much-less’
- Positive feedback on extending supported bus service coverage to Cramond and retaining connection between Balerno and The Gyle
- Onboard Bus Surveys
  - 13: Well used between Craigleith and City Centre, less so between Lochend and City Centre however much resistance to any changes/alterations to this service, including from Committee.
  - 63: service generally used for access to The Gyle (for interchange and shopping) and Heriot Watt University, particularly from South Queensferry.
  - 68: used by very few passengers and route operationally difficult to run due to narrow roads and parked cars.
- Opportunities:
  - Short/medium Term: Wavegarden Scotland at Ratho (potential opening in 2024); and
  - Build out of West Edinburgh in the medium and longer term.

The findings from the consultation have been used to inform this IIA.

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

Yes. These changes to supported bus services will play a key role in the city’s bid to tackle inequalities. The changes will maintain existing green, sustainable and accessible form of transport to residents, commuters, businesses and visitors.

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

The IIA was finalised on 17/01/2024.

**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
Stuart Lowrie	Public Transport Manager	N/A
TBC		

**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 and to the environmental impacts of your proposal
Data on populations in need	<p><a href="#">Scotland's Census 2022</a></p> <p><a href="#">Edinburgh by Numbers 2022</a></p>	<p><b>Edinburgh population and population growth</b></p> <p>Based on Census 2022, the population of Scotland has been estimated to be 5,436,600. This is the largest population ever recorded by Scotland's Census. The population grew by 141,200 (2.7%) since the previous Census in 2011. This is a slower rate of growth than between 2001 and 2011, when the population grew by 233,400 (4.6%). Scotland's population is ageing. There are more people in the older age groups than ever recorded in Scotland's Census. There are now over one million people aged 65 and over (1,091,000). This is over a quarter of a million higher than the number of people under 15 (832,300). Most of the council areas in the Central Belt saw increases in their populations from 2011 to 2022, particularly those around Edinburgh (increase of 7.6%). These increases were driven by migration from within Scotland and from elsewhere.</p> <p>In the ten years to 2021, Edinburgh's population grew by 10.2% from an estimated 477,940 to an estimated</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
	<p><a href="#">Appendix A. Evidence data Census 2022</a></p> <p><a href="#">National Records of Scotland Mid-year estimates 2019, 2020, &amp; 2021</a></p> <p><a href="#">NTS Delivery Plan - Social and Equality Impact Assessment (SEQIA) (Transport Scotland 2022)</a></p> <p><a href="#">Edinburgh School Catchment zones</a></p>	<p>526,470 people. In the same time period Scotland's population grew by 3.4%. The greatest population growth in 2021 was in council areas around Edinburgh. Both Edinburgh and Scotland saw large increases in the older population.</p> <p><b>Edinburgh population by demographic</b></p> <p>Based on data gathered from the 2022 Census, Edinburgh has a higher proportion of people who would likely be participating in the workforce, aged 20-64 (64.5%) than Scotland average (59.1%). There is a lower proportion of people above the working age, in the 65+ age bracket, in Edinburgh (16%) compared to Scotland (20.1%). There are similar proportions of people under 19 in both Edinburgh and Scotland, 19.4% and 20.8% respectively.</p> <p>Comparing the mid-2011 data to mid-2021 data, by 2043, the proportion of age groups generally not participating in the workforce – those in age groups 0-15 and 65+ - will represent almost half of the population in Edinburgh (47.6%). The population of those age groups most vulnerable to the effects of air pollution: children (0-15) and older people (65+) - grew by 8.7% and 18.1% respectively.</p> <p>The school catchment zones for Edinburgh give an indication of travel to school areas. Benefits can be realised by reducing severance and barriers to travel.</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
	<p><a href="#">(Transport Scotland 2022)</a></p> <p><a href="#">Equality Outcomes and Mainstreaming Report 2023</a></p> <p><a href="#">Women's and girls' views and experiences of personal safety when using public transport</a></p>	<p>Young people are more dependent on public transport, particularly for accessing education and training.</p> <p>Availability of public transport in rural areas is a significant challenge for young people.</p> <p>For older people, the lack of access to public transport services can act as a barrier to accessing key services including healthcare. Accessibility issues are likely to affect older people more than other groups.</p> <p>Access to public transport – Disabilities</p> <p>Members of communities with disabilities are much more likely to be dependent upon public transport than car use. This dependency means that any changes to local transport infrastructure could have a direct impact on their lifestyle and wellbeing (International Transport Forum, 2017).</p> <p>Issues facing disabled people or those with long-term limiting illness are often exacerbated by low levels of employment, low income and living in areas of relative deprivation.</p> <p>Affordability and accessibility barriers to public facilities, including lack of suitable transport in the care pathway, hostile pedestrian environments, inaccessible infrastructure and online information and aspirations to reduce private car use.</p> <p>Safety and security concerns when using public transport, especially at night.</p> <p>Access to public transport – Ethnicity</p>



<b>Evidence</b>	<b>Available – detail source</b>	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
		<p>Since ethnic minority groups are less likely to have access to a car and more likely to rely on public transport than other groups, issues of cost and safety may disproportionately impact these groups and affect the outcomes and opportunities available.</p> <p>Access to public transport – Religion or belief</p> <p>There is a clear link between religion and economic inequality.</p> <p>Discrimination, assault or harassment of the basis of religious identity may affect people of certain religious groups more than others, and this may affect their choice to use public transport and public transport facilities.</p> <p>Access to public transport – Gender</p> <p>Transgender people are likely to have lower incomes and therefore, are at a higher risk of transport poverty.</p> <p>Transgender or gender non-conforming people may have concerns about using public transport or public transport facilities, such as toilets, for fear of being harassed or discriminated against.</p> <p>Women are more likely to walk, be a passenger in a car or take a bus than men and make multi-stop and multi-purpose trips, combining travel to work with trips for other purposes such as taking children to school, looking after family members or shopping.</p> <p>Women are more likely to be victim of sexual assault and have concerns about safety and security issues with regards to the use of public transport at</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
		<p>night out of fear of being harassed or sexual assault.</p> <p>Access to public transport – Pregnancy</p> <p>Pregnant women or parents travelling with pushchairs and young children may find journeys are uncomfortable or difficult, especially without rest stops. People with pushchairs may find certain types of public transport options inaccessible.</p> <p>Access to public transport – Sexual Orientation</p> <p>People in the LGBTQIA+ group may be concerned about being able to access public transport and public transport facilities, especially at night when these may be poorly lit, for fear of harassment or discrimination.</p>
<p>Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.</p>	<p><a href="#">Scottish Index of Multiple Deprivation (SIMD)</a></p>	<p><b>Socio-economic disadvantage and travel in Scotland</b></p> <p>The most deprived communities are mainly in the peripheral areas of the city (e.g., Craigmillar, Gilmerton, Granton, Lochend, Muirhouse, Niddrie, Pilton, Saughton and Wester Hailes).</p> <p>Some of the areas ranked by the SIMD as of high deprivation such as Wester Hailes, Muirhouse and Granton have a low level of access to public transport and/or no access to a private car.</p> <p>Some 74% of all unemployed people in Scotland are in poverty, compared to only 5% of people in households where all adults are in full time work.</p>

<b>Evidence</b>	<b>Available – detail source</b>	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
	<p><a href="#">City Mobility Plan 2021 - 2030</a></p> <p><a href="#">The Poverty in Edinburgh commission Data and Evidence</a></p>	<p><b>Socio-economic disadvantage and travel in Edinburgh</b></p> <p>Based on the City Mobility Plan, 45% of households in Edinburgh are without access to a car (Progressive Survey, 2019). The most disadvantaged communities are mainly located in the periphery of the city (e.g., Granton, Pilton, Niddrie, Saughton and Wester Hailes).</p> <p>The risk of poverty can be seen to depend highly on factors such as age, gender, the number of children in a family, marital status, disability, tenure of housing, as well as employment status. In particular, groups with higher rates of poverty are: People from certain BAME Backgrounds, People with disabilities, Households with 3 or more children, People that live in rented properties</p> <p>Approximately 29% of households which rely on part time employment are in poverty, as well as 26% of multiple adult households where only one adult is in full time employment.</p> <p>Those living in SIMD deprived areas are less likely to hold a driving licence (39%) or to have driven recently (26%) than those in less deprived areas (61% and 44% respectively). Car and bike access is lower in areas of multiple deprivation.</p>
<p>Data on equality outcomes</p>	<p><a href="#">Census 2011</a></p>	<p><b>Health conditions in Edinburgh</b></p> <p>Based on 2011 Census Data, the wards with the highest number of long-term health conditions (including deafness, blindness, physical, mental health, learning disabilities etc.) are</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
	<p><a href="#">Air quality in Europe - 2020 report — European Environment Agency</a></p> <p><a href="#">Women Safety in Public Places: Interim Analysis of public consultation July - September 2022</a></p>	<p>Portobello/Craigmillar (31.17%), Liberton / Gilmerton (30.79%) and Craigentiny / Duddingston (30.5%). The City Centre ward has the lowest number (21.65%). Almost a third of the City of Edinburgh population have more than one health condition.</p> <p><b>Impact of air pollution in Europe</b></p> <p>Children and young people spend a higher proportion of their time outdoors and breathe in air closer to the ground, where some pollutants reach peak concentrations, putting them at greater risk of exposure to ambient pollutants. During their early years, children’s lungs, organs and brains are still developing making them increasingly vulnerable to air pollution (Royal College of Physicians, 2016).</p> <p><b>Women’s Safety</b></p> <p>Almost all women reported that they ‘very often’ or ‘always’ felt unsafe when using public transport, although feeling unsafe was not limited only to being on transport, but was more something that was experienced by women more generally when out socially, especially if alone or out after dark.</p>
Research / literature evidence	<a href="#">Future of mobility: inequalities in mobility and access in the UK Transport System</a>	Development of supported services proposals has considered best practice across Scotland and the UK.
Public/patient/client experience information	Community Council Meetings Operator, Community	Residents want more funding for walking, wheeling, cycling and public transport. Among Edinburgh residents 78% support the creation of more 20-minute neighbourhoods and 61%

<b>Evidence</b>	<b>Available – detail source</b>	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
	Council, Ratho Bus User Group Workshop	support the creation of more Low-Traffic Neighbourhoods. 53% of the Edinburgh’s population agree that restricting through-traffic on local residential streets would make their area a better place.
Evidence of inclusive engagement of people who use the service and involvement findings	CMP Consultation Findings Public Transport October 2023 (summary of engagement provided in <a href="#">Appendix B</a> )  Community Council Meetings	Public consultation related to public transport in the Edinburgh City Mobility Plan was undertaken in October 2023. Those experiencing poverty, rural communities, women, older people, people with disabilities, younger people and parents of young children were consulted.  Meetings were held with local community councils to understand their requirements for improved service provision. Further meetings are proposed as part of ongoing engagement.
Evidence of unmet need	<a href="#">City Mobility Plan 2021 - 2030</a>  Bus journey time data	Public transport journey times to jobs in the peripheral areas of the city are almost double those of jobs in the city centre.  West Edinburgh communities are impacted by network congestion. Bus service provision is impacted by the high cost of operation, extended journey times and service unreliability.
Good practice guidelines	<a href="#">Get home safe</a>	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.  The National Standards for Community Engagement are good-practice principles designed to support and

<b>Evidence</b>	<b>Available – detail source</b>	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
	<a href="#">National Standards for Community Engagement</a>	inform the process of community engagement.
Carbon emissions generated/reduced data	<a href="#">Climate Emissions Analysis and 2030 City Sustainability Approach</a>	<p>In 2020, the city’s carbon emissions were predominantly made up of transport (31 %), housing/domestic (29 %), public and commercial buildings (23 %), industry (17 %).</p> <p>The most effective way to reduce CO2 emissions from transport is via modal shift and electrification/decarbonisation as evidenced in the City Mobility Plan.</p>
Environmental data	<a href="#">City Mobility Plan Environmental Assessment, 2021</a>	Detail provided as part of a separate Strategic Environmental Assessment (SEA) as published alongside the City Mobility Plan.
Risk from cumulative impacts		Cumulative impacts, both positive and negative, may occur relating to the Low Emission Zone, City Mobility Plan 2030, City Centre Transformation and City Plan 2030. Focus on equalities and inclusion will remain strong as policies are further developed and implemented.
Additional evidence required	No	<p>There are potential gaps in the information and data collected:</p> <p>More up to date statistics than 2011 Census on ethnicity, religion and disabilities of the population within the study area;</p> <p>Travel modes of different protected characteristic groups.</p>

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

Equality, Health and Wellbeing and Human Rights	Affected populations
<b>Positive</b>	
<p>Implementation of the proposed actions maintains affordable public transport provision to those communities served by supported bus services, continuing to provide better value-for-money for people using public transport. This is extended to those communities living in the vicinity of the Cramond extension and Portobello circular routes. It will continue to allow low-income groups who previously could not afford this travel option better access to essential services and jobs.</p> <p>A reduction in car travel within the vicinity of the supported bus service routes may result in less respiratory illnesses from transport emissions. Further, the improvements in air quality and reduction in background noise from less vehicles, may lead to an increase in the quality of public space and therefore the health and wellbeing of people.</p> <p>A reduction in car travel will also reduce the risk of road traffic accidents and improve overall safety on the streets of Edinburgh.</p> <p>Changes to the supported bus services specifically target remote and deprived communities, ensuring connectivity maintains and in some instances better connecting them to essential services and employment. They will at least maintain the existing level of service, and in some instances improve flexibility and provide more travel choices for public transport users. It will at least maintain people with limited mobility such as people with a disability, older people, pregnant women and parents with young children access to public transport. The demand will be able to shape the capacity and the service of the public transport improving the access to employment, services and businesses for these groups.</p>	<p>Low income earners, young people, older people, people with disabilities, single parents</p> <p>Older people, children, younger people, pregnant women, and people with pre-existing health conditions.</p> <p>All population groups</p> <p>Rural and deprived communities, single parents, and low-income groups.</p> <p>People with a disability, older people, parents with young children and pregnant women.</p>
<b>Negative</b>	
<p>Proposed changes to services may require additional interchange where previously there was a direct service (where previously there was a direct service). This may</p>	<p>People with disabilities, ethnic minorities, women, pregnant women and girls, older</p>

<b>Equality, Health and Wellbeing and Human Rights</b>	<b>Affected populations</b>
<p>cause anxiety or stress for users who have restricted mobility.</p> <p>Interventions may encourage public transport use resulting in limited space on vehicles at peak times. Certain population groups require additional time and space to utilise public transport, they may be intimidated or discouraged/excluded from using public transport if it is prohibitively busy. For example, no space for a mobility aid or wheelchair. Additional capacity may need to be added to the supported bus service routes to meet induced demand to avoid this negative impact.</p> <p>Mixed mode travel may be too expensive for low income earners, meaning they are not able to utilise public transport if it does not offer end-to-end trips.</p> <p>Whilst supported bus services offer a reduced ticket price, and typical users already hold a concessionary pass, there may be negative impacts for people who live in rural communities who are priced out of using public transport, and therefore still cannot access services.</p>	<p>people, parents of young children, children and younger people</p> <p>Older people, people with disabilities, rural communities</p> <p>Older people and people with disabilities</p> <p>Low income earners, single parents, older people</p>

<b>Environment and Sustainability including climate change emissions and impacts</b>	<b>Affected populations</b>
<p><b>Positive</b></p> <p>Proposed changes to supported bus services will likely lead to a small reduction in greenhouse gas emissions and air pollution. This will occur as a result of reducing the reliance on private car through more reliable and attractive supported bus service offering. The reduction in air pollution caused by public transport will positively impact the health of all population groups but especially those who are most sensitive to poor air quality such as children.</p> <p>Implementation of the proposed actions related to convenience, reliability, affordability and accessibility of public transport will incentivise a modal shift from private to public transport by making it more attractive. This will have positive impacts on the environment by reducing car reliance, and therefore greenhouse gas emissions.</p>	<p>All population groups, but especially older people, people with pre-existing health conditions, children and younger people and people with disabilities.</p> <p>All population groups</p>



<b>Environment and Sustainability including climate change emissions and impacts</b>	<b>Affected populations</b>
<b>Negative</b>	
A shift to more sustainable forms of public transport (e.g. electric or hydrogen fleets through actions PC3 and PC4) could cause environmental damage if redundant, non-compliant vehicles are withdrawn early or not disposed of properly.	All population groups

<b>Economic</b>	<b>Affected populations</b>
<b>Positive</b>	
<p>Implementation of the proposed actions maintains the level of accessibility provided by the existing supported bus services, whilst also increasing coverage to the vicinities of the Cramond and Portobello Circular routes.</p> <p>The changes would also increase the reliability and useability of those supported bus services and integration with the wider public transport network. This improve the ability of people to access job locations and therefore employment. Better access will also have positive impacts for younger people, helping them into positive destinations to set them up for financial success in the future.</p>	<p>All population groups, but especially for low-income groups, singles parents, families, young people and people with disabilities</p> <p>Local businesses</p> <p>Low income earners, young people, people with a disability, older people</p>
<b>Negative</b>	
<p>There is a potential loss of short term public connectivity on Turnhouse Road. This will be addressed by the rerouting of Service 31 during 2024.</p> <p>Certain movements may now require interchange, including Queensferry to Balerno; however, passenger numbers are low.</p>	<p>Low income earners, people with a disability, older people</p> <p>Local businesses, people with a disability, older people</p> <p>Local 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?**

Yes, it is possible that some or part of the actions in the paper and the associated updated CMP Implementation Plan would be undertaken by contractors. Equality, human rights and

environmental and sustainability issues would be addressed through the general terms and conditions of the Council’s contract requirements.

**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 at different stages of the delivery of actions, ensuring a broad audience reach and opportunities for interaction. Community involvement (listening and acting on stakeholders views) will remain a key element and communication formats will be designed to be understood by a range of population groups.

Residents are encouraged to use Council’s 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.**

There are not anticipated to be any significant environmental effects as a result of the proposed changes to the supported bus services.

**12. Additional Information and Evidence Required**

Additional evidence will be added to the IIA, if required, as it becomes available.

**13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:**

<b>Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)</b>	<b>Who will take them forward (name and job title)</b>	<b>Deadline for progressing</b>	<b>Review date</b>
Continual engagement and communication with potentially affected protected groups as actions are further developed	CEC	During detailed design stage	A review of progress against actions committed will be undertaken

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
in detail, implemented and evaluated.			as part of the CMP biennial review cycle. The next review is scheduled for 2026.
Construction management to ensure safety for vulnerable groups.	CEC	During detailed design stage	As above
Potential cumulative effects, positive and negative, with other aspects of CMP should be noted and monitored.	CEC	During detailed design stage	As above

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

No. At this stage, mitigation in the form of engagement with potentially affected protected characteristic groups has been recommended as the changes to the supported bus services are developed in further detail.

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

Performance against CMP’s Key Performance Indicators is measured every 2 years as part of its biennial review cycle.

**16. Sign off by Service Director**

**Name Peter Watton**

**Date 18 January 2024**

**17. Publication**

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

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