Our Future Streets - Integrated Impact Assessment Summary Report – FINAL - February 2024

1. Title of proposal

Our Future Streets
(also known as a 'circulation plan', includes the Streetspace Allocation Framework)

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

Our Future Streets is a key action agreed in the City of Edinburgh Council's transport strategy to 2030 - the City Mobility Plan 2021-2030 (CMP) and includes the Streetspace Allocation Framework (SAF). Herein both Our Future Streets and the SAF will be referred to as 'the Framework':

In summary, the Framework seeks to address CMP Policy Measure MOVEMENT 25 to develop and deliver a strategic approach to allocating street space between modes of travel to define the degree of priority to be given to different modes on different streets. The Framework will:

- provide an agreed method for medium- and long-term planning, by outlining modal and place priorities strategically for corridors, the city centre and neighbourhoods, to inform priorities for investment ;
- provide a robust, rational, consistent and transparent decision-making process for Council teams and stakeholders to re-allocate street space to encourage use of the most sustainable travel modes and improve placemaking;
- support other CMP policies including a committed target to reduce car kilometres driven by 30% by 2030; and
- support other Council strategies, including the emerging City Plan 2030, emerging Climate Ready Edinburgh 2024-2030, Climate Strategy 2030, 20 Minute Neighbourhood Strategy and City Vision 2050.

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

During winter 2022 the following key stakeholders attended individual workshops on the Framework's development independently of the initial IIA workshop in December 2022:

- Edinburgh Access Panel
- Edinburgh Chamber of Commerce
- Edinburgh Trams
- Lothian Buses
- Edinburgh Bus User Group (EBUG)
- Living Streets
- Spokes
- South East of Scotland Transport Partnership (SESTran)
- Women's Safety in Public Places Community Improvement Partnership (WSPP CIP)

In April 2023 the following key stakeholders attended in person workshops in the City Chambers, as part of an engagement exercises for the City Mobility Plan's draft action plans and the emerging Framework. As in December, this was also independent of the IIA workshop held that same month (April):

- East Lothian Council, National Health Service (NHS) Lothian, Scottish Environment Protection Agency (SEPA), Police Scotland;
- University of Edinburgh, Queen Margaret University;
- Transport and Environment Committee, Edinburgh Association of Community Councils and representative Community Councils, Cockburn Association, Ratho and District Community Council, Trinity Community Council;

- Edinburgh Access Panel, Equalities and Rights Network, Sight Scotland, Edinburgh Bus User Group, Climate Emergency Response Group, Mobility and Access Committee for Scotland;
- Edinburgh Airport, Lothian Buses, McGills, Enterprise, Zedify, Cargo Bike Movement, Farr Out Deliveries, Ecostars, Spokes, Living Streets.

For 12 weeks beginning in April 2023 the joint CMP action plans and the Framework completed a period of public consultation and stakeholder engagement. Engagement with the access panel, groups with protected characteristics, and groups that have been flagged as potentially affected by the Framework in this IIA was conducted during this period.

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

Yes**.** The Framework will play a key role in the city's commitment to tackle inequalities and will deliver greener, sustainable and more accessible forms of transport to residents, commuters, businesses and visitors.

5. Date of IIA workshops

15 December 2022
11 April 2023
28 November 2023

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

Name	**Job title** **Role**	**Organisation**	**Date of IIA training** **IIA workshop(s) attended**
George King	Senior Project Manager *Project lead, facilitator, and report writer*	Placemaking & Mobility Strategy & Development, The City of Edinburgh Council	All Date of Training 14 Dec 2022
Angela Voulgari	Equally Safe Edinburgh Committee Lead Officer	Safer and Stronger Communities, The City of Edinburgh Council	11 April 2023 28 November 2023 Date of Training 18 May 2022
Christina McCallum	Urban Designer	Placemaking & Mobility, The City of Edinburgh Council	15 December 2022
Greg McDougall	Senior Transport Officer	Planning, The City of Edinburgh Council	15 December 2022
Michael Mackenzie	Transport Officer	Placemaking & Mobility, The City of Edinburgh Council	15 December 2022
Sarah Feldman	Senior Officer	Climate Change & Sustainability, The City of Edinburgh Council	11 April 2023

Vicki Baillie	Transport Officer	Placemaking & Mobility, The City of Edinburgh Council	15 December 2022
Robin Wickes	Chairperson	Edinburgh Access Panel	11 April 2023 28 November 2023
John Brennan	Population Public Health Project Manager	NHS Lothian	28 November 2023

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	Edinburgh By Numbers 2021 The National Records of Scotland Mid-year estimates 2019, 2020 & 2021	Edinburgh has one of the fastest growing populations of any UK city. In the ten years to 2020, Edinburgh's population grew by 12.3% from an estimated 469,930 to an estimated 527,620 people. In the same time period Scotland's population grew by 3.9%. The population of those age groups most vulnerable to the effects of air pollution, children (0-15) and older people (65+) - grew by 11.1% and 17% respectively. By 2043 the proportion of these age groups (0-15 and 65+) will represent almost half of the population in Edinburgh (to 47.6%). By 2032, the average household size in Edinburgh is projected to fall leading to an increase in the number of households.

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	NTS Delivery Plan - Social and Equality Impact Assessment (SEQIA) (Transport Scotland 2022)	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 Portobello/Craigmillar, Liberton/Gilmerton and Leith Walk which each 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.
	Census 2011	
	Scottish Index for Multiple Deprivation (SIMD)	The school catchment zones for Edinburgh give an indication of travel to school areas. Benefits can be realised by reducing severance and barriers to active travel (safety, infrastructure availability etc.)
	Edinburgh School Catchment Zones	
	Blue badge holders (the City of Edinburgh Council, 2023)	As at November 2023, the Council has 14,636 live blue badges Total number of badges issued, by year: • 2019 – 5924 • 2020 – 4787 • 2021 – 5668 • 2022 – 6252 • 2023 (up to 30/11/23) – 6422

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Data on service uptake / access	Population Density Maps Edinburgh Tram York Place to Newhaven Project City Plan 2030 Census 2011	Many streets service some of the most densely populated and frequently visited areas of the city, including the city centre. Residents and businesses will be directly affected by the implementation of the Framework. A key part of the city's transport strategy is to expand and improve the public transport network. This would increase the proportion of population that has access to sustainable transport modes across the tram network, including the west, Leith and potentially, south in the future. To help residents in new developments, have better access to sustainable transport modes City Plan 2030 objectives include expanding/improve active travel and public transport access/networks. The City Plan also supports the reduction in car kilometres by 30% by 2030 through introducing maximum parking limits for new developments. 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 dis-advantaged e.g.,	Scottish Index for Multiple Deprivation (SIMD)	Some of the areas of high deprivation as ranked by the SIMD such as Wester Hailes, Muirhouse and Granton have low level of access to public transport and no access to a private car.

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low income, low wealth, material deprivation, area deprivation.	City Mobility Plan 2030 The Edinburgh Poverty Commission's data and evidence paper Transport and Travel in Scotland 2019: Results from the Scottish Household Survey Edinburgh Travel Behaviour Study 2019 Census 2011	The most deprived communities are mainly located in the peripheral areas of the city (e.g., Granton, Pilton, Niddrie, Saughton and Wester Hailes). Groups with higher rates of poverty are: • People from certain BAME backgrounds • People with disabilities • Families with 3 or more children • People in rented accommodation 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. 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. Housing costs are estimated to be a contributing factor for 29% of people in poverty in Edinburgh. Car ownership and access to a bike follow a clear income gradient (higher income having higher access) in urban areas. Users of public transport tend to be younger (16-29) and older age groups (60+)

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		White Scottish and White British residents are a lot more likely to have a driving licence than ethnic minority groups. Furthermore, men are more likely to hold a licence than women along with the income of households showing a clear trend where lower income households are less likely to drive and less likely to own multiple cars. 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. 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.
Data on equality outcomes	The Edinburgh Walking and Cycling Index (Sustrans 2022)	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 Walking safety

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	NTS Delivery Plan - Social and Equality Impact Assessment (SEQIA) (Transport Scotland 2022) Equality Outcomes and Mainstreaming Report 2023 (Scottish Government 2023) Women's and girls' views and experiences of personal 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. Cycling - Proportion of residents who cycle at least once a week: • Gender: 35% of men, 17% of women. • Ethnicity: 15% of people from ethnic minority groups, 27% of white people • Disability: 15% of disabled people, 29% of non-disabled people Cycling safety • 34% of residents think the level of safety for children is good. • 49% of nondisabled residents think the level of cycling safety is good compared to 33% of disabled people. • Lack of cycle infrastructure for adapted bicycles and costs associated with non-standard cycles (NTS Delivery Plan) Public transport - age • Young people are more dependent on public transport, particularly for accessing education and training. • By March 2023, the Young Person's Free Bus Travel Scheme had over 609,000 cardholders, equating to 65.5% of the estimated 930,000 eligible population. Those already

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	when using public transport (Transport Scotland, 2023)	accessing the scheme continue to make good use of free bus travel, with over 56 million journeys made since the launch of the scheme. • Availability of public transport in more rural areas is a significant challenge for young people. • For older people, the lack of access to public transport services can act as a barrier to accessing key services including healthcare. Public transport – disabilities • 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. • Affordability and accessibility barriers to public facilities, include lack of suitable transport in the care pathway, hostile pedestrian environments, inaccessible infrastructure and online information and aspirations to reduce private car use. • Safety and security concerns when using public transport, especially at night. Public transport – Ethnic minorities • Since ethnic minority groups are less likely to have access to a car and are more likely to rely on public transport than other groups, issues of cost and safety may disproportionally impact these groups and affect the outcomes and opportunities available.

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		Public transport – Religious groups • Discrimination, assault or harassment on 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. Public transport – Sex • 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. • 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 night out of fear of being harassed or sexual assault. Public transport - pregnancy • Pregnant women or parents travelling with pushchairs and young children may find journeys are uncomfortable or difficult, especially without rest stops. Public transport – Transgender • Transgender or gender non-conforming people may have concerns about using public transport or public transport

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	Women's Safety in Public Places: Interim Analysis of public consultation July – September 2022	facilities, such as toilets, for fear of being harassed or discriminated against. Public transport – sexual orientation • People in this 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. Air quality • Children, pregnant women and older people are more vulnerable to the impact of traffic related noise and air pollution. Women's Safety – neighbourhoods • Top three factors helping women feel safe in their neighbourhoods are good lighting (84%), lots of people around (63%) and the area being well looked after (54%) • Top three factors making women feel less safe in their neighbourhoods are: poor lighting (78%), behaviour of men (72%) and behaviour of younger people (67%)
	Make space for Girls: the research background 2023	There is evidence that public play spaces for younger people, are often dominated by boys (fenced pitches, BMX tracks, skate parks). Girls and young women under 21 were three times more likely than boys to feel more vulnerable when out in public alone – 86% compared with 28%.

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Data on health inequalities and impact assessments	Road space reallocation in Scotland: A health impact assessment (2023)	An academic paper in the Journal of Transport & Health indicates that reallocation of street space in Scotland can benefit health through several pathways, with little evidence of harmful effects via: • reduced motor traffic • modal shift to active travel • benefits from alternative uses of space including greenspace and play space. • support for public transport and local businesses • improved equity of access to services, amenities and employment, and • good practice in community engagement. It notes that life expectancy at birth in Scotland (77 years and 81 years for men and women respectively in 2020) is lower than other Western European countries. Healthy life expectancy was 62 for men and women in 2020 – representing many years lived in poor health. Men and women in the most deprived areas live 24 fewer years in good health compared with the least deprived areas. Interviews conducted with key informants from local authorities, disabled people's organisations, public transport and businesses discussed implications of recent COVID-19 street space reallocation (Spaces for People): **Perceptions of public transport impacts**

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		• Perception that schemes favoured cycling and pedestrians and negatively impacted bus users. Concern that bus stop accessibility is reduced for disabled people **Perceptions on disabled people impacts** • Representatives from disability organisations expressed a need for consultation to create accessible reallocated spaces for people with different mobility needs **Perceptions on business impacts** • Perception from businesses that removal of parking spaces could be detrimental to footfall and trade **Perceptions on public responses and communications** • Local authority informants reported that reallocation received equal number of positive and negative public responses, conflict between user groups and polarising public debate about street space reallocation • Suggested reasons for opposition include: car dominated mindset in public/politicians, politicised decision making processes, perceived convenience and freedom of private transport and individuals’ emotional/financial investments in their cars • Local authority informants described significant efforts to involve interest groups and the public. Other informants criticised these consultations, perceiving that decision makers’ minds were set in advance **Perceptions on implementation and monitoring**

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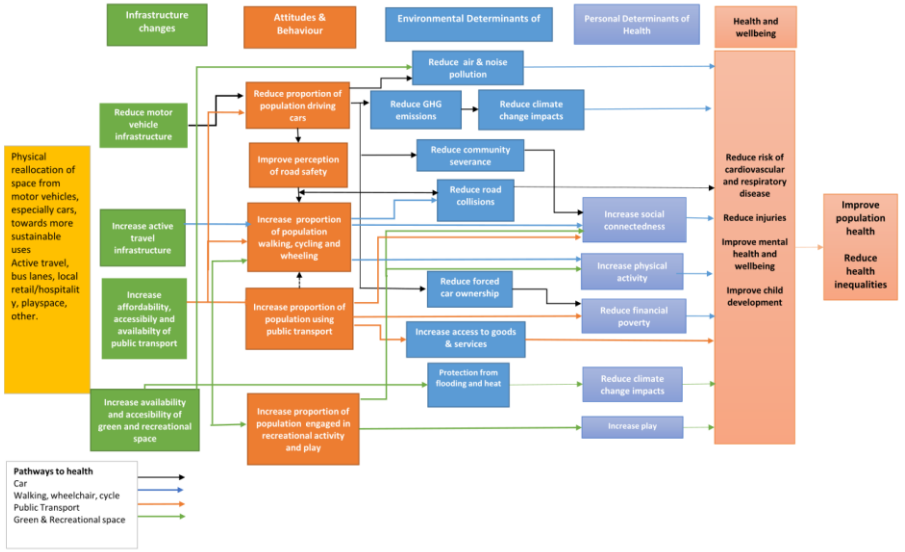
	Transport use, health and health inequalities: The impact of	• Long timescales needed for development and consultation on permanent schemes frustrating for stakeholders • Need to make aims explicit and monitor them with appropriate indicators to increase the evidence base. Summary of impacts and pathways from street space reallocation to health outcomes is given below:  Public Health Scotland's summary of how transport use changed during COVID-19 lockdown in Scotland in relation to health impacts. It summarises the health impacts by mode which apply both to the period of study and to post-COVID transport systems, based on

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	measures to reduce the spread of COVID-19 (2020) Scottish Government target for 20% reduction in car kilometres by 2030: implications for health and health inequalities (2022)	evidence and expert opinion. These impacts are also covered in a health assessment in reducing car kilometres: **Walking and wheeling – individual and community health benefits** • Increased levels of physical activity • Increased social connectedness • Increased exposure to open and green space • Improved active travel infrastructure creating opportunities for increased social connections • Improved active travel infrastructure creating opportunities for greater footfall and spending with positive benefits to the local economy • Increasing presence of people on the streets contributing to improved perceived safety **Walking and wheeling – individual and community health risks** • No increased risks to health identified **Walking and wheeling – associated health inequalities** • Barriers to safe walking, especially for women • Inequalities could arise in the wider community if pedestrian infrastructure is unavailable or unsuitable to meet the needs of everyone included disabled people and older people. This could exacerbate health inequalities **Cycling – individual and community health benefits**

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
		• Increased levels of physical activity • Increased social connectedness • Increased exposure to open and green space • Improved active travel infrastructure creating opportunities for increased social connections • Improved active travel infrastructure creating opportunities for greater footfall and spending with positive benefits to the local economy • Provision of safe cycling infrastructure increasing the number of people cycling **Cycling – individual and community health risks** • Injury from collisions, particularly with cars • Injury to pedestrians, though very rare **Cycling – associated health inequalities** • Higher prevalence of cycling among higher-income groups, lower prevalence of cycling among women, older people and people from a BAME background, and accessibility barriers for disabled cyclists and wheelers • Health inequalities could be exacerbated in the community if cycling infrastructure is not equally provided and maintained between more and less deprived areas **Public transport – individual and community health benefits** • Increased social connectedness • Increased physical activity as most public transport journeys involved some walking

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
		• Comprehensive public transport infrastructure enables less social connections and increased social capital **Public transport – individual and community health risks** • Vehicle collisions, though lower than cars • Air and noise pollution • Greenhouse gas emissions • Community severance **Public transport – associated health inequalities** • Inequalities in access to an affordable, available, appropriate and accessible public transport system can differentially affect access to health care, education and training, employment and goods and services, particularly for those without access to private car, people on low income, older people and disabled people. This could exacerbate health inequalities • Inequalities in access to public transport across geographical areas can differentially affect access to good and services and exacerbate health inequalities • People on low income, younger people and older people disproportionately experience risks from motor traffic, including those associated with poor air quality, injuries from road collisions, noise pollution and community severance. Overall impact of public transport is likely to be less than private vehicles **Car share/taxi – individual and community health benefits**

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
		• Access to distant services when public transport is unavailable • Improved social connectedness, particularly in relation to community transport **Car share/taxi – individual and community health risks** • Air pollution – external and exposure while travelling in a polluting vehicle higher than for pedestrians and cyclists • Vehicle collisions • Air pollution noise pollution • Greenhouse gas emissions • Community severance **Car share/taxi – associated health inequalities** • Taxis are shared but often expensive which puts those on low incomes at a disadvantage • People on low incomes, younger people and older people disproportionately experience risks from motor traffic, including those associated with poor air quality, injuries from road collisions, noise pollution and community severance. But overall the impact of shared transport is less than private vehicles • Community transport is likely to increase access to health services and goods and services and social connectedness where car use and public transport is limited, particularly important in rural areas and thus reduces inequalities **Private car – individual and community health benefits**

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
		• Access to distant services when public transport is unavailable • No community benefits identified **Private car – individual and community health risks** • Reduced physical activity • Air pollution –exposure while travelling in a polluting vehicle higher than for pedestrians and cyclists • Vehicle collisions, particularly for pedestrians and cyclists • Increased air pollution • Increased noise pollution • Increased greenhouse gas emissions • Community severance • Commuter stress • Loss of public space to car infrastructure which reduces opportunities for engaging with nature, physical activity and social connectedness • Reduced opportunities for footfall with negative impacts on the local economy • Reduced perceptions of safety **Private car – associated health inequalities** • Car use differentially benefits wealthier people • Forced car ownership due to location or limited public transport can contribute to transport poverty • People with low incomes, young people, older people and disabled people are less likely to access a car

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	Scottish Health and Inequality Impact Assessment Network (SHIIAN) Report: Health and Transport a Guide (2018)	• Poor, young people and older people disproportionately experience risks from motor traffic, including those associated with poor air quality, injuries from road collisions, noise pollution and community severance. • Pedestrians and cyclists in areas of deprivation at increased risk of injury from collision with vehicles. The Scottish Health and Inequality Impact Assessment Network summarised why transport matters for health across the following themes: • General health, wellbeing –car access is associated with improved physical and mental health, possibly due to great access to services/amenities. Positive travel experiences may contribute to wellbeing • Stress – overcrowding, congestion and delays all add to stress. Post-traumatic stress associated with road traffic crash • Transport related injury – Scotland wide: o Most common reported contributing factor in crashes was 'driver error' contributing to 64% of all reported crashes and 80% fatal crashes in 2016. Most common errors were failing to look or loss of control of the vehicle o Travelling too fast was reported in 10% of all crashes and 23% fatal crashes in 2016

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
		○ Vulnerable road users at highest risk of being killed or seriously injured by collision (pedestrians and cyclists), ○ Observational study of impact of cycling and tram tracks in terms of injury risks. • Transport related injury – Edinburgh: ○ According to the draft Road Safety Action Plan 2030, on average of 1,068 personal injury collisions took place in Edinburgh each year (2011-21) • Physical activity ○ Active travel (walking, cycling) are physical forms of activity while car travel is sedentary ○ Clear relationship between physical inactivity and all causes of mortality ○ Active travel to work is associated with improved cardiovascular health and lower body weight ○ Active transport among children may result in increased physical activity levels • Air pollution and health ○ Road transport is the main contributing source of Particulate Matter (PM) and Nitrogen oxides (NOx) ○ Increased outdoor air pollution is associated with increased cardio-respiratory mortality and morbidity. Some effects are more-or-less immediate and affect vulnerable groups in particular whereas the effects of long-term exposure are more widespread

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		○ In Scotland it is estimated that long-term exposure to PM2.5 air pollution leads to about 1,500 early deaths per year, about 2.8% of annual mortality ○ People living near major roads have increased risk of mortality and childhood asthma, although it is unclear how much of this can be attributed to transport related air pollution • Placemaking and community severance ○ New transport routes and high levels of traffic running through a community may disrupt social networks and cause community severance ○ Car dominated environments discourage active travel and active play. The physical and social characteristics of a place have an important influence on health and wellbeing ○ Good social networks and social participation benefit physical and mental health • Health inequalities ○ Above impacts on health determinants and health outcomes are not distributed equally. ○ Transport resources and availability, and the benefits and dis-benefits associated with transport are not shared equitably across the population, which can result in transport exclusion ○ Access to private transport is heavily skewed in favour of wealthier people.

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		○ Financial penalties and costs of car use, e.g. fuel tax, will inevitably have a disproportionate effect on people living on low incomes, thus increasing the negative aspects of living in a car dependent society ○ Externalities associated with transport are also not evenly shared. The burden of air and noise pollution is not spread evenly nor are the impacts of pollution the same for the whole population. ○ People in low income communities are at higher risk of injury from road crashes
Research / literature evidence	The Pedestrian Pound (2018) Better Streets for Better Cities: Summary and Key Recommendations (2021)	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%. Benefits of street-space allocation are summarised by theme, by the Multimodal Optimisation of Roadspace in Europe (MORE) by UCL and other partners: **Economic benefits** • Increasing accessibility of customers and freight vehicles to stores (e.g. by providing loading spaces,bus stops, smooth access to train stations, and parking areas) promotes the local economy and can counter the tendency for the decline of physical stores in commercial streets. • The provision of good-quality street infrastructure for pedestrians, and places to rest, can also increase the

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		attractiveness of those streets for customers, increasing footfall, sales, and rental values. **Social/equity benefits** Allocating for space for active modes, green areas, and outdoor activities: • Promote physical activity, reducing propensity for obesity, heart diseases, and other physical and mental health problems. • Promote social interaction and social cohesion, facilitate chances of encounters and interactions. • Increase the number of people using the street, increasing perceptions of personal security, and possibly reducing crime incidents. • Increase wellbeing **Environmental benefits** Non-motorised modes, green spaces, and high-quality places for people: • Reduce noise and air pollution levels. • Improve the visual environment, producing a more pleasant experience for residents and visitors. • Reduces heat island effects, improving the local climate. • ay lead to modal shift, reducing energy consumption and CO2 emissions from for transport. Using pervious surfaces and space for surface water run-off, protects soil and water and reduce flood risks.

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	Disappearing traffic? The story so far (2002)	A summary of 70 case studies from 11 counties and options of 200 transport professionals worldwide presented to the Proceedings of the Institution of Civil Engineers found that: • Recorded changes in traffic level over case studies suggest that traffic reduction is a real phenomenon that occurs when roadspace for cars is reduced. • Average 11% of the traffic on the treated road or area cannot be found in the area afterwards
	Street Shift: The Future of Low-Traffic Neighbourhoods (2022)	Research from Centre for London found that: • More people support LTNs than oppose them: this is true for men and women and across all age groups, educational backgrounds and party allegiances (47% of Londoners support LTNs, and 16% oppose them). • People who live in low-traffic neighbourhoods were more likely to support the introduction of LTNs than people who didn't live in one (57% compared to 47%) • School trips relate to circa 25% of morning peak hour car trips.
	Evaluation of Ghent Circulation Plan [DUTCH] (2019)	Ghent's city centre Circulation Plan prevent private car through access while maintaining local permitted access to residential addresses and timed windows for servicing/loading. Modal filters (bollards, ANPR) are used to enforce this approach and prioritise active travel and public transport.

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		Evaluation of Ghent's city centre Circulation Plan found that after implementation in 2017 comparing 1 year before and after: • Bicycle traffic entering or leaving the city centre increased by 53-63% in the morning peak and 60-62% in the evening peak • Bicycle traffic flowing between LTN sectors increased by an average of 46% in the morning peak and 55% in the evening peak • Public transport use on a daily basis (between 7 a.m. and 7 p.m.) increased by 6% • Park & ride occupancy increased by 4% points on weekdays and 7% at weekends • Free city centre shuttle bus was used primarily by visitors and shoppers, with Fridays, Saturdays and Sundays the most utilised days accounting for 63% of all visitors. • Motorised traffic entering/exiting the city centre decreased by 15% in the morning peak and 20% in the evening peak • Within the city centre, motorised traffic volumes decreased by 37% during morning and evening peak as traffic uses main access roads on the outskirts of the inner city more often From 2015 to 2018 modal share changed as follows: • Cycling – increase from 30% to 35% • Public transport – increase from 9% to 14% • Car driver - decrease from 40% to 33% • Walking – decrease from 15% to 13%

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		From 2015 to 2018 modal split changed as follows: • Driving to work, car – decrease from 46% to 42% • Driving to work, bicycle – increase from 30% to 34% • Business trips, car – increase 53% to 79% • Business trips, bicycle – decrease 33% to 13% • Recreational trips, cycling – increase from 27% to 37% • Recreational trips, car – decrease from 47% to 36% • Trips to shops, bicycle – increase from 26% to 31% • Trips to shops, public transport - increase from 4% to 9% • Trips to shops, car – decrease from 40% to 30% • Trips to school, bicycle – increase from 49% to 55% • Trips to school, public transport – decrease from 25% 22% • Trips to school, car – decrease from 14% to 11% For active travel as a result of Ghent's circulation plan in the city centre: • Car free area increased in size by 128% • 39% of Ghent residents indicate that they believe pedestrians can now move more easily within the city centre. 4% disagree • 49% of Ghent residents indicate that they believe pedestrians can now move more safely; 8% disagree

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-driven Evaluation of Cargo Bike Delivery Performance in Brussels (Kale AI, 2023)]	• 57% of Ghent residents indicate that they believe pedestrians can now move more comfortably; 5% think it is less pleasant
		• 60% of Ghent residents indicate that they believe cyclists can now move around more easily; 4% disagree
		For public transport, as a result of Ghent's circulation plan in the city centre:
		• Bus and tram speeds improved by 4-8% during morning and evening peaks
		• Bus and tram reliability increased overall, especially during morning peaks
		• Journey times of public transport between the city centre and park and rides decreased by 16% overall
		• 30% of Ghent residents indicate that they believe that tram/bus travellers travel more pleasant, while 7% think that it is less pleasant
		Focus on a case study in Brussels using operator data, plus summary of evidence across other sources/case studies. Findings in the Brussels case study showed:
		• Cargo bikes, compared to vans, were found to involve:
		  ○ 60% reduction in time spent parking and walking to destination
		  ○ 51% reduction in total delivery time
		  ○ 30% shorter routes
		  ○ 96-98% lower carbon emissions over life span

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
	The future of last-mile deliveries: Understanding the local perspective (LGA, 2022)	○ Significantly cheaper cost per parcel when considering all capital and revenue costs (€0.10/parcel versus €1.10/parcel) • Other sources cited note that ○ Global package deliveries are expected to increase from 90 billion (2018) to 200 billion (2025) ○ Urban logistics expected to increase by 30% by 2030 in worlds top cities (equivalent to 6 million tonnes of CO2 compared to 2019) ○ 67% of daily van operations in Paris case study could transition to cargo bike without incurring additional costs A study looking at potential of cargo bike deliveries and interaction with England local authorities roles. Challenges included: - Van movements increasing by 106% in last 10 years, increasing congestion and air pollution - Urban solutions are less practical in rural areas - Return rate of goods ordered online is 25% and online grocery market increased by 121% in 2021 Solutions identified included: - E-cargo bikes and micro-consolidation - Smaller EVs - Pricing to disincentivise rapid delivery - Road pricing for last-mile deliveries

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**
	Evaluation of low traffic neighbourhood (LTN) impacts on NO_2 and impacts (Transportation Research, 2022)	A peer-reviewed study analysed the impacts of three LTNs in Islington in relation to air pollution and traffic displacement. Key findings included: • Statistically significant reductions of NO_2 within the LTN (6%) and boundary arears (9%) • Statistically significant reductions of traffic volumes within LTNS (58%) and boundary sites (13%) Risks associated with LTN approaches are minimal with multiple benefits including reduction in harmful air pollutants which supports population health benefits even at small levels reductions.
Public / patient / client experience information	The Edinburgh Walking and Cycling Index (Sustrans 2022)	In Edinburgh, 61% support low traffic neighbourhoods and **59%** said fewer motor vehicles on streets would be better for both walking and cycling. 53% agree that restricting through-traffic on local residential streets would make their area a better place.
	Low Emission Zone: monitoring awareness and understanding (Progressive, 2022)	A representative sample (n = 600) of Edinburgh drivers in May 2022. In that study, the majority support LEZ restrictions (66%) and most (75-81%) consider it important to: protect public health and to reduce both air pollution and carbon emissions from vehicles.
	Low Emission Zone: monitoring awareness and understanding (Progressive, 2023)	Repeat of 2022 survey, with additional representative sample of Edinburgh van drivers. Overall, most drivers support LEZ restrictions and consider it important to protect public health from harmful vehicular emissions.

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**
Evidence of inclusive engagement of people who use the service and involvement findings	Future Streets (Circulation Plan/Streetspace Allocation Framework) key stakeholder initial consultation (December 2022)	The City of Edinburgh Council conducted initial engagement on the emerging Framework with the following stakeholders: Edinburgh Access Panel, Edinburgh Chamber of Commerce, Edinburgh Trams, Lothian Buses, Edinburgh Bus User Group (EBUG), Living Streets, Spokes, South East of Scotland Transport Partnership (SESTran) and Women's Safety in Public Places Community Improvement Partnership (WSPP CIP). Emerging findings from initial stakeholder workshops indicated: • Support for a strategic and rational approach towards long-term transport planning and decision-making methods around street space reallocation; • Acknowledgement that trade-offs and compromise will be required between stakeholders at every stage of decision-making; • A strong preference for a circulation plan that addresses current and future competition between modes, especially in relation to current localised general traffic volumes and improving overall public transport journey times; • Strong preference that all users' needs are considered, with particular attention paid to those with the most vulnerable characteristics: disabilities/accessibility, gender, socio-economic background, ethnicity;

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**
	Consultation on Edinburgh Street Design Guidance	• A preference to identify where delivery priorities areas are in terms of joint future projects and investment; • A preference that place, parking and freight (servicing/loading) are considered in more detail in the future development of the plan; and • A strong preference for continued engagement relating to the development of the circulation plan. Access Panel, Living Streets and Spokes have been consulted on the details specified in the Edinburgh Street Design Guidance – which is the document that will inform the detailed design after strategic street-space allocation
Evidence of unmet need	ATAP 2016, Edinburgh Walking and Cycling Index 2022, City Mobility Plan Commonplace website	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. At the start of Covid and as part of the Travelling Safety programme (formerly Spaces for People), residents put forward requests for measures to make it easier and safer to get around by sustainable modes.
Good practice guidelines	Edinburgh Street Design Guidance Getting home safely	Best practice guidance for street design to be followed during design.

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	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 inform the process of community engagement.
Carbon emissions generated / reduced data	Climate Emissions Analysis and 2030 City Sustainability Approach	In 2020, the city's carbon emissions were predominantly made up of transport (31 %), housing/domestic (29 %), public and commercial buildings (23 %), industry (17 %). The most effective way to reduce CO_2 emissions from transport is via modal shift and electrification/decarbonisation as evidenced in the City Mobility Plan. See above – research literature / evidence.
Environmental data	City Mobility Plan Strategic Environmental Assessment (February 2021)	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
Other	Highway Code changes since 29 January 2022	Recent changes in the Highway Code give greater priority given to pedestrians and cyclists, in particular at side junctions.
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**
Positives The impacts resulting from the Framework, for equality, health, wellbeing and human rights, are expected to be predominantly positive. The Framework will improve the inclusivity, accessibility and quality of our streets, increasing connectivity of the walking/wheeling, cycling, bus and tram networks, and ensuring they are integrated and more desirable than other modes that have a greater environmental impact (e.g. air pollution and health inequalities). The Framework will also consolidate the general traffic network to make it operate more efficiently. This will help create safer, more attractive and accessible streets for people with a wide variety of characteristics from all socio-economic backgrounds, no matter where they live, work, visit, learn and access key services across the city. The Framework will help to accelerate delivery of the actions as set out across all CMP actions, most notably for active travel, public transport and parking. Allocating street space to create integrated active travel and public transport networks, while providing appropriate levels of service for private cars and freight will have cumulative positive impacts for equality, health wellbeing and human rights. By providing infrastructure and solutions appropriately to enable the creation of integrated networks (dedicated/segregated lanes, priority signals, traffic/modal filters, reduced parking on strategic corridors) and using street space more dynamically (timed restrictions) the following positive impacts for equality, health wellbeing and human rights will be realised:	All, including: Men, women, trans Older people Young people and children Disabled people People with long term illnesses Parents/carers LGBTQI+ Unemployed people People on low incomes Rural communities Coastal communities

Equality, Health and Wellbeing and Human Rights	**Affected populations**
• Greater choice of sustainable travel modes for all, offering more reliable, faster and affordable options compared with private car journeys that take place to and within the City. • Safer and more accessible active travel and public transport networks/infrastructure for all, offer greater access to employment opportunities, businesses/shopping and local services to and within the City, especially for those with limited/no access to a car. • Reduced reliance on private cars, reduced user costs (e.g. fuelling, maintenance) and reduced exposure to air pollutants, for all and especially for those on low incomes; • Greater opportunities for consolidated freight and more options for deliveries for all, especially those working routine/night shift roles (e.g. post lockers at supermarkets); • Reduced negative externalities (impacts) associated with private cars, including air and noise pollution, improving health, physical and mental wellbeing for all, but especially for the most vulnerable including those with pre-existing medical conditions; • Fewer car kilometres across local, residential and school streets improves road safety providing equitable access to education services, improving health, physical and mental wellbeing for all and especially for the young and most vulnerable in society. • Equitable access to all streets for everyone by allocating street space rationally, always providing for disabled users and those with poor mobility such as older people (e.g. more accessible bus/tram stops, wider pavements, more dropped kerbs, disabled parking bays, longer green person crossing times). • Increasing access for all, to environmental, cultural and leisure opportunities, via reallocation of street space (e.g. a single car parking space could become: secured cycle parking, a parklet/pocket park or play space designed around girls' needs, a pop-up events space,	Businesses Ethnic minorities Refugees Gypsy/travellers Shift/night workers Religious communities

Equality, Health and Wellbeing and Human Rights	**Affected populations**
trees/planters, recycling facilities etc.), improving sense of community, wellbeing and the local environment.	
Negatives and mitigations • Reduced or relocated car parking provision (non-permitted and permitted) on key corridors, including shopping streets and on city centre streets. ▪ Mitigation - consolidating non-permitted and permitted car parking to off street car parks (city centre) and to less strategic (side) streets, where feasible. Exploring how car parking provision may be consolidated or improved for disabled users and those with mobility issues (blue badge holders). An approach to this, must be considered simultaneously with improving accessibility to these users for public transport and active travel. This will represent a step towards equity, by improving accessibility to sustainable modes for all. • Timed loading and servicing windows on corridors and city centre streets, limits access at certain times of day/certain days to specific vehicle classes depending on impacts and demand. ▪ Mitigation – continual engagement with businesses, consolidating freight strategically and communications associated with changes on a project/street basis. ▪ Give special consideration to the impacts on blue badge holders and explore where blue badge holder parking bays may be made available ▪ Access based on lowest vehicular impact. For example access by cargo bikes on all streets is actively promoted and not subject to any timed restrictions due to minimal externalities (impacts) represented by that mode (small vehicular size, zero emissions impact, minimal noise, safer speeds etc.).	Older people Disabled people Businesses

Equality, Health and Wellbeing and Human Rights	**Affected populations**
• Restricted through-access by private cars on city centre and neighbourhood streets ▪ Mitigation - allow continuous access, by private car users’ to their residential address. Longer journey times by private car within city centre and neighbourhoods is mitigated by significantly improved local and strategic active travel environments, implementing measures such as drop kerbs, decluttering footways, modal filters, better access to public transport. Access to rapid and affordable public transport is increased for all, with congestion levels reduced as a result of reduced citywide private car demand. • Affected populations unable to access engagement of detailed designs via certain media channels ▪ Mitigation - ensure appropriate media channels for marginalised and groups with protected characterise (traditional media such as letter drops, translations, accessible format documents, tailored social media for younger people etc.) • Affected populations lack awareness on changing priorities/access across different modes. ▪ Mitigation - continual engagement and consultation with affected groups and communications campaigns for each project during design and implementation stages (i.e. at street scale), monitoring behaviour change/safety aspects and exploring use of complementary enforcement tools, where appropriate.	

Environment and Sustainability including climate change emissions and impacts	**Affected populations**
Positives The Framework will help to reduce harmful emissions and improve blue-green networks in the context of the ongoing Climate Emergency and Nature Emergency, supporting our net zero 2030 goal. Impacts associated with the Framework are expected to be predominantly positive. The Framework will reduce harmful emissions produced by transport on our streets (carbon dioxide - CO2, nitrogen oxides - NOx etc.) by providing better and a greater number of sustainable travel options for active travel and public transport, making them safer, faster and more desirable than un-sustainable modes, encouraging modal shift. This will help in mitigating the city's impact on climate change from vehicles, by reducing tailpipe carbon dioxide (CO2). It will also help in mitigating the City's impact on air pollution from vehicles, by reducing tailpipe pollutants (NOx, particulate matter - PM), that damage human health, improving the health of individuals and communities. Re-allocating street space to sustainable modes will facilitate individuals, businesses and organisations to shift modes reducing harmful emissions for all, no matter where they live, work, visit, learn and access key services across the City, by: • Enabling greater choice of modes that are most efficient and appropriate for length of required journey, (i.e. shorter journeys walking/wheeling or cycling versus longer journeys by bus or tram). This will help reduce the impacts of congestion and air/noise pollution creating a healthier City for all, especially benefiting those with poorest health outcomes and reducing health inequalities • Supporting the brownfield development approach as part of the City Plan, supported by integrated active travel and public transport networks by design, improving accessibility and	All, including: Men, women, trans Older people Young people and children Disabled people People with long term illnesses Parents and carers LGBTQI+ Unemployed people People on low incomes Shift/night workers Rural communities Coastal communities Businesses

Environment and Sustainability including climate change emissions and impacts	**Affected populations**
reducing emissions from transport for all, including those living in peripheral areas (e.g. Granton). • Promoting access to local key services, by embodying 20 Minute Neighbourhood principle across all City streets i.e. provide services within safe and direct short walking/cycling distances with good links to reliable and affordable public transport for services further afield. • Consolidation of freight, with last mile deliveries by smaller vehicles and micromobility (e-cargo bikes) and smaller vehicles in city centre/high density areas. This will reduce vehicular dominance for all, providing greater opportunities for street space allocation including for loading/servicing. Re-allocating street space to sustainable modes will also provide new opportunities to improve blue-green networks on streets, by: • Increasing access to environmental opportunities including nature in urban contexts, via reallocation of existing street space (e.g. parklets, play spaces, street trees) positively impacting all– see equality, health, wellbeing and human rights • Considering the role of aspirational strategic blue-green networks when re-allocating street space, as well as local requirements at the street design level (e.g. brownfield development has benefits for reducing soil compaction and providing urban opportunities for new dense urban buildings with greenspace)	Ethnic minorities Refugees Gypsy/travellers Religious communities
Negatives and mitigations • Due to the nature of the Framework, there are no expected significant negative environmental or sustainable impacts. All possible changes to the fabric of the environment (e.g. segregated cycle lanes, tram tracks, street trees) are being undertaken towards net	None

Environment and Sustainability including climate change emissions and impacts	Affected populations
zero 2030 goals, with a multitude of positive climate impacts that generally outweigh current negative externalities associated with existing streetspace allocation o Mitigation – continually monitor approach and progress towards net zero 2030. • Impacts associated with potential traffic displacement could potentially impact on localised air quality and localised traffic flows, paying cognisance to citywide net impacts. o Mitigation – continually monitor and evaluate all impacts at local and strategic scales, with a data and evidence led approach, including net positives for active travel and public transport improvements (rather than only on traffic disbenefits alone). Evidence provided should include a full appraisal of multiple criteria (must not rely exclusively on modelling) such as including propensity/potential for modal shift, economic/service opportunity, reducing inequalities, health/wellbeing, biodiversity, culture and net emissions impacts at strategic scales etc.	

Economic	**Affected populations**
Positives The Framework will help to improve the economy for local businesses. Impacts are expected to be predominantly positive and include: • Improved placemaking and high-quality public realm in town centres, shopping streets and in the city centre will help to attract new investment, increase footfall and regenerate streets. Businesses will benefit from increased 'liveability' due to allocation of street space to provide appropriate levels of 'place' function (e.g. more street trees, wider footways, safe public gathering places). Customers are inclined to spend more time in shopping streets where they feel safer and the environment is generally more pleasant. • More affordable and accessible public transport and active travel will help provide access to employment opportunities for people seeking work, and offer safer choices for low income/shift workers.	Businesses Young people Unemployed people People on low incomes Shift/night workers
Negatives and mitigations • See Reduced car parking provision on corridors and on city centre streets. ▪ Mitigation - consolidating car parking to multi-storey car parks and to less strategic (side) streets, where feasible. Continually ensuring car parking provision is maintained or improved for disabled users and those will mobility issues (blue badge holders). This will help improve accessibility, via sustainable modes, for all. • Timed loading and servicing windows on corridors and city centre streets, limits access at certain times of day/certain days.	Businesses Older people Disabled people

Economic	**Affected populations**
▪ Mitigation – continual engagement with businesses, consolidating freight strategically and communications associated with changes on a project/street basis. Access by cargo bikes on all streets is actively promoted and not subject to any timed restrictions due to limited vehicular size and emissions impacts.	

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 plan would be undertaken by contractors. Equality, human rights and environmental and sustainability issues would be addressed though 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.

Initial workshops highlighted the need to develop a communications plan for any proposed changes. A range of communication methods will be used to reach out to different types of people at different stages of the programme, ensuring a broad audience reach and opportunities for interaction. Community involvement (listening and acting on stakeholders views) will remain a key element of the development of the Framework. 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. Further considerations to all the issues will be developed as the Framework are finalised in 2023.

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 completed as part of the City Mobility Plan in 2021

12. Additional Information and Evidence Required

Addition evidence will be added to the IIA 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:

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**
Explore integrated approaches to parking on corridors, side streets and the city centre, aligning with the City Mobility Plan including, committed/future projects and the Framework	Gavin Brown *Head of Network Management & Enforcement* Daisy Narayanan *Head of Placemaking & Mobility* George King *Senior Project Manager*	February 2024	Early 2026 (as per 2 yearly City Mobility Plan review schedule)
Explore integrated approaches to active travel and public transport on corridors, aligning Active Travel actions, Public Transport actions, committed/future projects and the Framework	Daisy Narayanan *Head of Placemaking & Mobility* Phil Noble *Strategy and Development Manager - Design Guidance, Streetspace Allocation and Active Travel*	February 2024	Early 2026 (as per 2 yearly City Mobility Plan review schedule)

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**
	Jamie Robertson *Strategic Transport Manager*		
Explore integrated approaches to city centre operations (loading/servicing, consolidation, coaches, taxis, waste, blue badge holders, events, enforcement etc.), aligning the emerging City Centre Operations Plan, committed/future projects and the Framework	Karen Reeves *Head of Operational Support, Performance & Improvement* Ian Buchanan *City Centre Programme* Daisy Narayanan *Head of Placemaking & Mobility* George King *Senior Project Manager*	February 2024	Early 2026 (as per 2 yearly City Mobility Plan review schedule)
Explore integrated approaches for liveable neighbourhoods and school streets aligning related future/committed projects and the Framework	Daisy Narayanan *Head of Placemaking & Mobility* Phil Noble *Strategy and Development Manager - Design Guidance,*	February 2024	Early 2026 (as per 2 yearly City Mobility Plan review schedule)

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**
	Streetspace Allocation and Active Travel		
Explore integrated approaches to street design best practice, aligning future updates to Edinburgh Street Design Guidance, committed/future projects and the Framework	Daisy Narayanan *Head of Placemaking & Mobility* Phil Noble *Strategy and Development Manager - Design Guidance, Streetspace Allocation and Active Travel*	February 2024	Early 2026 (as per 2 yearly City Mobility Plan review schedule)
Ensure users' needs with protected characteristics are recorded and appropriate mitigations offered, when proposing re-allocation of street-space across all projects and in alignment with the Framework (i.e. ensuring IIAs are drafted accordingly and key stakeholders engaged via agreed methods)	Daisy Narayanan *Head of Placemaking & Mobility*	February 2024	Early 2026 (as per 2 yearly City Mobility Plan review schedule)
Explore integrated approaches to communications and	Jacqueline Allan *Communications Manager*	February 2024	Early 2026 (as per 2 yearly City Mobility Plan review schedule)

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**
engagement, aligning committed/future projects and the Framework. Improve transparency in decision-making processes (e.g. via GIS mapping)	Richard Lambert *Senior Communications Officer* George King *Senior Project Manager*		
Liaise with womens' safety group, via evidence-based practice meetings, to assess impacts of learning for the Framework	Angela Voulgari *Equally Safe Edinburgh Officer* George King *Senior Project Manager*	February 2024	Early 2026 (as per 2 yearly City Mobility Plan review schedule)
Liaise with NHS public health colleagues via regular meetings, to assess health inequalities impacts and learning for the Framework	Ruth White - *Placemaking & Mobility Strategy & Development Manager* George King *Senior Project Manager*	February 2024	Early 2026 (as per 2 yearly City Mobility Plan review schedule)
Ensure 'lessons learned' are carried forward across all committed projects and future	Daisy Narayanan *Head of Placemaking & Mobility*	February 2024	Early 2026 (as per 2 yearly City Mobility Plan review schedule)

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
investments relating to streetspace allocation			

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

None identified.

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

The final approved Framework will be monitored according to the CMP implementation plan and by evaluating contribution towards delivering the relevant action plans. Issues affecting protected characteristics should be picked up via IIAs for each project that proposes significant changes to street space allocation, including future iterations of the Framework itself.

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 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/