

Integrated Impact Assessment – Summary Report

Each of the numbered sections below must be completed

Interim report	<input checked="" type="checkbox"/>	Final report	<input type="checkbox"/>
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 (Tick as appropriate)

1. Title of Proposal

Greenbank to Meadows Quiet Connection, Re-Design Options 2023

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

The Greenbank to Meadows Quiet Connection is a safe and direct route for people cycling between Greenbank and the Meadows connecting into surrounding cycling infrastructure. The route has been established using a series of 'Modal Filters' where vehicular traffic is banned from certain sections of street but people cycling can pass through. This creates low traffic environments where on street cycling is safe for people of all ages and abilities. The scheme was originally introduced in February 2021 in response to the ongoing COVID 19 pandemic.

The COVID 19 pandemic significantly changed the way in which people work and live. Unprecedented measures to help people stay safe, with instructions to stay at home - to prevent the spread of the infection, and to maintain physical distance when outside home (whether for work or exercise) were introduced during 2020 and 2021.

Following the conclusion of the COVID 19 pandemic the Council opted to retain many of the measures introduced throughout an experimental period where they were in line with existing policy around modal shift from private car to sustainable transport modes and encouraging walking and cycling for everyday journeys.

The measures proposed as part of this scheme aimed to:

- Make space for people to exercise.
- Make space for people to travel safely around the city.
- Reduce risk to people who use the carriageway for travel or exercise.
- Provide safe routes to affected schools and healthcare facilities for walking and cycling.
- Improve health and well being
- Reduce carbon emissions to help the city achieve its net zero carbon aims by 2030

This scheme has been selected to be maintained throughout this experimental period due to it's contribution to the City's cycling network and potential to reduce traffic numbers by reducing the convenience of private car for short journeys, subject to further consideration of potential re-design options.

Following concerns about some of the impacts of the Quiet Connections introduction, the Council has considered various options for re-design taking into account improvements suggested by local residents during public consultation processes, and general feedback.

Options for re-designs have been developed at two locations along the route: Clinton Road & Whitehouse Loan, and the Braid Estate. These options have been subject to public engagement and the Council's Transport and Environment Committee in March 2024 will select one of these options at each location for delivery.

Clinton Road & Whitehouse Loan

Concerns were raised about the impact of a Modal Filter on Whitehouse Loan (south of its junction with Strathearn Road) resulting in increased through traffic using Clinton Road. Clinton Road is narrow, cobbled, and has parking on one side resulting in passing vehicles mounting the footway.

Options considered were:

- Option 1 – Remove parking on Clinton Road
- Option 1a – Remove parking on Clinton Road, and re-open Whitehouse Loan to southbound traffic south of Strathearn Road.
- Option 2 – Introduce an additional Modal Filter to prohibit through traffic from using Clinton Road
- Option 2a – Introduce an additional Modal Filter to prohibit through traffic from using Clinton Road, and re-open Whitehouse Loan to southbound traffic south of Strathearn Road.

The Braid Estate

Concerns were raised about the impact of several modal filters throughout the Braid Estate, on Cluny Drive and Braid Road, resulting in increased traffic on alternative routes (including Hermitage Gardens, Midmar Gardens and Midmar Drive/ Avenue).

Options considered were:

- Option 1 – Modify existing and add new filters to effectively remove through traffic from all streets internal to the Braid Estate with traffic required to use Comiston Road or Hermitage Drive/ Midmar Drive.
- Option 2 – As above, however with Braid Avenue re-opened providing an additional north south route for general traffic. Introduce segregated cycleways on Hermitage Drive and Braid Avenue.
- Option 3 – Remove all modal filters. Introduce segregated cycleways on Hermitage Drive and Braid Avenue.

Following feedback these options have been further revised in response to comments.

Revised Option 1 alters the location and effect of the proposed filters to make local journeys starting, or finishing within the Braid Estate easier by vehicle, while continuing to effectively remove through traffic from affected streets.

Revised Option 2 reflects the alterations included in revised Option 1, except on Braid Avenue.

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

The original introduction of the Greenbank to Meadows Quiet Connection took place in the context of the COVID 19 pandemic as part of an emergency public health response and thus there was limited time available for public consultation. Nonetheless the Council notified ward councillors, community councils, business representatives, emergency services and key stakeholder organisations about the proposals in advance, and took consideration of feedback received on the initial proposals.

During Spring 2021 the Council conducted a Public Consultation exercise to seek views on the potential retention of the Spaces for People Schemes which had been introduced during the COVID 19 pandemic, including the Greenbank to Meadows Quiet Connection. This scheme was selected to be retained.

Subsequently in June 2023, in response to concerns raised about some of the impacts of the Quiet Connection, the Council decided to consider re-design options and conduct engagement with the public on these options.

Re-design options were developed which sought to avoid 'diluting' the original aims of the scheme and these were presented to the public for feedback as part of an engagement activity which took place between 4 September 2023 and 22 October 2023. During this time, a questionnaire detailing the options was available on the Council's Consultation Hub with hard copies available from Morningside Library or via email on request. The Council also hosted two information drop-in sessions at local venues to allow interested parties to view the proposals and ask questions.

This engagement activity was publicised via a leaflet drop to residents living on streets along and adjacent to the Quiet Connection. Notification was also provided to affected Community Councils and each of the primary schools in the vicinity.

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

We understand the legal responsibility on public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. The trial retention of Travelling Safely measures is expected to help individuals make alternative travel choices across the city. It is anticipated that individuals may be able to make use of cheaper forms of transport as an alternative to private car or public transport where

appropriate and available. The provision of cycle infrastructure is not seen as a significant intervention in this context but could assist with journey planning and offer alternative travel choices.

5. Date of IIA

Original: 11/11/2020

Update: 28/02/2024

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)

Original:

Name	Job Title	Date of IIA training
Martyn Lings	Senior Project Manager, Active Travel	
Rurighd Ahluwalia-McMeddes	Active Travel Officer	
Rene Lindsay	Senior Urban Designer (Sustrans Scotland)	

Update:

Name	Job Title	Date of IIA training
Rurighd Ahluwalia-McMeddes	Senior Project Manager	
Eileen Hewitt	Active Travel Officer	09/05/2019

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>Census 2011</p> <p>National Records for Scotland 2017 Mid year estimates</p> <p>Scottish Index of Multiple Deprivation (SIMD)</p> <p>Joint Strategic Needs Assessment (CEC, 2015)</p>	<p>The City of Edinburgh has one of the fastest growing populations of any city in the UK. Although the city has a lower share of its population over 65 years of age (12%), the wider city region has a significantly higher share (22%) than Edinburgh and Scotland (19%).</p> <p>Based on 2011 Census Data the wards with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%).</p> <p>The area affected by this scheme does not directly link to the above locations, however it does affect both the Royal Blind School and Astley Ainslee Hospital.</p> <p>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. This includes Oxgangs in the South West, which will benefit from this proposal.</p>
Data on service uptake/access	Census 2011	<p>Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010 of the 191,000 people living and working in Edinburgh, 63,500 commuted to work by car and a further 63,300 commuted by car from other local authority areas.</p> <p>Transport Scotland is monitoring transport trends during the COVID-19 outbreak. This information provides a snapshot of travel across main modes. For the period 27 April - 3 May we saw:</p> <ul style="list-style-type: none"> • Concessionary bus journeys up by 5% • Rail journeys down by 55% • Ferry journeys down by 15%

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>CEC Walking and Cycling Statistics – Automatic counters</p> <p>Traffic Counts</p>	<ul style="list-style-type: none"> • Plane journeys down by 20% • Car journeys up by 20% • Cycling journeys by up 35% • Walking journeys up by 20% <p>Automatic counter on Whitehouse Loan shows considerable increase in cycling (around 80%) since introduction of Quiet Connection.</p> <p>Traffic counts carried out in January 2018 provide baseline comparison to counts conducted since introduction of scheme. Show considerable reduction in overall traffic in the Braid Estate Jan 2018 (~10,000 vehicles per day) – March 2023 (~6,000 vehicles per day), with no material increase on Morningside Road.</p>
<p>Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.</p>	<p>Scottish Index of Multiple Deprivation (SIMD)</p>	<p>Transport accessibility is lowest around the periphery of the city, for example, Oxfgangs – which is one of the areas which will be provided with improved routes to and through the city as a result of this intervention.</p> <p>In addition, areas around Holyrood and Canongate – part of James Gillespies High School catchment are within the lower SIMD datazones.</p>
<p>Data on equality outcomes</p>	<p>Bike Life (Sustrans, 2017)</p>	<p>In a 2017 survey, 24.5% of school pupils, stated they normally travelled to school using only private motorised mode of travel compared with 48.8% who normally use active modes. 2017 data from Transport Scotland indicates that women were more likely than men to walk or catch the bus to work and men were more likely to cycle to work or travel by rail. In Scotland twice as many men as women cycle once or twice a week for transport. 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. 7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017. In the city black and minority ethnic</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>(BAME) communities, women and over 65s are underrepresented when it comes to cycling.</p> <ul style="list-style-type: none"> • Female – 37% • Over 65 – 6% <p>BAME – 3% (8% of City population)</p>
Research/literature evidence	As above	As above
Public/patient/client experience information	<p>Blackford Safer Routes</p> <p>Ongoing Feedback</p> <p>Responses to public engagement during Autumn 2023</p>	<p>Campaign from several Primary School Parent Councils to install a network of ‘modal filters’ in the area affected by these proposals.</p> <p>Public feedback will be considered on an ongoing basis and changes can be made where required on this basis.</p> <p>Over 1,800 response received in engagement activity for re-design options.</p>
Evidence of inclusive engagement of people who use the service and involvement findings	In progress	<p>Local feedback received to date has been used to refine the scheme proposals. A stakeholder notification process will take place and feedback from this will also be taken into consideration.</p> <p>Feedback from the Commonplace website has been considered and has helped to highlight areas where interventions should be targeted.</p> <p>Proposed re-design options respond to feedback received from local community throughout project life-cycle.</p>
Evidence of unmet need	<p>Blackford Safer Routes</p> <p>Scottish Government Guidance on Temporary Interventions in response to Covid-19</p>	<p>Campaign from several Primary School Parent Councils to install a network of ‘modal filters’ in the area affected by these proposals.</p> <p>Interventions which re-allocate road space in favour of walking and cycling in order to allow physical distancing and enable people who would normally use public transport to continue using sustainable travel options – especially those who do not have access to a car – are encouraged by the Scottish Government in response to the pandemic.</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
Good practice guidelines	<p>Designing Streets (2010)</p> <p>Edinburgh Street Design Guidance (2015)</p> <p>Spaces for People Temporary Factsheets</p> <p>National Standards of Community Engagement</p> <p>Mobility and Access Committee for Scotland (MACS)</p>	<p>The strategy has sought to follow best practice guidance such as Designing Streets and Edinburgh Street Design Guidance.</p> <p>In addition, an extensive international benchmarking exercise was undertaken to learn from cities similar in scale to Edinburgh, with broadly recognised good practice in city planning, and recent and most significant interventions in terms of quality of life.</p> <p>Produced by Sustrans Scotland and ATKINS these factsheets provide guidance for the design of temporary infrastructure.</p> <p>The National Standards for Community Engagement are good-practice principles designed to support and inform the process of community engagement. Engagement has taken place for the overall SfP programme through Commonplace and for this scheme by Stakeholder Notification due to the urgent nature of the works.</p> <p>Temporary Street measures during Coronavirus crisis.</p>
Carbon emissions generated/reduced data	<p>Air Quality Monitoring Stations</p> <p>Scottish Government Monitoring</p>	<p>In general, daily NO2 concentrations have reduced at all the different types of automatic monitoring stations in the Edinburgh area. Scottish Government is monitoring the impact of COVID 19 social distancing and lockdown actions, which includes air quality.</p> <p>Evidence will continue to be collected on carbon emissions/air quality by the Council and Scottish Government as lock down measures are relaxed.</p>
Environmental data	As above	As above
Risk from cumulative impacts	Low Emission Zone, City Mobility Plan, City Plan 2030 and Edinburgh City Centre Transformation	Cumulative impacts may come about as a result of Low Emission Zone, City Mobility Plan, City Plan 2030 and Edinburgh City Centre Transformation. Cumulative impacts from this work will be included in due course once

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
		impact assessments of these policies/proposals have been undertaken.
Other (please specify)		
Additional evidence required		

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

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Positive</p> <p>The proposals may have potential positive impacts for all members of the public, which include:</p> <ul style="list-style-type: none"> • Reduced risk of infection from COVID by creating increased space for walking, cycling, running and wheeling, to allow physical distancing. • Improved mental and physical health due to increased uptake in active travel • Street will have more space so will be easier to navigate. • Physical security – street closures and segregated cyclepaths permits people to go out and use public spaces safely without fear of traffic conditions and vehicle conflict. • Improved access to schools by creating safer streets and allowing pupils who are able to walk and cycle • Enabling easier crossing opportunities for those who can't walk too far to find a safe crossing through introduction of modal filters • Removal of through traffic on residential streets and adjacent to schools will improve ambient air quality with health benefits for all – especially young and older people – with a particular benefit in relation to Covid-19 resilience and recovery 	<p>All, particularly older people and those with underlying health conditions</p> <p>All</p> <p>All, particularly relevant for people with disabilities and mobility challenges, older people, partially sighted or blind people and people with pushchairs.</p> <p>All, particularly cyclists and pedestrians</p> <p>Young People</p> <p>All</p> <p>Users and residents of affected streets – especially young people and older people</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Impacts of the re-design options being considered in March 2024 vary considerably depending on which options is selected. These are considered below.</p> <p>Clinton Road & Whitehouse Loan</p> <p>Option 1 – Reduced incidences of vehicles mounting footway on Clinton Road will reduce risk posed to pedestrians, including that caused by damaged footways.</p> <p>Option 1a – Reduced incidences of vehicles mounting footway on Clinton Road will reduce risk posed to pedestrians, including that caused by damaged footways. Ability to access Whitehouse Loan for southbound traffic may aid accessibility to residences and services within the local area for those who rely on car transport.</p> <p>Option 2 - Reduced incidences of vehicles mounting footway on Clinton Road will reduce risk posed to pedestrians, including that caused by damaged footways. Removing through traffic on Clinton Road will result in noise reduction and could contribute to modal shift encouraging journeys to be made by healthier and more sustainable modes.</p> <p>Option 2a - Reduced incidences of vehicles mounting footway on Clinton Road will reduce risk posed to pedestrians, including that caused by damaged footways. Removing through traffic on Clinton Road will result in noise reduction and could contribute to modal shift encouraging journeys to be made by healthier and more sustainable modes. Ability to access Whitehouse Loan for southbound traffic may aid accessibility to residences and services within the local area for those who rely on car transport.</p> <p>Braid Estate</p> <p>Option 1 – Retention of modal filters and enhancement of their effects may further reduce through traffic from travelling through the Braid Estate with benefits to local residents, and people travelling by foot or bike, as well as wider benefits from encouraging modal shift to healthier more sustainable modes.</p> <p>Option 2 – Retention of modal filters in the western area of the Braid Estate may retain reduced through traffic within the Braid Estate with benefits to local residents, and people travelling by foot or bike, as well as wider benefits from encouraging modal shift to healthier more sustainable modes. Introducing segregated cycleways will continue to provide a safe route for people cycling. Permitting vehicles to travel along Braid Avenue may aid accessibility to residences and services within the local area for those who rely on car transport.</p>	<p>All, especially those with mobility and visual impairments, people with prams and buggies.</p> <p>All, especially those with mobility and visual impairments, people with prams and buggies.</p> <p>All, especially people with prams and buggies and those with health conditions and with mobility and visual impairments.</p> <p>All, especially people with prams and buggies and those with health conditions and with mobility and visual impairments.</p> <p>All, especially people with prams and buggies and those with health conditions and with mobility and visual impairments.</p> <p>All, especially people with prams and buggies and those with health conditions and with mobility and visual impairments.</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Option 3 - Permitting vehicles to travel along Braid Avenue may aid accessibility to residences and services within the local area for those who rely on car transport. Introducing segregated cycleways will continue to provide a safe route for people cycling.</p>	<p>People with mobility impairments who rely on vehicles as a mobility aid.</p>
<p>Negative</p> <p>The proposals may negatively impact specific groups; impacts include:</p> <ul style="list-style-type: none"> • People with disabilities who are reliant on private transport, closing streets may make certain journeys slightly longer. • Partially sighted or blind people, people with low literacy or people with English as a second language may not be fully informed of the changes, depending of method of communication used to advise. • Potential negative impacts associated with the displacement of traffic (eg: onto the A702), congestion and pollution on people’s health. • Potential for some increase in circulating traffic – eg delivery vehicles – due to closures. This may negatively impact all other road users • Temporary infrastructure such as temporary kerbs, rubber blocks and bollards can be trip hazards • Removal of guardrail can result in people feeling less safe and protected against traffic • Those children who are driven to school, and especially those who may rely on being driven, may have slightly longer journeys <p><u>Suggested Mitigation</u></p> <p>Attention should be given to making sure enforcement (for example of traffic speed, parking/cycling on pavements) is effective.</p> <p>Guardrail – All temporary measures are subject to a detailed design and risk assessment process being followed. It is Council policy to remove any unnecessary guardrail.</p> <p>Representatives of appropriate organisations should be contacted to dispense information to members. Ensure information is</p>	<p>People with disabilities who are reliant on private transport.</p> <p>Partially sighted or blind people, people with low literacy or people with English as a second language.</p> <p>All</p> <p>All</p> <p>Motorist especially disabled users reliant on the car</p> <p>Partially sighted, disabled people and older people</p> <p>Younger people, especially disabled younger people</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>disseminated through the local schools, including the Royal Blind School – given proximity to changes. Ensure designs follow relevant design guidelines to maximise access.</p> <p>Impacts of the re-design options being considered in March 2024 vary considerably depending on which options is selected. These are considered below.</p> <p>Clinton Road & Whitehouse Loan</p> <p>Option 1 – Removing parking could inhibit access to local services especially for people with limited mobility who rely on vehicular transport. Removing parking could result in increased vehicle speeds on Clinton Road resulting in increased risk to pedestrians.</p> <p><u>Suggested Mitigation:</u> There is considerable parking availability in Whitehouse Loan. Clinton Road is narrow cobbled street which is likely to result in low traffic speeds even if the parking is removed.</p> <p>Option 1a – Removing parking could inhibit access to local services especially for people with limited mobility who rely on vehicular transport. Removing parking could result in increased vehicle speeds on Clinton Road resulting in increased risk to pedestrians. Ability to access Whitehouse Loan for southbound traffic may result in a considerable increase in traffic on this street which could affect it’s suitability as a cycle route.</p> <p><u>Suggested Mitigation:</u> There is considerable parking availability in Whitehouse Loan. Clinton Road is narrow cobbled street which is likely to result in low traffic speeds even if the parking is removed. It is easier for cyclists to mix with traffic while travelling downhill than uphill.</p> <p>Option 2 – Introducing an additional modal filter to remove through traffic from Clinton Road could inhibit access to local services especially for people with limited mobility who rely on vehicular transport.</p> <p><u>Suggested Mitigations:</u> Suggest locating filter on Clinton Road east of Pitsligo Road to minimise effect on local journeys. All surrounding premises will still be easily accessible by private car, requiring only minor detours.</p> <p>Option 2a - Introducing an additional modal filter to remove through traffic from Clinton Road could inhibit access to local</p>	<p>People with disabilities who are reliant on vehicles as a mobility aid.</p> <p>People with disabilities who are reliant on vehicles as a mobility aid, young people, older people.</p> <p>People with disabilities who are reliant on vehicles as a mobility aid.</p> <p>People with disabilities who are reliant on vehicles as a</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>services especially for people with limited mobility who rely on vehicular transport. Ability to access Whitehouse Loan for southbound traffic may result in a considerable increase in traffic on this street which could affect it's suitability as a cycle route.</p> <p><u>Suggested Mitigations:</u> Suggest locating filter on Clinton Road east of Pitsligo Road to minimise effect on local journeys. All surrounding premises will still be easily accessible by private car, requiring only minor detours. It is easier for cyclists to mix with traffic while travelling downhill than uphill.</p>	<p>mobility aid, young people, older people.</p>
<p>Braid Estate</p> <p>Option 1 – Retention of modal filters and enhancement of their effects could inhibit access to local services especially for people with limited mobility who rely on vehicular transport. Retention of modal filters and enhancement of their effects could increase vehicular traffic on Hermitage Drive and Midmar Avenue/Drive, streets with acknowledged traffic speed issues.</p> <p><u>Suggested Mitigations:</u> Revised Option 1 proposals reduce the impact of the filters on local journeys, while still effectively removing through traffic from affected streets. Introduction of speed mitigation measures on Hermitage Drive and Midmar Avenue/Drive, and mitigations at the junction of Midmar Avenue and Cluny Gardens could reduce the impact of through traffic on these streets.</p>	<p>People with disabilities who are reliant on vehicles as a mobility aid, young people, and older people.</p>
<p>Option 2 – Retention of modal filters could inhibit access to local services especially for people with limited mobility who rely on vehicular transport. Permitting vehicles to travel along Braid Avenue alongside segregated cycling may result in a considerable increase in traffic on this street making it harder to cross the road and increasing the risk of collisions.</p> <p><u>Suggested Mitigations:</u> Revised Option 2 proposals reduce the impact of the filters on local journeys, while still effectively removing through traffic from affected streets. No clear mitigation options for impact of re-opening Braid Avenue to traffic.</p>	<p>People with disabilities who are reliant on vehicles as a mobility aid, young people and older people</p>
<p>Option 3 - Permitting vehicles to travel along Braid Avenue alongside segregated cycling may result in a considerable increase</p>	<p>All, especially young people and older people and disabled</p>

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>in traffic on this street making it harder to cross the road and increasing the risk of collisions.</p> <p><u>Suggested Mitigations:</u> No clear mitigation options for impact of re-opening all streets in the Braid Estate to traffic.</p>	

Environment and Sustainability including climate change emissions and impacts	Affected populations
<p>Positive</p> <p>The proposals may reduce greenhouse gas emissions and pollution as a result of reduced traffic and increased active travel.</p> <p>The proposals may help plan for the future climate change/achieving carbon neutrality by Edinburgh’s target of 2030 and promote sustainable forms of transport as modal shift may be achieved to more sustainable modes.</p> <p>Use of planters and/or recycled plastic kerbs will benefit the environment through additional plant activity and use of natural materials, as well as by supporting the use of recycled materials in the supply chain.</p> <p>Noise reduction – by removing through traffic on residential roads traffic noise will be reduced with benefits for health and wellbeing</p> <p>Impacts of the re-design options being considered in March 2024 vary considerably depending on which options is selected. These are considered below.</p> <p>Clinton Road & Whitehouse Loan</p> <p>Option 1 – Removal of parking could discourage motoring for some journeys leading to reduced pollution.</p> <p>Option 1a – Removal of parking could discourage motoring for some journeys leading to reduced pollution.</p>	<p>All, particularly young children and those suffering from chronic respiratory illness</p> <p>All, especially for older and younger people who are most affected by poor air quality</p> <p>All</p> <p>All, especially those with health conditions</p> <p>All, particularly young children and those suffering from chronic respiratory illness</p> <p>All, particularly young children and those suffering from chronic respiratory illness</p> <p>All, particularly young children and those suffering</p>

Environment and Sustainability including climate change emissions and impacts	Affected populations
<p>Option 2 - Removal of through traffic from Clinton Road will reduce local pollution, and could discourage motoring for some journeys leading to wider reductions in pollution.</p> <p>Option 2a - Removal of through traffic from Clinton Road will reduce local pollution, and could discourage motoring for some journeys leading to wider reductions in pollution.</p> <p>Braid Estate</p> <p>Option 1 – Retention of modal filters and enhancement of their effects may further reduce through traffic from travelling through the Braid Estate with environmental benefits from reduced pollution.</p> <p>Option 2 – Retention of some modal filters and may sustain reduced through traffic throughout the Braid Estate. Introduction of segregated cycleways will continue to provide a safe route for people cycling encouraging modal shift with environmental benefits from reduced pollution.</p> <p>Option 3 - Introduction of segregated cycleways will continue to provide a safe route for people cycling encouraging modal shift with environmental benefits from reduced pollution.</p>	<p>from chronic respiratory illness</p> <p>All, particularly young children and those suffering from chronic respiratory illness</p> <p>All, particularly young children and those suffering from chronic respiratory illness</p> <p>All, particularly young children and those suffering from chronic respiratory illness</p> <p>All, particularly young children and those suffering from chronic respiratory illness</p>
<p>Negative</p> <p>Potential negative impacts associated with the displacement of traffic, congestion and pollution on the environment. Eg: additional traffic on the parallel A702 corridor.</p> <p><u>Suggested Mitigation</u> Ensure designs consider impact on the wider road network. Can expect some traffic to disappear, rather being diverted onto parallel roads as people make alternate travel decisions. Impact on adjacent streets will be monitored moving forward.</p> <p>Much traffic on affected streets is related to school travel. Efforts will be made to engage with the schools and parents to encourage more sustainable choices.</p> <p>Impacts of the re-design options being considered in March 2024 vary considerably depending on which options is selected. These are considered below.</p> <p>Clinton Road & Whitehouse Loan</p>	

Environment and Sustainability including climate change emissions and impacts	Affected populations
<p>Option 1 – Removing parking could result in increased vehicle speeds on Clinton Road resulting in increased noise pollution.</p> <p><u>Suggested Mitigation:</u> Clinton Road is narrow cobbled street which is likely to result in low traffic speeds even if the parking is removed.</p> <p>Option 1a – Removing parking could result in increased vehicle speeds on Clinton Road resulting in increased noise pollution. Ability to access Whitehouse Loan for southbound traffic may result in a considerable increase in traffic resulting in increased local and wider pollution.</p> <p><u>Suggested Mitigation:</u> Clinton Road is narrow cobbled street which is likely to result in low traffic speeds even if the parking is removed. No clear mitigation options for impact of re-opening Whitehouse Loan to traffic.</p> <p>Option 2 – None.</p> <p>Option 2a – Ability to access Whitehouse Loan for southbound traffic may result in a considerable increase in traffic resulting in increased local and wider pollution.</p> <p><u>Suggested Mitigation:</u> No clear mitigation options for impact of re-opening Whitehouse Loan to traffic.</p>	<p>Children and older people and those with health conditions</p> <p>All, especially children and older people and those with health conditions</p> <p>All, especially, children and older people and those with health conditions</p>
<p>Braid Estate</p> <p>Option 1 – None.</p> <p>Option 2 – Permitting vehicles to travel along Braid Avenue may result in a considerable increase in traffic resulting in increased local and wider pollution.</p> <p><u>Suggested Mitigations:</u> No clear mitigation options for impact of re-opening Braid Avenue to traffic.</p> <p>Option 3 - Permitting vehicles to travel along all streets in the Braid Estate may result in a considerable increase in traffic resulting in increased local and wider area pollution.</p> <p><u>Suggested Mitigations:</u> No clear mitigation options for impact of re-opening all streets in the Braid Estate to traffic.</p>	<p>All, especially children and older people and those with health conditions</p> <p>All, especially children and older people and those with health conditions</p>

Environment and Sustainability including climate change emissions and impacts	Affected populations

Economic	Affected populations
<p>Positive</p> <p>The proposals may help people into positive destinations (including open spaces/amenities/workplaces), especially young people who may not have a car.</p> <p>Proposals provide a safe cycling route as an alternative to public transport for people without access to a car along and adjacent to the route corridor, include the communities in areas of multiple deprivation around Oxfangs.</p>	<p>All</p> <p>All, particularly relevant for students and young people</p> <p>All, especially communities from areas of multiple deprivation</p>
<p>Negative</p> <p>Potential impact on ability of residents and businesses to carry out deliveries or business related journeys due to road closures.</p> <p><u>Suggested Mitigation</u></p> <p>Access to all parts of the road network will still be possible. The number of affected journeys is likely to be fairly low so the additional circulating traffic will be minimal, while the additional time required for individual journeys will also be minimal.</p> <p>Over time we would expect some business journeys and deliveries to be taken by active travel instead – resulting in positive outcomes.</p>	<p>Local residents and 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?

The majority of actions in the plan will be carried out by in-house Council services. Where contractors are used, as part of the Council’s procurement process due regard is required to be given to all equalities and right, environmental and sustainability impacts when undertaking work on behalf of the Council.

- 10. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

Communication will be in plain English and designed to be understood by a range of population groups.

Communication channels include media promotion, press releases, outdoor advertising and lamp post banners. General updates are added to Council Twitter and Facebook with links to a dedicated page on the Council [website](#). This provides a cost-effective way of empowering residents in Edinburgh to share with friends and enable wide distribution of information.

We are delivering a partnership approach to engage with key stakeholders, such as RNIB, Living Streets, Spokes and Edinburgh Access Panel, to ensure different target audiences are reached and that key messages are appropriately tailored.

- 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.**

No.

12. Additional Information and Evidence Required

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

Feedback from the redesign options will be presented to the Transport and Environment Committee on 7 March for consideration.

- 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
Take forward measures to sustain a safe environment for walking and cycling on the road network in response to COVID-19	The Council's Spaces for People Incident Management Team	Subject to Committee Approval and awards of funding from Spaces for People Programme	Subject to Approval
Continue to monitor the impact of the new measures	As above	As above	As above
Project proposals will continue to be reviewed by Project Lead and updated by design team on the basis of input from affected communities up to and throughout construction, and thereafter.	Rurighd McMeddes, Active Travel Officer	As above	As Above
Carry out notification of proposals with key affected groups and stakeholders including: Disability Representative Organisations; Local schools, etc.	As above	As above	As above
Consideration of redesign options and selection of most appropriate option for delivery.	Transport and Environment Committee	7 March 2024	N/A

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

This is dependent on which re-design option is selected at the two relevant locations. No mitigating actions have been identified for those options which re-introduce through traffic onto currently closed streets in terms of the impacts of this through traffic on affected populations.

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

Feedback on measures implemented will be monitored and refinements made as necessary.

The measures are regularly reviewed and the feedback is also used for this purpose.

There is a monitoring package that has been produced in partnership with Sustrans to ascertain how people are using the measures.

16. Sign off by Head of Service

Name: Peter Watton

Date: 1 March 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/