

Leadership Advisory Panel

10.00am, Tuesday, 31 March 2020

Edinburgh City Centre Transformation: Meadows to George Street, Developed Design and Commencement of Statutory Procedures for Traffic Regulation Order and Redetermination Order

Executive/routine Wards Council Commitments	Executive City Centre, Southside/Newington 16, 17, 18, 19
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1. Recommendations

- 1.1. It is recommended that the Panel:
 - 1.1.1 notes the developed design for the Meadows to George Street project;
 - 1.1.2 notes that, in addition to measures discussed in previous reports on this project, it is proposed to introduce 'filtered permeability' on Market Street. This will permit through journeys for buses, taxis and cycles only, with provision retained for drop off and pick up at Waverley Station, particularly by blue badge holders. This is part of a package of measures, detailed in this report, that were set out by the Edinburgh City Centre Transformation to achieve better streets for people and reduce car dominance; and
 - 1.1.3 approves commencing the statutory procedures for the necessary Traffic Regulation Order (TRO) and Redetermination Order (RO).

Paul Lawrence

Executive Director of Place

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Edinburgh City Centre Transformation: Meadows to George Street, Developed Design and Commencement of Statutory Procedures for Traffic Regulation Order and Redetermination Order

2. Executive Summary

- 2.1 The Edinburgh City Centre Transformation strategy (ECCT), as approved at the October 2019 Transport and Environment Committee, has set out an ambitious but achievable strategy of street changes which will re-prioritise the city centre as pedestrian and cycle friendly rather than traffic dominated. Meadows to George Street will be one of the first major schemes within the ECCT to be delivered.
- 2.2 Building on high levels of support from public consultation, the Meadows to George Street project has completed its developed design stage and it is now proposed to commence the statutory procedures for the Traffic Regulation Order (TRO) and Redetermination Orders (RO) necessary to make the changes proposed to streets along the route.
- 2.3 This report sets out the key findings from the public consultation, summarises the developed design, including the addition of filtered permeability at Market Street, and recommends commencing the statutory procedures.

3. Background

- 3.1 In 2017 the City of Edinburgh Council was one of four local authorities that were successful in the Scottish Government's Community Links PLUS, now called Places for Everyone, funding competition. The Council had two successful projects: Meadows to George Street (MGS) and the West Edinburgh Link.
- 3.2 The MGS project aims to maximise the quality of walking, cycling and public spaces along some of Edinburgh's most iconic streets. The project area, as defined in Appendix 1, includes; Forrest Road, Teviot Place, Bristo Place, Candlemaker Row, George IV Bridge, Bank Street, the Mound and Hanover Street.

- 3.3 MGS is a key element of ECCT and will be one of the first parts of that strategy to be delivered.
- 3.4 Located within, or closely connected to, the MGS project area are many of Edinburgh's key visitor attractions; such as the National Gallery, National Museum, National Library, Greyfriars Bobby, The Royal Mile, Princes Street, George Street and the Meadows. The grand and varied architecture, built form and vistas make the streets themselves destinations and are important aspects of the Old and New Town's UNESCO's World Heritage Site inscription. The value therefore of these streets as linear public spaces, which can gather significant crowds at sites such as at Greyfriars Bobby, is significant.
- 3.5 In addition to the above attractions and characteristics, these streets serve as key commuter and visitor walking routes to and from the city centre. Due to their popularity for both local people and visitors, they carry very high footfall levels throughout the year and especially during the festivals. This results in the pavements being often over-capacity and people having to stray onto the road.
- 3.6 The corridor is well served by public transport that links to the city centre. This is an important aspect of the multi-modal sustainable transport package that these streets offer.
- 3.7 MGS will provide a key cycling connection linking existing routes to and from the south, west and east, which culminate at the Meadows, with the city centre. To the north, MGS links to the George Street and First New Town project and its planned cycle facilities that will, in turn, link to the City Centre West East Cycle Link, heading west and north east. As such, MGS will connect the majority of the city-wide cycling network and deliver a step change in strategic cycle connectivity in Edinburgh.

4. Main report

The Developed Design

- 4.1 The project has now reached the completion of its developed design stage. Plans showing the design are provided in Appendix 2 and a high level operations plan is set out in Appendix 1.
- 4.2 These plans have been developed on the back of high levels of public support for the concept design, see section 7.
- 4.3 As part of the wider ECCT strategy, the MGS design has been refined through close cross-departmental working, including key inputs from planning, public transport, city centre locality, public safety, roads renewals, waste, traffic management/signals, parks and greenspaces and estates. This is underpinned through internal governance structures of the City Centre Programme Delivery Board and Traffic Management Review Panel, which oversee interactions with all major city centre projects.

- 4.4 The MGS design proposes only permitting the use of Bank Street by buses, licensed black cab taxis and cycles. Loading provision for businesses on the street will be provided and access will be maintained for residents of properties on/from the street. The project also proposes to pedestrianise Forrest Road, with access maintained for businesses and residents of the street. Candlemaker Row, from Merchant Street to George IV Bridge, will only be accessible for local bus services and business loading.
- 4.5 In order to make the improvements on the Mound it is necessary to slightly widen out the footprint of the street. To achieve this the project team is engaged in positive dialogue with the National Galleries of Scotland.
- 4.6 The above changes are vital to both the MGS project and the wider ECCT strategy. For ECCT, it is central to the creation of a people friendly city centre where through traffic by private cars is reduced. For MGS, the closure of Bank Street to most traffic enables the street changes that are proposed by the project, in the following ways:
- 4.6.1 Segregated cycleways – the design provides for continuous segregated cycleways, including separation of cyclists from traffic at all junctions. The narrow road width of Bank Street, at the corner by the High Court, means it is only possible to fit segregated cycleways into the available space if traffic is restricted to an alternating one-way shuttle operation and this can only operate effectively if general through traffic is removed. Continuing to allow this traffic would result in very significant congestion along the whole corridor, with severe consequent impacts on bus services.
 - 4.6.2 Wider footways - reducing general traffic along the route, due to the proposed restrictions at Bank Street, makes it possible to remove two traffic lanes on George IV Bridge and greatly widen the footways. There are also wider footways proposed for other streets along the route which are made possible by this reduction in traffic.
 - 4.6.3 People friendly streets - more crossings, new public spaces, seating and greening. By restricting traffic, new public spaces can be created outside the Bedlam Theatre and Greyfriars Bobby, as well as a new publicly accessible greenspace at Mound Place. Throughout the project there will be more space available for seating and greening. Reduced traffic creates a less car-dominated and more people friendly street environment, with new formalised crossings on desire lines.
 - 4.6.4 Public transport corridor - reducing general traffic along the route, due to the proposed restrictions at Bank Street, enables the project to make all the above gains whilst still retaining the high-quality public transport service.
 - 4.6.5 Loading, servicing and parking - loading and servicing will be provided for all streets, however the locations and timings will be changed to best balance supporting the businesses and optimising use for walking and

social activities (relaxing, sitting and meeting). Details of these times are being refined prior to advertising the TRO. There will be provision for blue badge parking and for residents' parking bays at Mound Place.

Market Street Filtered Permeability

- 4.7 The ECCT strategy included the introduction, under an experimental TRO, of 'filtered permeability' on Market Street in order to better deliver improved conditions for pedestrians and cyclists in the city centre. This would involve restricting through motorised access via Market Street to buses and taxis, whilst allowing access to Waverley Station for pick-up and drop-off. The subsequent detailed traffic modelling undertaken as part of the MGS project (see para 4.6) has demonstrated that, to ensure an effective bus service and prevent delays, it is vital to prevent through traffic using Market Street. It was not possible to undertake this detailed level of modelling prior to the approval of the ECCT strategy.
- 4.8 Based on the outcome of the modelling, it is now proposed to pursue a permanent closure of Market Street, between Cockburn Street and Jeffrey Street, to through traffic (exempting buses, taxis and cycles) as part of the MGS TRO. This closure/filter would continue to allow drop-off and pick up at the Market Street entrance of Waverley Station for Blue Badge holders. Making these changes permits significant widening of the footways and creation of a quieter, more pedestrian friendly street.
- 4.9 Closing this section of Market Street will have a number of benefits in addressing key existing issues on the street:
- 4.9.1 Footway overcrowding. The volume of people trying to move along the street outweighs the available width. This leads to it being difficult and uncomfortable to walk or spend time on the street, particularly during festival periods. Data from Waverley Station indicates that patronage levels at the station are to increase by 10% per year. The design we are proposing ensures excellent functioning of the street for pedestrians, both now and in the future.
- 4.9.2 Pedestrian and cycle safety. Feedback, particularly via the summer streets study, is that the level of traffic movements and narrow footways leads to a street environment that feels less safe for walking and cycling. Restricting general traffic, simplifying the street layout and widening footways will alleviate these problems.
- 4.9.3 Creating a welcoming people-friendly gateway to Edinburgh. The proposed street changes, wider footways and lower traffic, will make for a significantly better first impression for people entering Edinburgh's historic core from the station. There are a number of attractions along the street, including cafes, bars, hotels and the Edinburgh Dungeon. Our proposals will support these attractions through further developing the street as place enjoy spending time within rather than just passing through.

- 4.9.4 Station access. The changes will create better access to the station, for those on foot, bike and blue badge holders, whilst maintaining access for pick up and drop off by taxi. Drop off by private car is controlled so that it is still possible, either directly at Calton Road, or from slightly further away on Market Street, without compromising the above gains for the street as a whole.
- 4.9.5 Complementing the Waverley Station Masterplan. The recent Masterplan for Waverley Station highlights creating a more people friendly environment with improved active travel access. Our design compliments this view, takes the first step towards it and future proofs the street for the potential changes set out in the masterplan.
- 4.10 Based on these factors the MGS project will incorporate the design and delivery of this section of Market Street. A concept design for it is shown in Appendix 4. This design has been developed cross-departmentally. Its development is informed by ECCT traffic modelling and surveys of how the street functions in terms of loading and the interactions of vehicles and pedestrians. Further design work is underway to complete it to the same developed design stage as the rest of the project so that it can be part of the TRO/RO promotion.
- 4.11 The section of Market Street between The Mound and Waverley Bridge, is being considered to improve cycle connectivity to the station. This piece of work is part of a wider ECCT study on active travel connections across the Waverley Valley, including Waverley Bridge, East Princes Street, North Bridge and the proposed active travel bridge over Waverley Station. It is required to incorporate these elements together as one package as the interplay between them in terms of overall traffic movements has to be considered and modelled collectively.

Surveys and Traffic Modelling

- 4.12 Surveys undertaken as part of developing the design have included detailed analysis of; parking and loading, pedestrian flows and desire lines, public life (the use of streets for social activities), cycle flows, traffic flows, utilities, heritage, drainage and structures.
- 4.13 The traffic modelling work undertaken comprised of two elements:
- 4.13.1 Firstly, strategic modelling of the key traffic routeing changes set out in ECCT was undertaken, this comprised the Meadows to George Street proposed changes, including the traffic filters on Market Street and Bank Street. The results from the modelling showed that general traffic flows can still be maintained, without causing significant congestion issues, along all the key city centre routes where traffic is permitted under the strategy.
- 4.13.2 Secondly, outputs from this model were then incorporated into detailed modelling analysis of the MGS corridor. This detailed modelling helped to refine the design for buses, cyclist, pedestrian and general traffic movements, taking into account impacts on local delays and flows.

Traffic Regulation Order and Redetermination Order

- 4.14 The next stage of the project is to advertise the TRO and RO that are required to make the changes proposed. A delegated powers report setting out the proposed traffic restrictions in greater detail will be prepared for approval by the Director of Place.
- 4.15 The statutory procedures for the Traffic Orders include a further public consultation. This will be publicised using the following measures, to ensure awareness of the planned changes and how to comment or formally object to them:
 - 4.15.1 online publication of the Orders via the Council's Traffic Orders webpage;
 - 4.15.2 advertisement in local newspapers;
 - 4.15.3 notification to people on the project's mailing list;
 - 4.15.4 notification of the consultation on the project's website;
 - 4.15.5 leafleting of all local residents and businesses along the route, notifying them of when and how to respond; and
 - 4.15.6 several public drop-in sessions, where people can view the proposed changes and find out how to submit their views in response.

5. Next Steps

- 5.1 Details of proposed loading, servicing and blue badge access arrangements will be refined, prior to planned commencement of the statutory procedures for the TRO and RSO later in 2020.
- 5.2 Details of the landscape design proposals for the streetscape and public spaces of the streets will be developed throughout 2020, in parallel to the ongoing Traffic Orders process. The detailed technical design, including elements such as materials, drainage, structures and lighting, will also be completed in preparation for construction.
- 5.3 Depending on the duration and outcomes of the Traffic Orders process, construction is expected to commence in 2022.

6. Financial impact

- 6.1 The current estimated overall project cost for construction is £15.9 million, however this does not yet include the re-development of Market Street. Costs for Market Street will be added once the design is completed to the developed design stage. This will be carried out in next two months. Funding for this is split with:
 - 6.1.1 the Council's, Committee approved, Active Travel Capital Budget providing 45%; and

6.1.2 Transport Scotland, via Sustrans Places for Everyone funding, providing 55%.

6.2 A further breakdown of this budget calculation is provided in Appendix 3.

7. Stakeholder/Community Impact

7.1 The developed design has been informed by two rounds of public engagement and consultation, as well as detailed surveys and modelling.

7.2 The latest public consultation, carried out in Summer 2019, showed a very high level of overall public support (75% in favour) for the designs. Based on feedback from over 1,400 responses, the key findings include:

7.2.1 79% support for improvements for walking (wider pavements, planters, seating and crossings);

7.2.2 81% support for introduction of segregated cycleways;

7.2.3 76% support for improving the streets as places for people and restricting general traffic on certain streets;

7.2.4 high levels of support for the concept design for each specific street (between 79% and 75%);

7.2.5 overall support to retain general traffic on Hanover street and The Mound (between Princes Street and Market Street);

7.2.6 the majority of residents in or near the area are supportive of the project, welcoming the improvement of conditions for walking and cycling;

7.2.7 of the business owners who responded, there was a broadly even level of support and opposition to the various elements of the concept design. There is, however, a greater level of support for the concept of improving walking and cycling. There are some key concerns regarding loading, accessibility, retention of bus services and general accessibility to support local businesses. The project has been addressing these through further business engagement and surveys of loading patterns; and

7.2.8 young people show very high levels of support for the project.

7.2.9 of the 25% who were opposed to the proposals the most common reason for opposition was to retain access for general traffic along the corridor. Retaining general traffic access was felt to be beneficial for driving to work and accessing the city centre, preventing congestion on other streets, not increasing journey times and supporting local businesses.

7.3 A link to the full consultation report is provided in point 8.4.

7.4 The positive impacts for sustainability relate to the principle that places are for people rather than motor traffic. Increased levels of walking and cycling are expected through the project, which is likely to result in fewer private car trips and a reduction in carbon emissions. Sustainable urban drainage options are being

considered along the route, alongside planting of pollinator wildflower species and trees which will have positive environmental benefits.

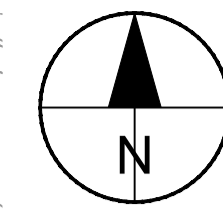
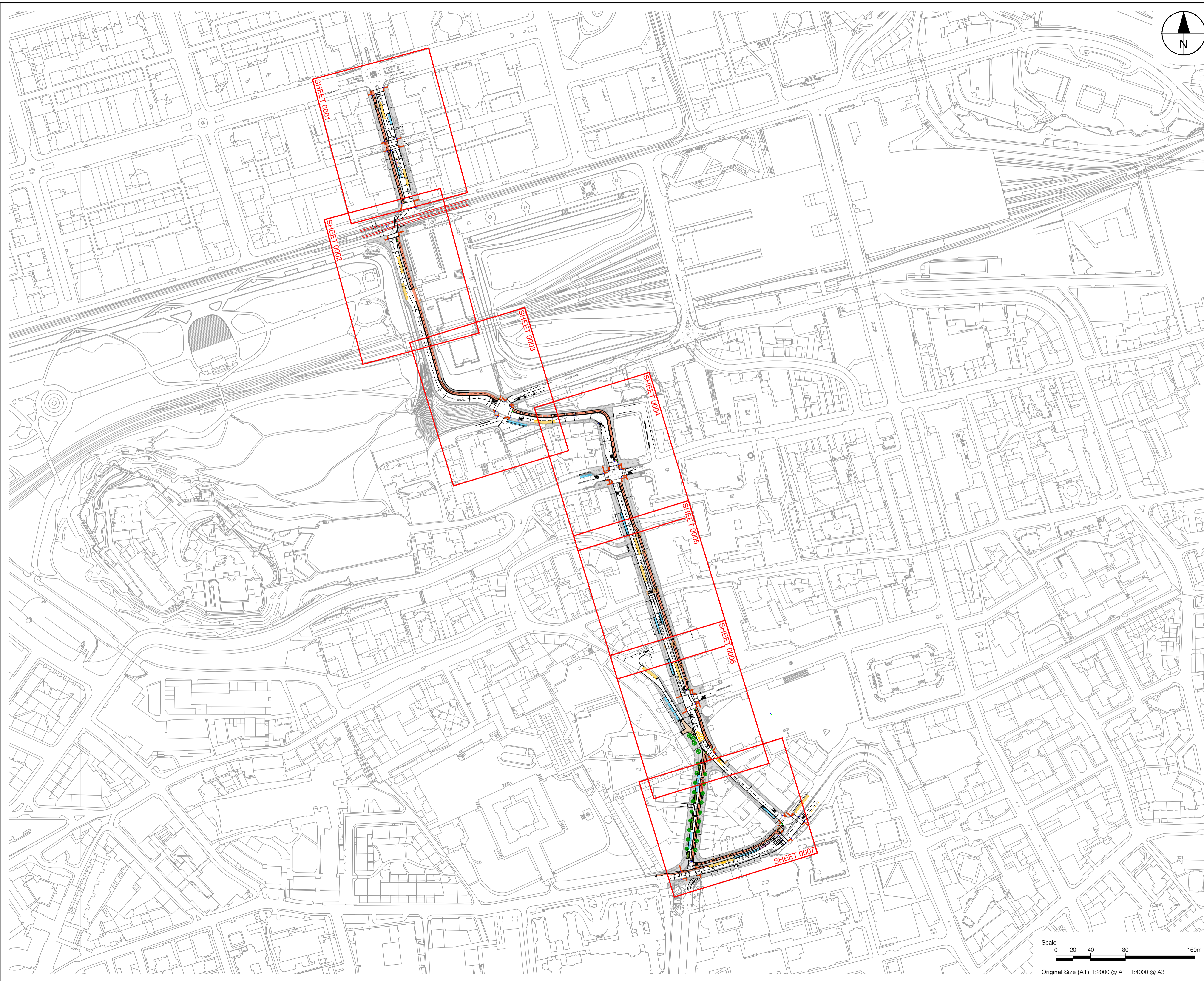
- 7.5 An Integrated Impact Assessment (IIA) has been carried out and then updated at each stage of the project. The IIA identifies a majority of positive impacts for people with protected characteristics.

8. Background reading/external references

- 8.1 [Transport 2030 Vision](#)
- 8.2 [Edinburgh's City Centre Transformation Project](#)
- 8.3 [Meadows to George Street website](#)
- 8.4 [MGS public consultation report](#)
- 8.5 [MGS Transport and Environment Committee Business Bulletin October 2019](#)
- 8.6 [City Centre Transformation Strategy](#)
- 8.7 [Active Travel Action Plan](#)

9. Appendices

- 9.1 Appendix 1 – Project Area and Operations Plan
- 9.2 Appendix 2 – Developed Design Drawings
- 9.3 Appendix 3 – Construction Cost Estimate Summary
- 9.4 Appendix 4 – Market Street Concept Design
- 9.5 Appendix 5 – MGS Integrated Impact Assessment Report



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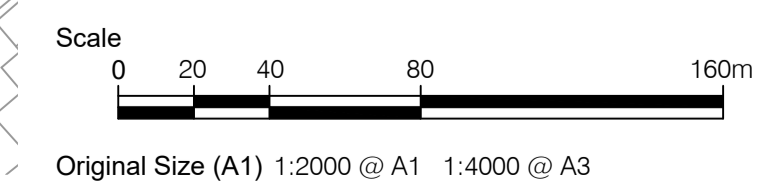
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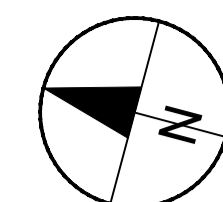
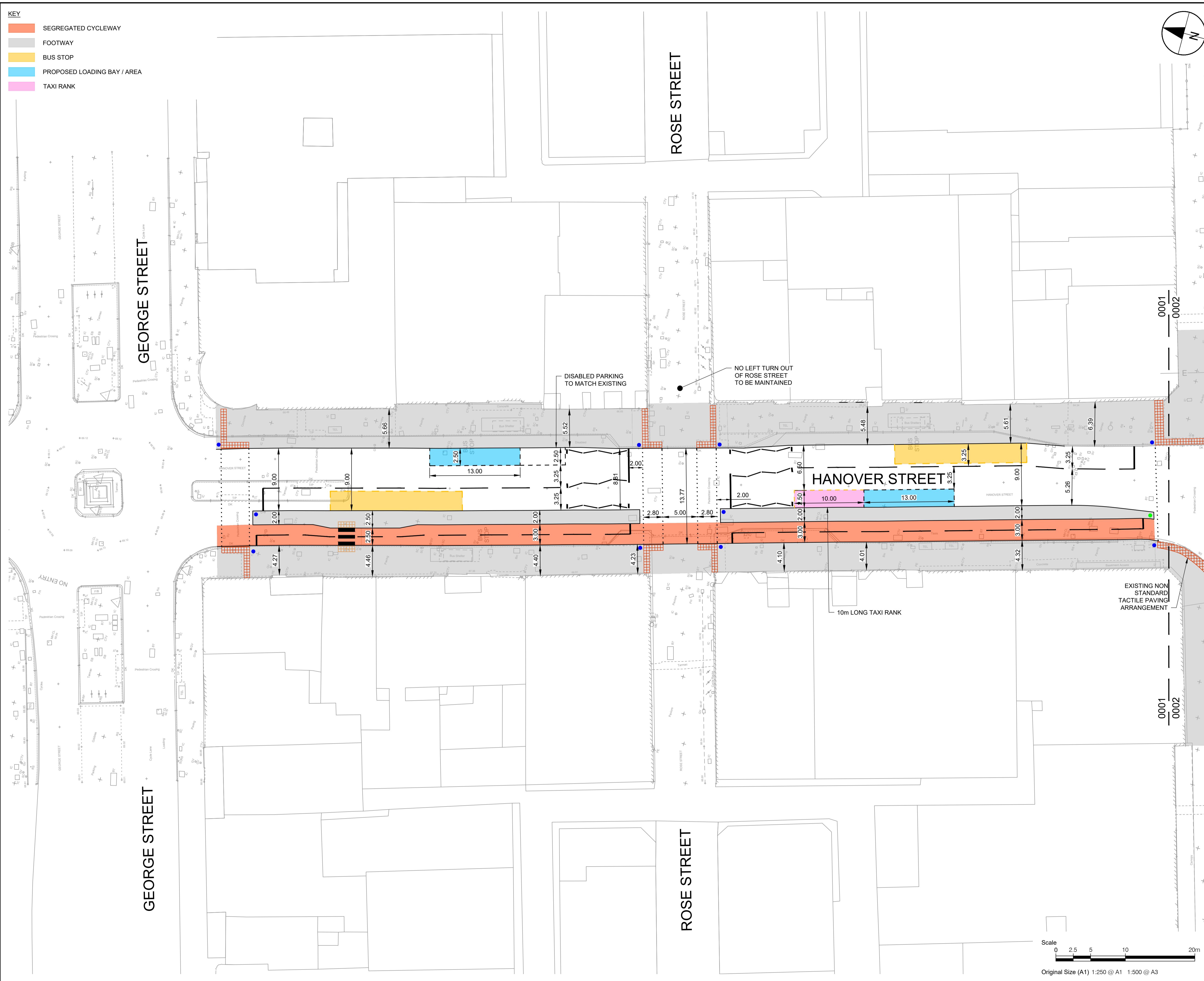
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- KEY**
- SEGREGATED CYCLEWAY
 - FOOTWAY
 - BUS STOP
 - PROPOSED LOADING BAY / AREA
 - TAXI RANK



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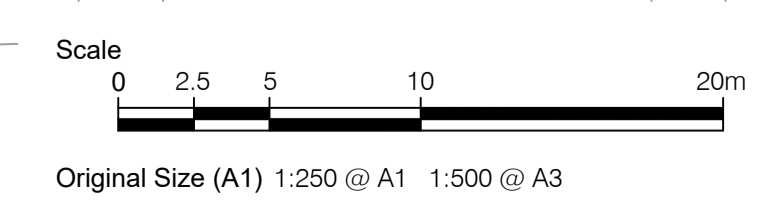
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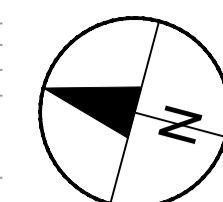
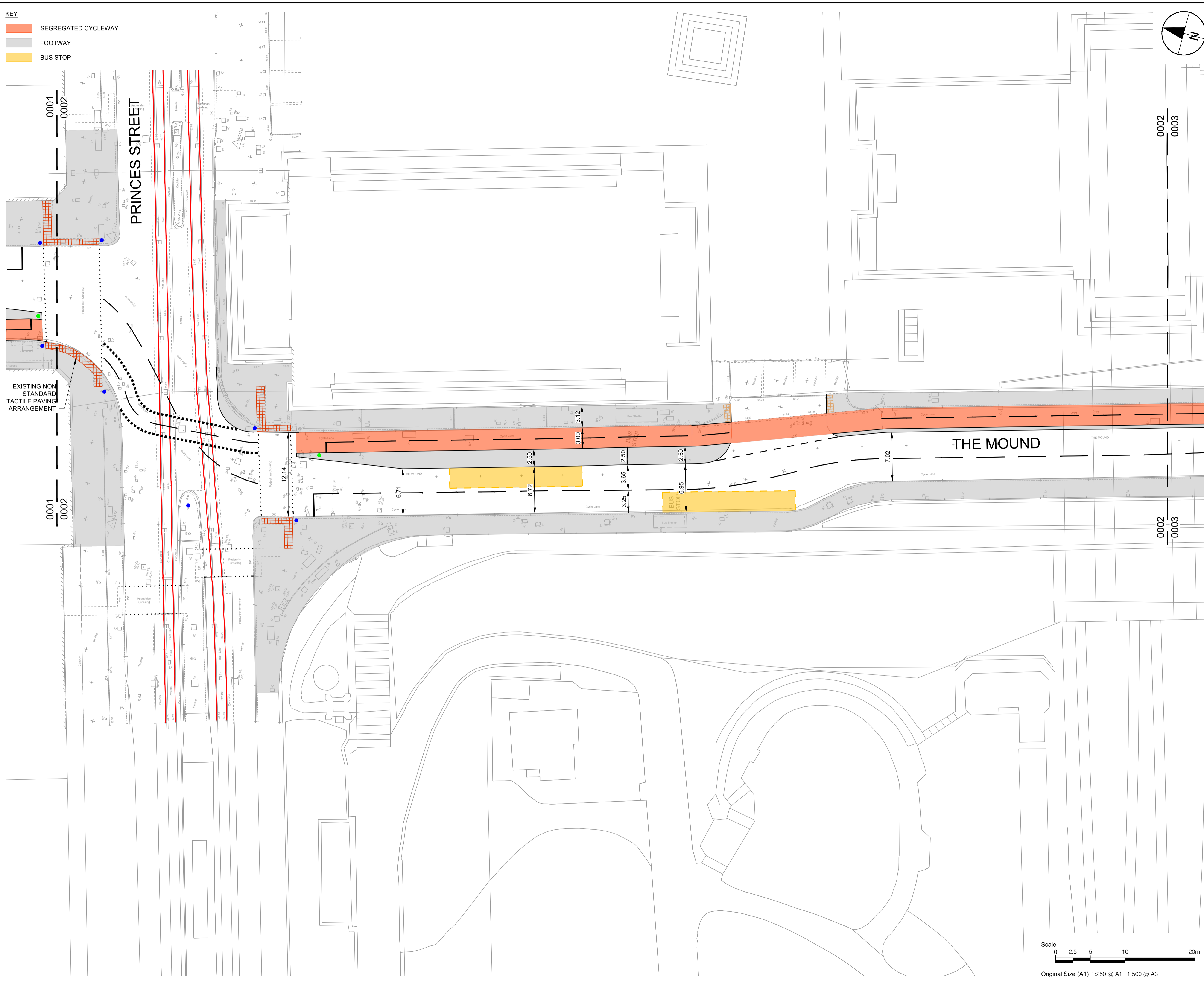
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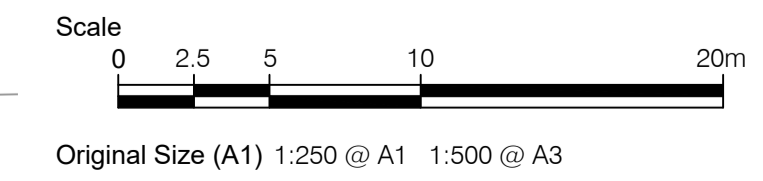
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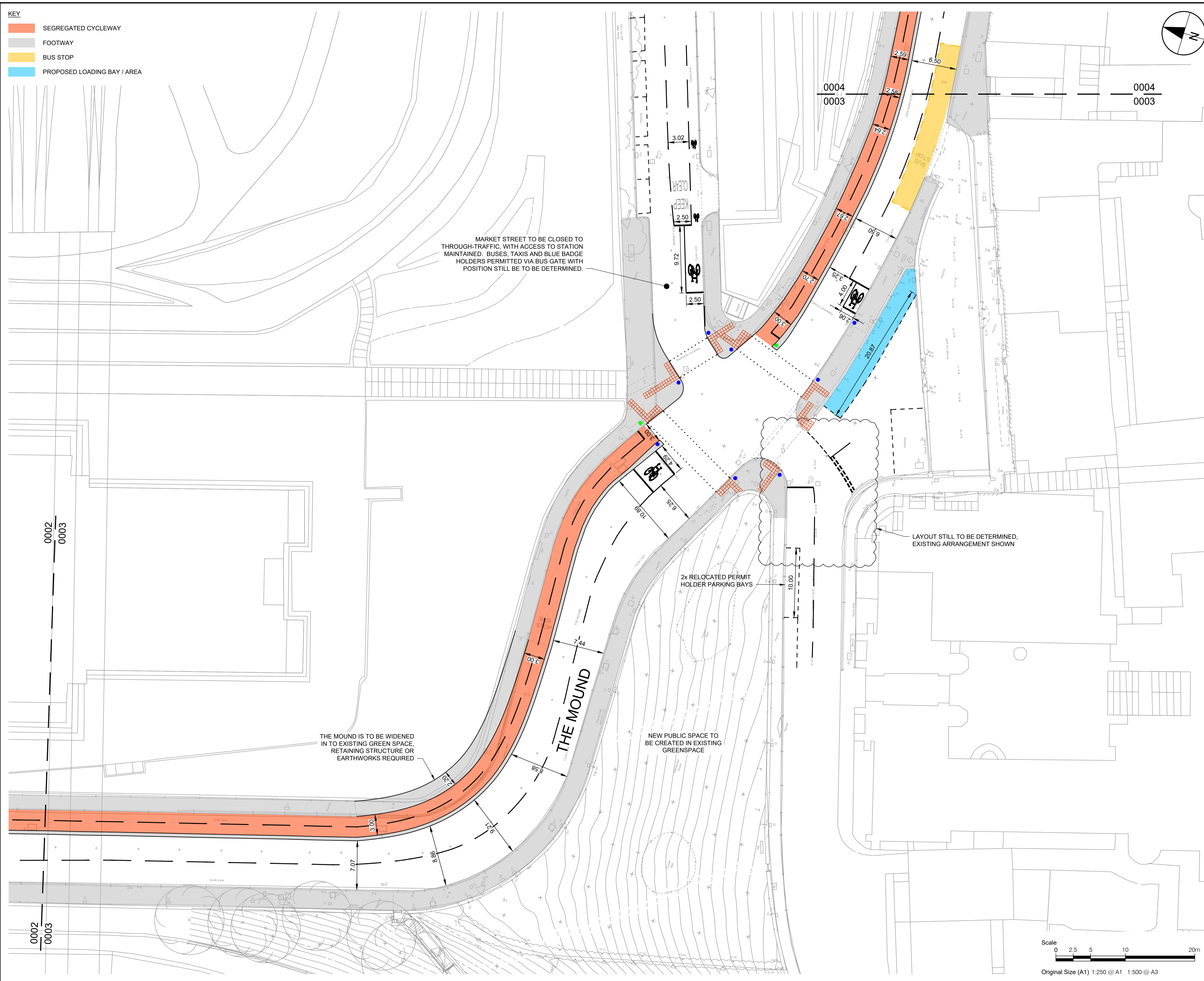
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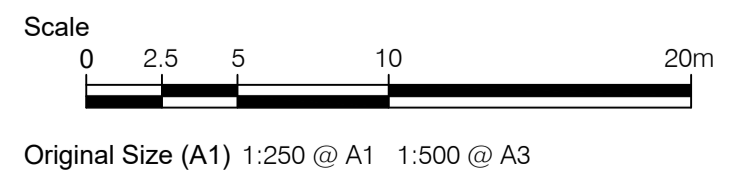
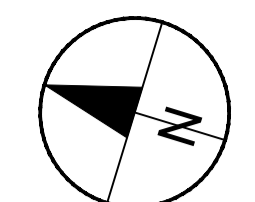
MARKET STREET TO BE CLOSED TO THROUGH-TRAFFIC, WITH ACCESS TO STATION MAINTAINED. BUSES, TAXIS AND BLUE BADGE HOLDERS PERMITTED VIA BUS GATE WITH POSITION STILL BE TO BE DETERMINED.

LAYOUT STILL TO BE DETERMINED, EXISTING ARRANGEMENT SHOWN

THE MOUND IS TO BE WIDENED IN TO EXISTING GREEN SPACE, RETAINING STRUCTURE OR EARTHWORKS REQUIRED

NEW PUBLIC SPACE TO BE CREATED IN EXISTING GREENSPACE

2x RELOCATED PERMIT HOLDER PARKING BAYS



AECOM

PROJECT
 MEADOWS TO GEORGE STREET

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 THE CITY OF EDINBURGH COUNCIL

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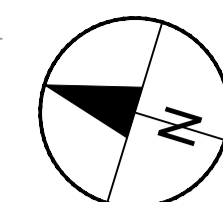
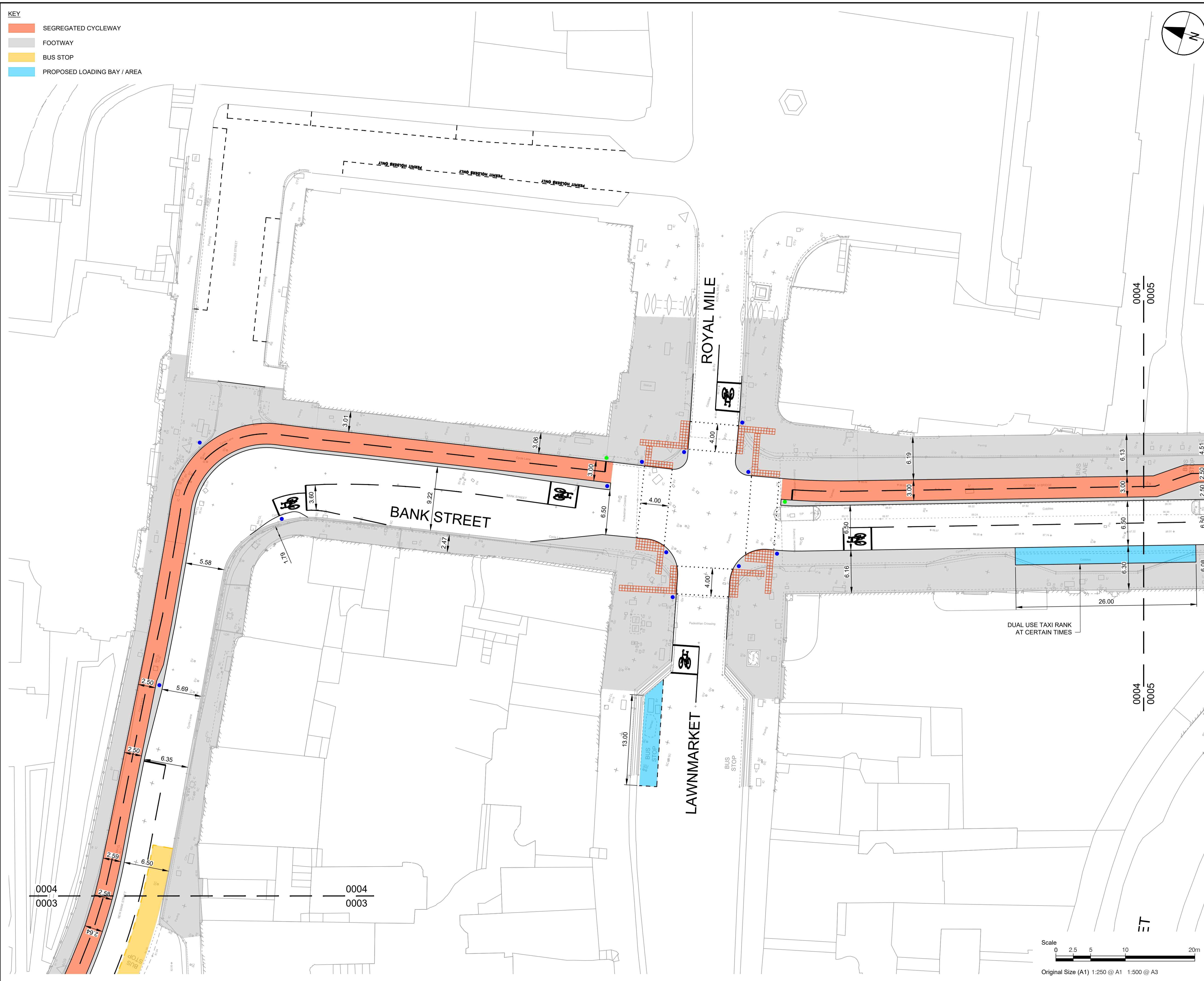
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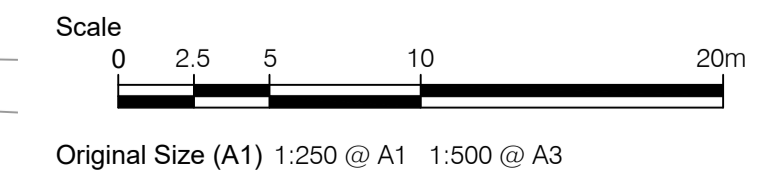


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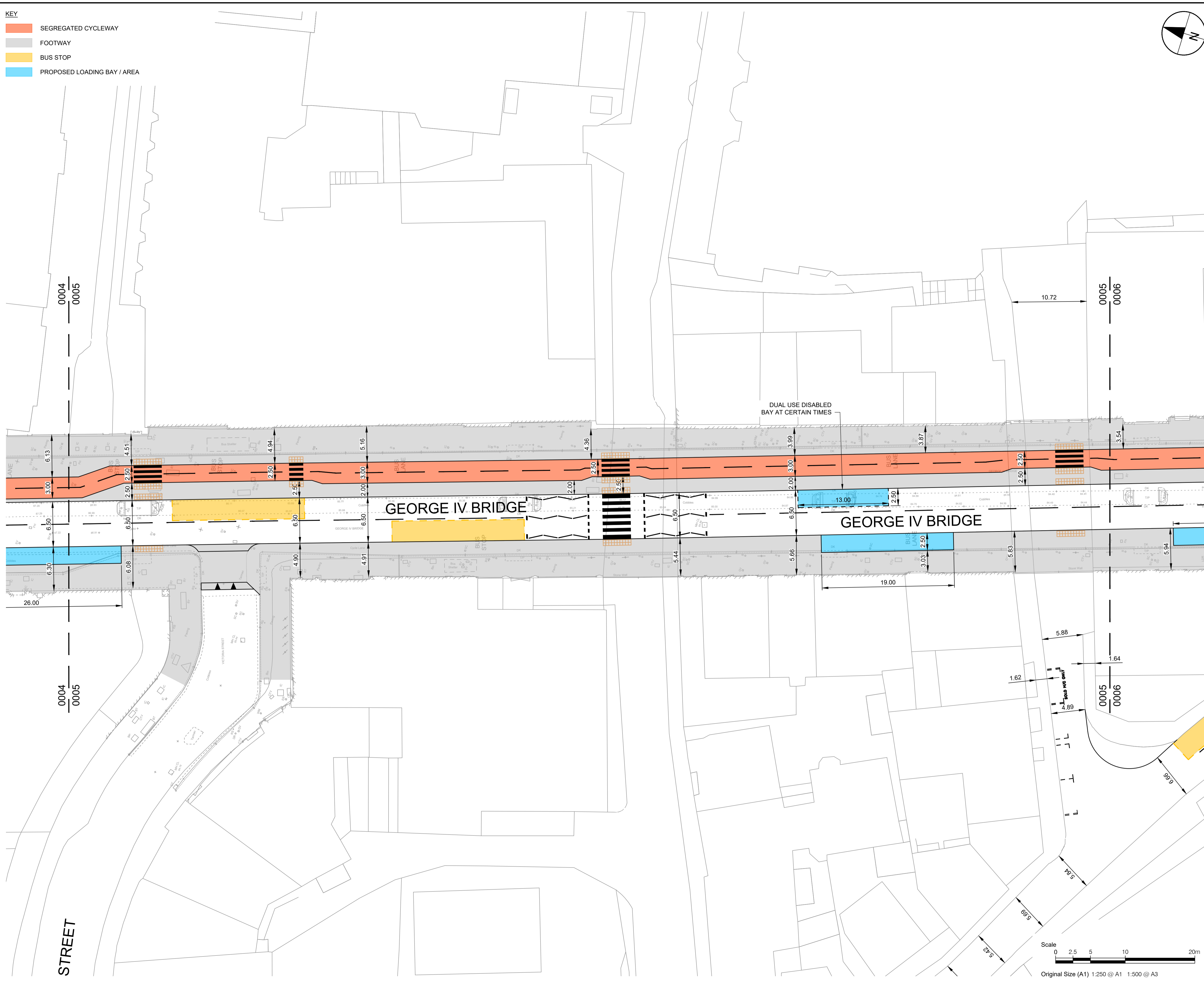
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-	14/02/2020	TEC REPORT

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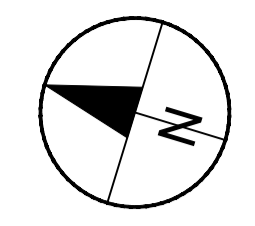


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KEY

- SEGREGATED CYCLEWAY
- FOOTWAY
- BUS STOP
- PROPOSED LOADING BAY / AREA



PROJECT
 MEADOWS TO GEORGE STREET

CLIENT



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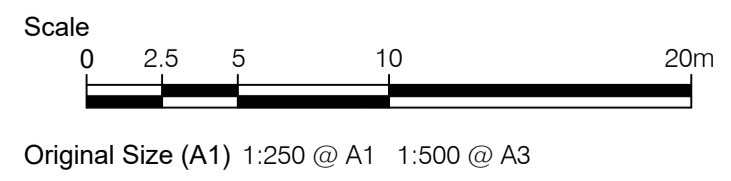
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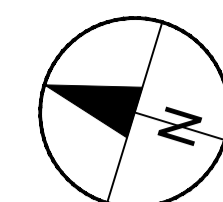
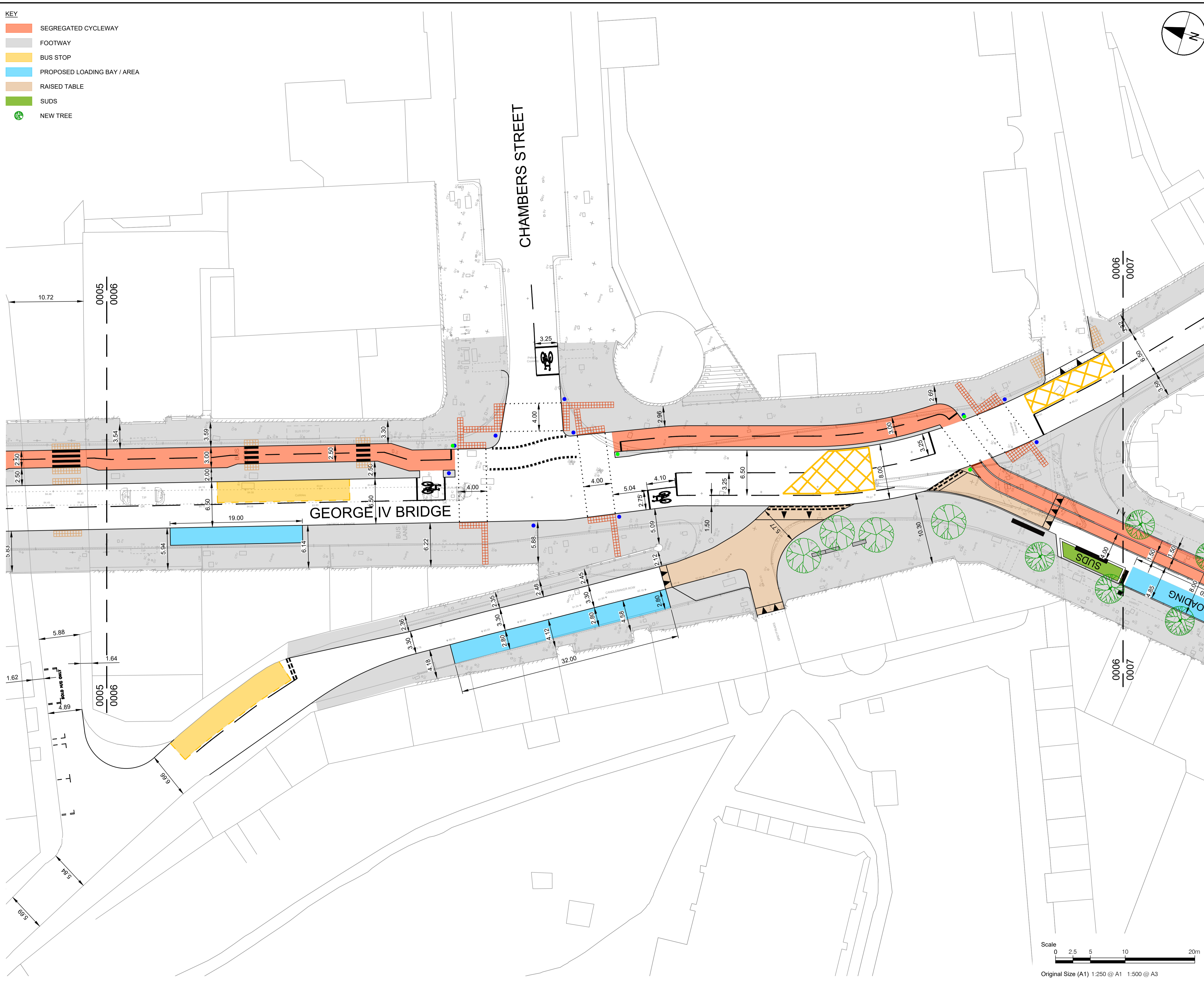
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SHEET TITLE
 DESIGN PROPOSALS
 JANUARY 2020
 SHEET 5 OF 7

SHEET NUMBER
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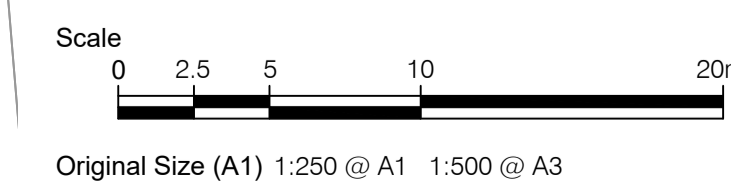
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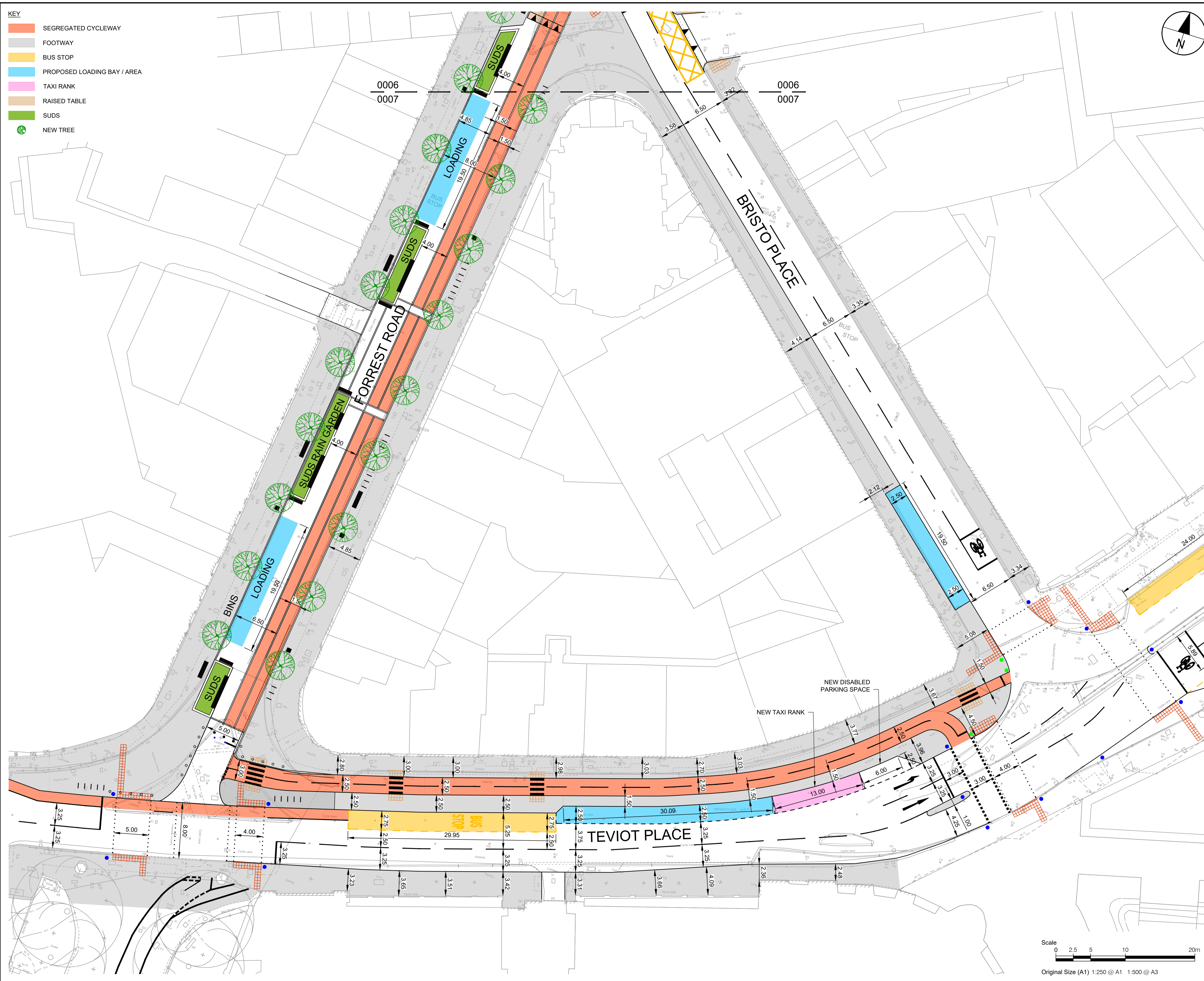


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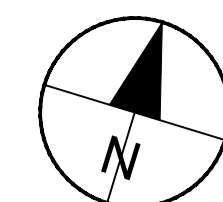
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- KEY**
- SEGREGATED CYCLEWAY
 - FOOTWAY
 - BUS STOP
 - PROPOSED LOADING BAY / AREA
 - TAXI RANK
 - RAISED TABLE
 - SUDS
 - NEW TREE



PROJECT
 MEADOWS TO GEORGE STREET

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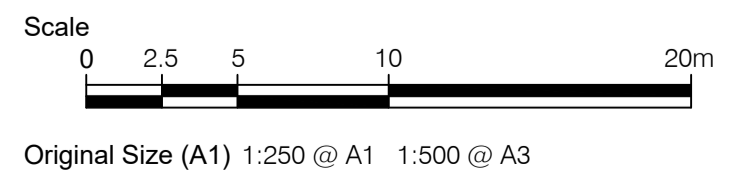
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Appendix 3: Meadows to George Street: Construction Cost Estimate Summary

Update February 2020

Background

In January 2019 the Meadows to George Street project completed its Concept Design proposals which included creation of new segregated cycle tracks, widened footways, new public spaces, pedestrianised streets and a number of new signalised junctions and crossings across the project area. At this time a construction cost estimate was developed and agreed which amounted to a total cost of £13.8m ex. VAT.

Over the past 12 months the project has completed wide reaching public consultation, business engagement and further technical design feasibility. The general concept of the scheme and its design proposals were widely supported, and further technical design and investigations are ongoing. With the project now at Developed Design stage a new construction cost estimate has been developed. For this latest cost estimate, the project team have been working closely with other design teams on similar projects in Edinburgh to ensure lessons are being learned and a consistency in approach. The latest construction cost estimate has increased to £15.9m ex. VAT.

The detail of the changes to the cost estimates and approach are discussed below.

Change in Costs

- It should be noted the base cost estimate of the works – plant, labour, materials – is generally consistent across both stages with minimal change – circa £8m. This reflects the fact the general scope has remained unchanged and the design team have worked to maintain this.
- Based on the current market conditions, and prices being received by other similar projects, it is noted the costs are generally proving higher than previously anticipated. Recent projects have seen an increase in prices up to 25% higher than budget estimates. The updated MGS cost estimate includes for a high level of preliminary costs to account for this.
- In January 2019 optimism bias was applied at 44% in accordance with national guidance given the early stage of development. This previous allowance of optimism bias included for the unknowns relative to the stage of development including utilities.
- Given the latest stage of design, and information available on utilities within the project area, an increased allowance has been made for potential impacts to public utility apparatus and this is being treated separate to general optimism bias/budget contingency. Further investigation works are ongoing to better define these impacts and consultation with affected providers. An allowance of 25% has been applied and is in line with similar city centre projects.
- In the latest updated cost estimate, it has been recommended to provide an allowance for price inflation. The project programme is proposing construction 2022-23 and inflation has been applied at 3% per year in accordance with industry trends, totalling a 9% increase come completion of construction.

Funding

The project is currently match funded by City of Edinburgh Council and Transport Scotland, via Sustrans' Places for Everyone funding. In summary the current split of the capital construction budget is:

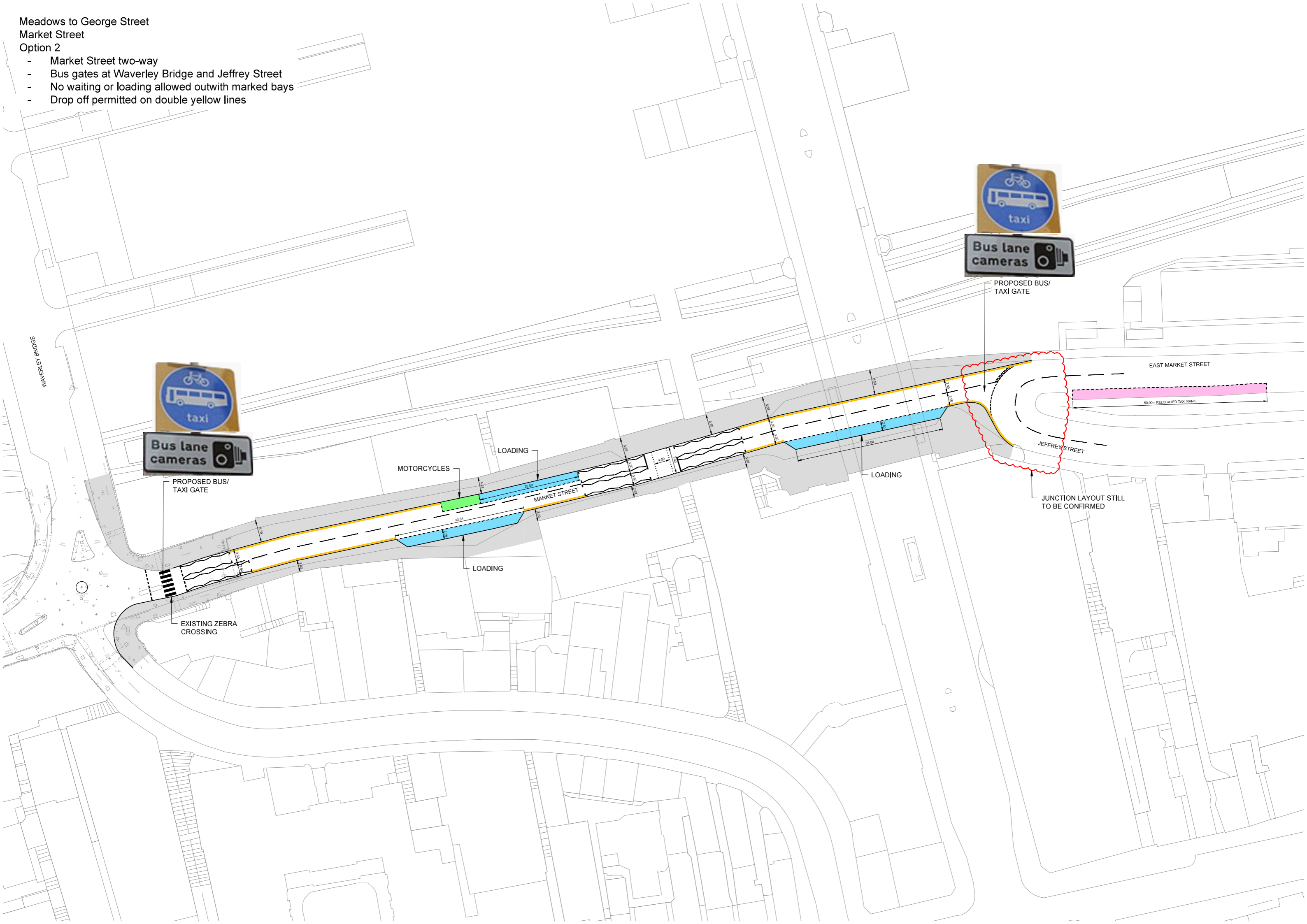
- City of Edinburgh Council, Active Travel Budget: 45%
- Transport Scotland, via Sustrans Places for Everyone funding: 55%

Meadows to George Street

Market Street

Option 2

- Market Street two-way
- Bus gates at Waverley Bridge and Jeffrey Street
- No waiting or loading allowed outwith marked bays
- Drop off permitted on double yellow lines



PROPOSED BUS/
TAXI GATE

EXISTING ZEBRA
CROSSING

MOTORCYCLES

LOADING

LOADING

LOADING



PROPOSED BUS/
TAXI GATE

JUNCTION LAYOUT STILL
TO BE CONFIRMED

EAST MARKET STREET

50.00m RELOCATED TAXI RANK

JEFFREY STREET

MARKET STREET

Section 1 What is Integrated Impact Assessment

1.1 Introduction

Chief Executives, Elected Members, Directors, Heads of Service, managers and staff should recognise that the decisions they make every day profoundly influence the health and wellbeing of our diverse community in Lothian.

Integrated Impact Assessment (IIA) aims to enable the partners to meet the legal duties to consider equality, human rights, sustainability and the environment in planning decisions. It also creates an opportunity to identify and tackle unanticipated impacts on wider causes of poor outcomes in our communities, such as inadequate housing, low educational achievement, low income, transport and pollution, poverty, stigma and social inequality.

This guidance to completing the Integrated Impact Assessment has been developed in collaboration between the four local Lothian authorities and NHS Lothian. It takes you through the process of undertaking an IIA. The supporting information document contains additional information on the policy and legal context, recent case law, how to test for relevance, population groups and social and environmental issues and examples of positive and negative impacts.

1.2 Why is Integrated Impact Assessment required?

Assessing impact is an important part of the public sector's decision making process. It is important in developing any proposal to understand how the needs of different groups in the population may differ. IIA is a mechanism which enables you to consider the needs of different groups. It enables us to:

- Develop better policies and practices, based on evidence
- Prevent or mitigate negative impacts on determinants of social and health inequality
- Take joint action on key social policy areas including equality and human rights, poverty and the economy
- Meet legal requirements in relation to equality, climate change, sustainability, the environment and the need to promote human rights, including the rights of children and young people Consider the potential to advance/hinder the wellbeing of children and young people
- Be more transparent and accountable.

We have a legal requirement to assess our proposals for equality impact to ensure that we do not unlawfully discriminate. As partners we have agreed that all new policies, plans or strategies should have an integrated impact assessment which can be used by all partners in Lothian thus reducing duplication of effort and enhancing the assessment process through joint working.

In addition, we are committed to **3 core objectives in relation to equality and rights**:

- To plan services and policies which promote equality of opportunity; eliminate discrimination and harassment; and promote good relations between those with protected characteristics and those with none.
- To address broader inequalities. This means we want to ensure that policies meet the needs of all people including children and young people, especially those from population groups that are known to have poorer outcomes.
- To identify and address wider impacts on poverty, health and health inequalities in our policies, plans and strategies. For example employment, education, transport, the built environment, purchasing policies, public safety, waste disposal all have wider impacts on people's health, wellbeing and life experience.

We are also committed to 3 core objectives in relation to climate change:

- Reducing greenhouse gas emissions.
- Adapting to the impacts of a changing climate.
- Acting sustainably.

Once the IIA has been completed, the proposal revised to mitigate any negative impacts which were identified, the IIA has been signed and made available to the public on the internet you will have met your legal requirements to:

- Undertake an Impact Assessment on equality, human rights including the rights of children and young people, the environment and climate change.
- Consider sustainability as part of the decision making process.
- Identify whether a Strategic Environmental Assessment (SEA) is required.
- Ensure that public services and economic decisions promote human dignity for all¹.
- Identify and mitigate against some of the socio-economic factors that have the largest impact on the health and well-being of the local community.

¹ A human rights based approach emphasises participation, accountability, non-discrimination, empowerment and legality. This has several benefits: upholding the rights of everyone, supporting person-centred services, helping good decision making, improving institutional culture and relationships, ensuring legal compliance and promoting best practice. For children and young people's rights include participation, provision and protection.

1.3 Completing an Integrated Impact Assessment (IIA)

Guidance on the process is given in Section 2. In summary, it involves the following:

1. **Gather relevant data and evidence** about the needs and experiences of people with protected characteristics and those vulnerable to experiencing poverty and ill health in the context of the work you are undertaking.
2. **As a group exercise**, go through the IIA checklist at Section 3 to think critically about how your proposal will meet the needs of and impact on different groups of people including those with protected characteristics² and impact on human rights, sustainability and the environment. Consider whether further evidence is needed before making recommendations. This group process should take no longer than two hours.
3. **Review and record** the results of your assessment and plan, take action and set review dates to address any issues identified. This helps towards meeting the specific duty in equalities legislation to mainstream equalities in all the work the public sector is involved in.
4. **Publish** the finalised IIA on your public internet site to comply with equalities legislation.

1.4 Terminology

This guidance uses the term 'proposal' as shorthand for any activity that you undertake as part of the work you do. It should be understood broadly to embrace the full range of your plans, programmes, strategies, policies, criteria, functions, practices and activities, including the delivery of services.

² Protected characteristics under the Equality Act include: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sexual orientation and sex.

Section 2 Undertaking an Integrated Impact Assessment

2.1 What should I impact assess?

The first stage is to consider whether a full assessment is required. If you answer yes to any question in the high relevance category, then an IIA is required. If you identify that an IIA is not required then you need to explain why/how you have reached this decision.

High Relevance	Yes/no
The proposal has consequences for or affects people	Yes
The proposal has potential to make a significant impact on equality even when this only affects a relatively small number of people	Yes
The proposal has the potential to make a significant impact on the economy and the delivery of economic outcomes	Yes
The proposal is likely to have a significant environmental impact	Yes
Low Relevance	
The proposal has little relevance to equality	No
The proposal has negligible impact on the economy	No
The proposal has no/minimal impact on the environment	No
If you have identified low relevance please give a brief statement of your reasoning and report this to your Head of Service. Please then attach this paragraph to the section in the relevant management or committee report where Impact on Equality is considered.	

NB You should always consider the **cumulative impact** on your services or service reviews. E.g. what is the impact if you make a number of changes across different proposal areas?

For further advice on checking relevance see Section 3 in the Supporting Information.

2.2 When should I do an impact assessment?

Assessing the impact is not an end in itself but should be an integral part of proposal development and decision making. The regulations emphasise that it is the **impact** of applying a new or revised proposal that must be impact assessed.

This means that the assessment process must happen **before** a proposal is finalised, preferably early in its development but when the proposal is clear enough to be able to make a reasonable assessment. If the proposal then changes significantly the IIA may need to be repeated. The assessment cannot be retrospective, or undertaken only near the end of the process, but instead should be seen as integral to the development process and able to inform the consultation process.

For existing policies or strategies, impact assessment should be undertaken when they are being reviewed or amended. The IIA should be undertaken before any changes are agreed.

2.3 Who is responsible for doing an Integrated Impact Assessment?

The people responsible for developing a new proposal, or delivering a service are responsible for undertaking the assessment. Recent legal cases highlight that the duty cannot be delegated – it must be considered by the person with the ultimate responsibility for the proposal or the service and for the decision to implement the proposal. Therefore the relevant Head of Service or NHS Project Lead needs to be aware that the IIA is being undertaken and **must sign off the final document**.

2.4 Participation/Involvement and Evidence

Gather existing evidence on the policy, plan or strategy and how it may affect different groups. **Use Table 6 in Section 4** to summarise what it tells you.

Circulate the completed table to all participants in the group exercise in advance of the IIA meeting so that it can inform the discussion and be reviewed.

During the meeting the group should consider whether further evidence is needed to understand impacts and inform recommendations. In this case you should identify how this evidence can be collected.

2.5 How to do an Integrated Impact Assessment

Carrying out an IIA is a group exercise. The IIA group should include those involved in developing the policy, plan or strategy and bring together different perspectives on the topic being discussed. A sound understanding of what is proposed is essential to allow the IIA to be completed successfully. At least one member of the group should

Last edited: 01 November 2019

2nd draft Author: Anna McRobbie

have undertaken training on how to undertake an Integrated Impact Assessment.

Ideally the group should include:

- the person who wrote the plan, proposal or strategy
- the person who has strategic responsibility for it
- a person who will implement it
- a person with an operational or front line perspective

plus

- it is good practice to invite an employee representative and/or HR colleague particularly where the proposal will have an impact on service delivery or will impact on staffing arrangements or other workforce issues
- unless in exceptional circumstances the group should consist of at least four people to bring a broad perspective, and include people with protected characteristics where there are gaps in evidence

2.6 Identifying impacts

The group should get together to go through the checklist systematically. The checklist is given in [Section 3](#) of this document. It is intended to help you to critically consider the possible impacts on different groups in the community. Your comments should focus on how the policy may impact on different groups in different ways – this is called ‘differential impacts’ in the checklist.

The checklist asks you to critically consider the impact of the policy on equality, human rights, social, environmental and economic objectives.

IIA is not a way of gathering new evidence or a part of the consultation process. These are separate activities which may help to inform the impact assessment as well as the development of the proposal.

NB A service provided to all people will not necessarily address inequality. It is important to remember that some people will fall into multiple groups e.g. many people will have more than one protected characteristic e.g. age, disability, ethnicity and sex. Some other groups will share the same concerns or barriers to services or participation.

The checklist includes factors that influence people’s health, wellbeing and human rights. Health and wellbeing are not only affected by people’s individual lifestyles but also by their families, social circumstances and the environment in which they live and work and the amount of control they have over decision making.

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2nd draft Author: Anna McRobbie

The check list is not exhaustive. If you can identify other populations who will be impacted or other kinds of impact, they should be considered here also.

Think about:

- Who is likely to be directly affected by the proposal?
- Who is likely to be indirectly affected by the proposal?
- Is it likely that some people might be excluded from the proposal?
- Are there any unintended consequences for children and young people in a proposal designed for adults?
- How will you communicate with people about what is being proposed?

The Supporting Information document contains information on the legal context and some issues to consider relating to the population groups and issues in the checklist.

2.6.1 Positive Impact

An impact that could improve or support work towards the objectives listed. The positive impact may be different for people with one or more protected characteristic. This is permissible but you must always be able to demonstrate that positive impacts are justifiable in law and do not amount to discrimination, direct or indirect. You can also identify how the work will contribute to advancing equality.

For example: A targeted health improvement campaign for young men between the ages 16 to 24 would have a positive impact on this age group, compared with its impact on other age groups. It would not however have a negative impact on other age groups or women, so long as there is evidence that young men in that age group are disadvantaged (an example of positive action to address a current inequality).

2.6.2 Negative Impact

An impact that does not support or hinders the achievement against the objectives identified.

For example: Holding a public meeting as part of a consultation exercise in a building that is not accessible and does not contain an induction loop system will have a negative impact on attendees with poor mobility and those who use hearing aids.

2.7 Services delivered on behalf of the Public Bodies

Public bodies cannot abdicate or delegate their responsibility for meeting the public sector equality duty by 'contracting out' functions. Where a partner's functions will be carried out by an external supplier, both the partner and the contractor have joint responsibility for meeting the duty. If an external organisation is carrying out

functions on behalf of the partnership, then you need to make sure that equality is given due regard³. As part of the impact assessment, identify if any part of the service will be delivered externally and if so, consider how equality and human rights have been considered as part of the procurement process.

2.8 Summary of Impacts

Having considered the evidence and **critically considered** the potential impacts, the group should decide whether it needs further evidence to determine likely impacts or make recommendations. If further evidence is to be gathered this could be marked as an interim IIA and be finalised when this evidence has been gathered. If the evidence is considered to be sufficient the group should discuss and agree a summary of the positive and negative impacts identified and recommendations. This summary will be used to populate the summary report template at Section 4.

In times of financial constraint, public sector partners will have to make difficult and often unpopular decisions regarding funding and service provision. The Public Sector Equality Duties do not prevent the partners making these decisions. The impact assessment process aims to identify potential adverse impacts or missed opportunities to address any inequitable loss of service. In this instance the Equality and Human Rights Commission⁴ will be looking for steps you have taken or considered to mitigate any adverse impacts. Some useful questions to consider:

- What actions are required to improve the proposal as a result of the IIA?
- How will the proposal be monitored after full implementation and how will you ensure that the recommendations made in the IIA are effective?
- Have you planned reviews of the proposal? If so, how often and who will be responsible?

If the proposal shows **actual or potential unlawful discrimination** you will only be able to meet your legal obligations under the duties by stopping, removing or changing the policy.

³ Those organisations subject to the Public Sector Equality Duty must have due regard to its three general duties in all aspects of carrying out business decisions and day-to-day activities i.e: eliminate discrimination, advance equality of opportunity and foster good relations.

⁴ The Equality and Human Rights Commission Scotland has a mandate from the Government to challenge discrimination, and to protect and promote human rights. It has responsibilities to hold the public sector to account on its actions to meet its general and specific duties under equalities legislation

2.9 Communicating Information

The checklist asks you to consider communication issues relating to the proposal. This may include consultation and engagement about the proposal and/or about the service once it is in place. Consider ways to ensure this is inclusive for all members of the community including children and young people, people with sensory impairment, people with low literacy and for whom English is not their first language.

2.10 Action Plan

Following the group exercise, the person responsible for the proposal should use the recommendations to prepare a detailed action plan and build these into the implementation of the proposal.

2.11 Follow up

Integrated Impact Assessment should inform future monitoring of the policy. The true impact of a proposal may only become clear once it is implemented or operating in practice. Existing and normal monitoring practices may need to be adapted to include the monitoring of impacts on people with protected characteristics, other vulnerable groups, human rights and meeting the general equality duties, the environment, and sustainability.

2.12 Sign Off, Paperwork and Publication

The IIA report template at Section 4, should be used when reporting impact assessments. Please complete the form electronically. Please note that all IIAs are required to be published on the relevant organisation's external internet site by each of the partners and therefore authors must ensure that the information is presented clearly and in plain language that can be easily understood by the general public.

The relevant Head of Service or Project Lead needs to be aware that the IIA is being undertaken and **must sign off the final document**.

Once completed, the impact assessment report should be sent to the relevant contact(s) in Section 5 of this document.

2.13 Quality Assurance

A sample of IIAs will be checked by an IIA quality assurance group which includes colleagues working on equality, sustainability, health inequality and tackling poverty to ensure that IIAs are completed to a suitable and consistent standard. The QA team will use the following criteria to check the IIA reports.

Criteria: for use by IIA QA group	Tick
Overall, the IIA is understandable and set in context	
The need for an IIA was identified appropriately	
There is evidence that all relevant populations were considered	
There is evidence that all parts of the IIA were completed appropriately	
There are no obvious impacts that were not identified	
There is an action plan to implement any recommendations arising from the IIA and it specifies how these will be monitored	
The appropriate person has signed off the IIA	
Any relevant reports to committee contain the appropriate reference to IIA	
Any further considerations	

Feedback will be given to the lead person for the IIA report. This may include the need for minor adjustments, follow up action or other recommendations.

Section 3 Integrated Impact Assessment Checklist

This checklist does not form part of the IIA report but is intended to inform the group discussion. The boxes may help you to write your ideas down before discussion within the group. For further support see the IIA guidance and supporting information.

1. Before going through the checklist, consider:
 - What do you think will change as a result of this proposal?
2. Now consider impacts on different populations.
 - Which groups will be affected?
 - Go through the checklist below to identify how different people could be affected differentially, and possible areas of impact.

Population Groups	Differential impacts (<i>how may each group be affected in different ways?</i>)
<p>People with protected characteristics</p> <ul style="list-style-type: none"> • Older people and people in their middle years • Young people and children • Men (including trans men), Women (including trans women) and Non-binary people (Include issues relating to pregnancy and maternity including same sex parents) • Disabled people (includes physical disability, learning disability, sensory impairment, long-term medical conditions, mental health problems) 	<ul style="list-style-type: none"> • Positive – by improving ease of access and infrastructure to improve safety. More seating in design proposals for rest points. • Negative – removal of southbound bus stop on the Mound increases distance between bus stops on the route in excess of standard 400m. Floating bus stops are also an unfamiliar concept which may hinder travel. • Positive – by improving ease of access and infrastructure to improve safety • Positive – improve the safety of infrastructure relating to active travel may increase the level of female cyclists • Potential Negative – safety/security concerns walking along pedestrianised areas (Forrest Road) alone / after dark. • Positive – by improving ease of access and infrastructure to improve safety and engaging with Edinburgh Access Panel to maintain a line of communication throughout the project • Negative - removal of southbound bus stop on

Population Groups	Differential impacts (how may each group be affected in different ways?)
<ul style="list-style-type: none"> • Minority ethnic people (includes Gypsy/Travellers, migrant workers, non-English speakers) • Refugees and asylum seekers • People with different religions or beliefs (includes people with no religion or belief) • Lesbian, gay, bisexual and heterosexual people • People who are unmarried, married or in a civil partnership 	<p>the Mound increases distance between bus stops on the route in excess of standard 400m. Floating bus stops are also an unfamiliar concept which may hinder travel. Reduction in available parking. Safety concerns/obstacles in areas of shared space – design will strive to reduce conflict. Severing of routes due to restriction to private traffic may be of a negative impact.</p> <ul style="list-style-type: none"> • Neutral Consultation did not gather feedback from ethnic minorities. Feedback on survey not representative of census data. • Neutral • Potential negative – reduction of parking around Augustine United Church / St Giles' and no Sunday parking. Access will be more constrained. • Potential Negative – safety/security concerns walking along pedestrianised areas (Forrest Road) alone / after dark. • Neutral
<p>Those vulnerable to falling into poverty:</p> <ul style="list-style-type: none"> • Unemployed • People on benefits • Single parents • Vulnerable families e.g. young mothers, people experiencing domestic abuse, children at risk of statutory measures • Pensioners 	<ul style="list-style-type: none"> • Positive – by improving mobility by a modes of travel that is cheap and affordable – improving transport equality (walking and cycling) • Positive – by improving mobility by a modes of travel that is cheap and affordable (walking and cycling) • Neutral • Neutral • Positive - by improving ease of access and

Population Groups	Differential impacts (how may each group be affected in different ways?)
<ul style="list-style-type: none"> • Looked after children and young people • Those leaving care settings (including children and young people and those with illness) • Homeless people • Carers (including young carers and carers with protected characteristics) • Those involved in the criminal justice system • Those living in the most deprived communities • People with low literacy/numeracy • People misusing substances • Others e.g. students, church congregations 	<p>infrastructure to improve safety</p> <ul style="list-style-type: none"> • Neutral – potential for play features to be incorporated into design • Neutral – potential for play features to be incorporated into design • Neutral • Potential negative – General traffic restrictions restrict access. Consider controlled pass for access. • Positive - provided bus access is not jeopardised – improve for people with no access to car. Have to bear in mind these groups would disproportionately use bus • Negative – for those in justice system with potential for restricted access to the court • Neutral • Neutral • Neutral • Students positively - improving ease of access and reducing barriers to cycling; church congregations • Possible negative impact if parking on Sunday is restricted (no parking on cycleway e.g.)
<p>Geographical communities</p> <ul style="list-style-type: none"> • Rural/ semi-rural communities • Urban communities • Coastal communities • Business community 	<ul style="list-style-type: none"> • N/A • Neutral • N/A • Positive – increased footfall and cyclists on the corridor better for business Temporary negative traffic impacts could affect business although this will be taken into account during the construction phase Negative – impact on loading/parking

Population Groups	Differential impacts (how may each group be affected in different ways?)
	operations;
Staff <ul style="list-style-type: none"> • Full-time • Part-time • Shift workers • Staff with protected characteristics • Staff vulnerable to falling into poverty 	<ul style="list-style-type: none"> • Positive for all – by improving ease of access and infrastructure to improve safety. The seasonal nature of employment in the area and shift workers may be impacted differently. Limited parking for staff along the corridor so minimal impacts. potential negative for staff being unable to drive to work.

3. Consider how your proposal will impact on each of the following from both an equalities and human rights perspective.

Objectives	Positive/negative impacts
Equality and Human Rights	
Eliminate discrimination and harassment	Negative - pedestrianisation can change perceived safety amongst women Positive - reduce conflict between active travel and road users
Advance equality of opportunity e.g. improve access / quality of services	Positive
Foster good relations within and between people with protected characteristics	Positive – Introduction of improved crossing facilities, reduction of street clutter. Negative – Potential conflicts with shared space, potential confusion initially with floating bus stops
Enable people to have more control of their social/work environment	Positive – fostering an understanding between different user groups through engagement stage will allow them to act upon their control once designs has been implemented.
Reduce differences in status between different groups of people	Positive – building empathy through engagement stage by engaging with a wide range of groups leading to a more democratic use of space
Promote participation, inclusion, dignity and control	Positive – through engagement stage, people are encouraged to participate to mould future designs and

Objectives	Positive/negative impacts
over decisions	allows for a desired design.
Build family support networks, resilience and community capacity	Neutral
Reduce crime and fear of crime including hate crime	Potential Negative – pedestrianisation of Forest Road – be mindful of perception of safety in design.
Protect vulnerable children and adults	Neutral
Promote healthier lifestyles including: <ul style="list-style-type: none"> • diet and nutrition, • sexual health, • substance misuse • physical activity • lifeskills 	Positively for diet and nutrition, physical activity and lifeskills
Environmental	
Reduce greenhouse gas (GHG) emissions (including carbon management)	Positive aiming for modal shift to low carbon forms of travel (walking and cycling) from motorised means of travel. Negative – emissions spread due to dispersed traffic as result of road restrictions
Plan for future climate change	Positive aiming for modal shift to low carbon forms of travel (walking and cycling) from motorised means of travel.
Pollution: air/ water/ soil/ noise	Positively for air + noise pollution reduction
Protect coastal and inland waters	Neutral
Enhance biodiversity	Neutral – urban environment and limited opportunity for this. Potential to enhance through design
Encourage resource efficiency (energy, water,	Positive – aiming for modal shift to low carbon forms of travel (walking and cycling) from motorised means of travel.

Objectives	Positive/negative impacts
materials and minerals)	Potential to re-use materials in the project – actively looking to do so where possible i.e. paving slabs
Public Safety eg: <ul style="list-style-type: none"> • minimise waste generation • infection control • accidental injury • fire risk 	Positively for accidental injury reduction, particularly for people on bikes and on foot. Positively effect road traffic statistics. Access to emergency vehicles is still available Potential for recycling bins as to standard all-purpose bins
Reduce need to travel and promote sustainable forms of transport	Positive – aim of the project as a whole.
Improve the physical environment e.g. <ul style="list-style-type: none"> • housing quality • public space • access to and quality of green space 	Positively for public space and access to and quality of green space, as public space improvements are a part of the project, and the project aims to better link major green spaces in central Edinburgh (Princes St gardens and The Meadows) by active modes of travel. No impacts on housing quality as project does not propose residential development.
Economic	
Maximise income and /or reduce income inequality	Neutral However, may maximise individual income by reducing the need to use private car
Help young people into positive destinations	Positive (access to open space, school, university)
Support local business	Positive (designs will be conscious of business requirements and operations)
Help people to access jobs (both paid and unpaid)	Positive – improved accessibility and safety via walking and safety Negative – impact on use of private car to workplace
Improve literacy and numeracy	Neutral - note improved access public library

Objectives	Positive/negative impacts
Improve working conditions, including equal pay	Neutral
Improve local employment opportunities	Neutral - improved accessibility and safety via walking and safety
Improve quality of and access to services	Positive - improved accessibility and safety via walking and safety

3. As a group agree:

- **A summary of the impacts identified**
- **Is further evidence needed to understand these impacts and make any recommendations? If so complete an interim report and agree a timescale to complete a final report.**
- **What recommendations should you make to mitigate negative impacts and enhance positive impacts?**

This checklist has now been completed and the findings provide the basis for the summary report (Section 4).

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report	X	Final report	
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(Tick as appropriate)

1. Title of plan, policy or strategy being assessed

City of Edinburgh Council - Community Links PLUS – Meadows to George Street Project – Creating a Place for People

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

Internal council staff and departments, external stakeholders, and local residents will be familiar with the project and have been consulted with. Concept designs and visualisations will have been prepared, and a set of agreed project objectives have been agreed, providing City of Edinburgh Council with the deliverables that are required to progress the project to the next stage. Ultimately, this Community Links Plus project will improve conditions on-route for people travelling on foot and by bike, and for those with mobility difficulties.

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

A substantial programme of engagement was carried out during the development of the Community Links PLUS Stage 3 funding bid in 2017. This programme included:

- A focus group with people of varying occupations, ages and genders who frequent the area regularly travelling by different modes gathering insight into their travel choices and barriers to more walking and cycling.
- Ongoing meetings held with The University of Edinburgh as they continue to support the scheme, working with staff and the student population to support sustainable travel in the University and in the city.

Stage 1 Initial Community and Stakeholder Engagement 2018, held from June-October 2018, included:

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- Stakeholder workshop;
- Business drop-in session;
- Community representative drop-in session;
- A Placecheck tool of the study corridor accessible to anyone online and advertised widely;
- Public engagement stalls on-route on June 21st and July 21st ;
- An on-route visitor snap survey; and
- Selected one-to-ones, including with Edinburgh Access Panel.

A report of Stage 1 Engagement has been produced and is available.

Stage 2 Concept Design Consultation 2019, held from May - July 2019, included:

- Stakeholder Workshop;
- Consultation promotion via leafleting, social media postings, lamppost wraps, railing banners;
- A dedicated project website;
- Online survey;
- Business 'walk the route';
- George Heriot's school visit;
- Public engagement stalls on-route on Middle Meadow Walk, Candlemaker Row, The Mound and Princes Street which displayed concept designs and provided feedback forms;
- Concept designs on display at the Central Library and The National Museum of Scotland; and
- Community Council engagement.

A report of Stage 2 Consultation has been produced.

4. Date of IIA

Integrated Impact Assessment drafted at MGS Delivery Group meeting on 1st August 2018. Updated subsequently at end of Stage 1 in October 2018.

IIA updated again following Stage 2 in September 2019. To be updated again at end of Stage 3.

5. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

Stage 1

Name	Job Title	Date of IIA training	Email
Deborah Paton	AECOM Associate Director, Transport Planning (project leader)		deborah.paton@aecom.com
Anna McRobbie	AECOM Transport Planning Graduate Consultant		anna.mcrobbie@aecom.com
Martyn Lings	CEC Active Travel Officer		martyn.lings@edinburgh.gov.uk
Kevin Gault	CEC Active Travel Project Manager		kevin.gault@edinburgh.gov.uk
Chiquita Elvin	CLP Project Coordinator		chiquita.elvin@sustrans.org.uk
Alasdair Anderson	Sustrans Project Team		alsadair.anderson@sustrans.org.uk
Howard Jones	CLP Project Officer		howard.jones2@sustrans.org.uk
Ben Palmer	OPEN Director		ben.palmer@op-en.co.uk

Stage 2

Name	Job Title	Date of IIA training	Email
Paul Matthews	Principal Engineer		Paul.Matthews@aecom.com
Anna McRobbie	AECOM Transport Planning Graduate Consultant		anna.mcrobbie@aecom.com
Chiquita Elvin	CLP Project Coordinator		chiquita.elvin@sustrans.org.uk
Howard Jones	CLP Project Officer		howard.jones2@sustrans.org.uk

6. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Yes	<ul style="list-style-type: none"> • The Joint Strategic Needs Assessment (JSNA) contains detailed information on the population of Edinburgh, locality needs and health and social inequalities. Future trends insights indicate that: Poverty rates are likely to remain high in the next few years; There will be an increase in the size of the population – this in itself will lead to an increase in the number of people needing support, even if prevalence rates and economic factors stay the same; There will be more older people – again leading to an increase in the numbers of people needing support. • Census 2011 data – review found here • Office for National Statistics • CEC Profile • SIMD A review of the latest Scottish Index of Multiple Deprivation (SIMD 2016) indicates that the immediate areas surrounding the Meadows are amongst the least deprived – review found here • Population Statistics Database Service • Local NHS Service
Data on service uptake/access	Yes	<ul style="list-style-type: none"> • Census 2011 data There is a very low percentage of people that travel to work via car. Both train and

Evidence	Available?	Comments: what does the evidence tell you?
		<p>bus percentages are much higher than the Scottish averages with walking double the Scottish average in the study area.</p> <ul style="list-style-type: none"> • Scottish Transport Statistics • Scottish Household Survey • Office for Rail Regulation Patronage Statistics Edinburgh Waverley 16/17 Entries & Exits – 22582342 • Transport Scotland
Data on equality outcomes		Scottish Government
Research/literature evidence		<ul style="list-style-type: none"> • Scottish Government's National Performance Framework • Scottish National Transport Strategy • Strategic Transport Projects Review • Cycling Action Plan for Scotland • National Walking Strategy • National Planning Framework 3 • SEStran Regional Transport Strategy • South East Scotland Strategic Development Plan • CEC Sustainable Edinburgh 2020 • CEC Local Development Plan • CEC Economic Development Strategy • CEC Active Travel Action Plan • CEC Public and Accessible Transport

Evidence	Available?	Comments: what does the evidence tell you?
		Action Plan
Public/patient/client experience information		Gathered during Stage 1 Engagement and Stage 2 Consultation– all reported in Stage 1 and Stage 2 report, varied views and experiences.
Evidence of inclusive engagement of service users and involvement findings		Gathered during Stage 1 Engagement and Stage 2 Consultation– all reported in Stage 1 and Stage 2 report, varied views and experiences.
Evidence of unmet need		Gathered during Stage 1 Engagement and Stage 2 Consultation– all reported in Stage 1 and Stage 2 report, varied views and experiences.
Good practice guidelines		<ul style="list-style-type: none"> • Edinburgh Street Design Guidance • Good practice guidelines Scotland's transport future – Guidance on local transport strategies. 2005. <p>It should be noted that this guidance is somewhat dated, whilst we follow the core elements, we have supplemented with accepted best practice and our own experience.</p>
Environmental data		<ul style="list-style-type: none"> • CEC Air Quality Action Plan
Risk from cumulative impacts		
Other (please specify)		
Additional evidence required		<p>Suggestions/Actions:</p> <ul style="list-style-type: none"> • Consider design options on Forrest Road/Forrest Hill to enhance perception of safety/security • Consider targeted engagement with

Evidence	Available?	Comments: what does the evidence tell you?
		<p>potentially vulnerable groups on the design of Forrest Road</p> <ul style="list-style-type: none"> • Targeted engagement with ethnic minorities who have been underrepresented in the engagement to-date • Continued engagement with churches along the route (Augustine / St Giles') to better understand/consider church operations • Consider targeted engagement with potentially affected church users who are of a particular religious belief

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

Equality, Health and Wellbeing and Human Rights	Affected Populations
<p>Positive</p> <ul style="list-style-type: none"> • Long-term reduction in health issues related to low physical activity levels for all active travel users, due to anticipated modal shift to active travel. • Safer routes for pedestrians would benefit those travelling on foot. • Safer cycling routes, due to better / dedicated infrastructure, making cycling more accessible to less experienced cyclists, and those without expensive specialist equipment. This is positive for people in general, but is likely to improve accessibility for groups who are less likely to cycle, such as women, as well as people from more deprived areas. • Long-term reduction in pollution-related health issues due to anticipated modal shift. • Improved connections to local educational institutions. • Improved connections to local workplaces. • Improved connections to local retail destinations. • Improved connections to local green-spaces. • Anticipated increase in use of outdoor spaces due to improvements to existing public spaces as a result of place-making measures. • Improved wellbeing for employees of local businesses due to anticipated 	<p>All, particularly those from marginalised or disadvantaged groups or communities, or affected by a particular condition or disability.</p>

<p>increase in use of outdoor space for breaks, as a result of place-making improvements.</p> <ul style="list-style-type: none"> Reduction in traffic, due to anticipated modal shift to active travel, resulting in shorter and less stressful journeys for remaining motor vehicle users. This is likely to have a positive impact on those who are reliant on motor vehicles due to reduced mobility. <p>Negative</p> <ul style="list-style-type: none"> Finite road space means careful consideration of allocation of space to pedestrians, people on bikes and people who rely on taxis and buses on the corridor. May have to be compromise on certain elements at particular pinch points e.g. Bank St, North Bank St. Removal of southbound bus stop on the Mound increases distance between bus stops on the route in excess of standard 400m. Floating bus stops are also an unfamiliar concept which may hinder travel. Safety/security concerns walking along pedestrianised areas (Forrest Road) alone / after dark. Potential impacts on the access and operations for those with blue badge parking. 	
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<p>Environment and Sustainability</p> <p>Positive</p> <ul style="list-style-type: none"> Long-term reduction in pollution from traffic due to anticipated modal shift. Development of green-spaces through placemaking. Improved area aesthetic and reduction in noise pollution, due to anticipated reduction in traffic. <p>Negative</p> <ul style="list-style-type: none"> Some areas of green-space may be constructed upon to accommodate new infrastructure. Short term impacts on wider road networks and corridors due to traffic dispersion as a result of the proposed changes. 	<p>Affected Populations</p> <p>All</p>
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<p>Economic</p> <p>Positive</p> <ul style="list-style-type: none"> Improved access to workplaces, providing employers with a larger pool of potential employees. 	<p>Affected Populations</p> <p>All</p>
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<ul style="list-style-type: none"> • Reduction in vehicle operating costs for individuals, due to anticipated modal shift. • Research has shown that efforts to attract more pedestrians and cyclists has a positive economic impact on businesses, with people on foot potentially spending more than those travelling by car (in terms of town centres⁵). • Reduction in long-term health costs for the NHS due to improvements in health prospects as a result of anticipated reduced pollution and increased average physical activity. • Anticipated improvement in employee health, as a result of anticipated reduced pollution and increased average physical activity is likely to reduce absenteeism. • Improved access to workplaces from areas within the 5% most deprived areas in Scotland, as recorded in the 2016 Scottish Index of Multiple Deprivation, potentially reducing unemployment. <p>Negative</p> <ul style="list-style-type: none"> • The introduction of new infrastructure would necessitate additional maintenance costs. 	
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8. Is any part of this policy/ service to be carried out wholly or partly by contractors and how will equality, human rights including children’s rights , environmental and sustainability issues be addressed?

This project provides the Council with the deliverables that are required to progress the project to the next stage. At subsequent stages, there will be elements and actions noted that will be partly outsourced to contractors who will assist City of Edinburgh Council in its delivery. On those occasions, the Council’s Procurement Policy will be followed.

9. 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.

Any communication associated with this project will include the opportunity to have it translated or to be communicated in other formats. Consultation with local schools is also been undertaken in Stage 2. YoungScot have been engaged with in Stage 1, and a representative of the 2050 Climate Group associated with YoungScot participated in the Stage 1 stakeholder workshop for this project.

⁵ Living Streets, The Pedestrian Pound, <https://www.livingstreets.org.uk/who-we-are/reports-and-research>

The Communications Plan has considered the full spectrum of stakeholders, including internal Council departments and staff, and external decision makers, influencers, partners and stakeholders including local residents, employees, staff

and students of local education institutions and those with mobility or sensory impairments. Both traditional media and social media will be used to convey messages throughout, ensuring that the message is received by as large an audience as possible.

We will continue to actively engage with young people with existing contacts in local schools as the project moves forward.

10. Does the policy concern agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use? If yes, an SEA should be completed, and the impacts identified in the IIA should be included in this.

Yes – transport and tourism. However, SEA is not thought appropriate for this level of intervention, as this is a detailed engineering intervention as opposed to a strategy or policy.

11. 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.

- Consider targeted engagement with potentially vulnerable groups on the design of Forrest Road
- Targeted engagement with ethnic minorities who have been underrepresented in the engagement to-date
- Continued engagement with churches along the route (Augustine / St Giles') to better understand/consider church operations
- Consider targeted engagement with potentially affected church users who are of a particular religious belief

12. Recommendations (these should be drawn from 6 – 11 above)

Interim stage recommendations as of October 2018 (end of Stage 1 Engagement):

Last edited: 01 November 2019

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- Include a specific focus on engagement with children in Stage 2, by working with schools and using contacts with schools established in Stage 1.
- Sustrans to gather up to date data on pedestrian volumes in Stage 2.
- AECOM to undertake accident analysis (STATS19 data) in Stage 2.
- Continue to engage directly with Edinburgh Access Panel, and consider additional engagement with Age Scotland, RNIB and other organisations representing those with additional mobility needs (though have attempted to engage with several orgs in Stage 1 and no reply, except for Edinburgh Access Panel and Age Scotland).
- Flyer residents in Stage 2 to ensure all are aware of the project and emerging concepts – residents assumed to have picked up on project during general public engagement in Stage 1.
- Continue to engage directly with businesses in Stage 2 as per Stage 1.
- Lack of engagement and evidence of need as yet from homeless community, and from those involved in the criminal justice system (several Law Courts on-route) – need to try to address this in Stage 2.
- University of Edinburgh as an organisation is engaged with the study but EUSA did not respond in Stage 1, so need a more effective way of engaging with university and college students in Stage 2.
- Continue to engage with Churches on route to understand travel and access needs of congregations – initiated in Stage 1 and more underway in Stage 2.

Interim stage recommendations as of July 2019 (end of Stage 2 Engagement):

- A lack of engagement and evidence remains of the needs from homeless community, and from those involved in the criminal justice system (several Law Courts on-route) – need to try to address this.
- Consider design options on Forrest Road/Forrest Hill to enhance perception of safety/security
- Consider targeted engagement with potentially vulnerable groups on the design of Forrest Road
- Targeted engagement with ethnic minorities who have been underrepresented in the engagement to-date
- Continued engagement with churches along the route (Augustine / St Giles') to better understand/consider church operations
- Consider targeted engagement with potentially affected church users who are of a particular religious belief
- Further engage with businesses along the route to better understand loading/parking impacts.
- Further engage with stakeholder and local residents to understand what placemaking/landscaping options are favourable.

13. Specific to this IIA only, what actions have been, or will be, undertaken and by when? Please complete: Note actions highlighted are from most recent revision.

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 contact details)	Deadline for progressing	Review date	Complete
Include a specific focus on engagement with children in Stage 2, by working with schools and using contacts with schools established in Stage 1.	AECOM (Deborah Paton)	By end March 2019	Jan 30 th 2019	Yes
Sustrans to gather up to date data on pedestrian volumes in Stage 2.	Sustrans (Chiquita Elvin)	By end November 2018	Jan 30 th 2019	Yes
AECOM to undertake accident analysis (STATS19 data) in Stage 2.	AECOM (Paul Matthews)	By end November 2018	Jan 30 th 2019	Yes
Continue to engage directly with Edinburgh Access Panel, and consider additional engagement with Age Scotland, RNIB and other organisations representing those with additional mobility needs (though have attempted to engage with several orgs in Stage 1 and no reply, except for Edinburgh Access Panel and Age Scotland).	AECOM (Deborah Paton)	By end March 2019	Jan 30 th 2019	Yes
Flyer residents in Stage 2 to ensure all are aware of the	CEC (Kevin)	By end	Jan 30 th	Yes

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 contact details)	Deadline for progressing	Review date	Complete
project and emerging concepts – residents assumed to have picked up on project during general public engagement in Stage 1.	Gauld)	March 2019	2019	
Continue to engage directly with businesses in Stage 2 as per Stage 1.	AECOM (Deborah Paton)	By end March 2019	Jan 30 th 2019	Yes
Lack of engagement and evidence of need as yet from homeless community, and from those involved in the criminal justice system (several Law Courts on-route) – need to try to address this in Stage 2.	AECOM (Deborah Paton)	By end March 2019	Stage 1: Jan 30 th 2019 Stage 2: Jan 30 th 2020	No
University of Edinburgh as an organisation is engaged with the study but EUSA did not respond in Stage 1, so need a more effective way of engaging with university and college students in Stage 2.	AECOM (Deborah Paton)	By end March 2019	Jan 30 th 2019	Yes
Consider wider traffic network and environmental impacts as a result of the proposals.	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	
Continue to engage directly with businesses in Stage 3 to understand impacts of	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	

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 contact details)	Deadline for progressing	Review date	Complete
proposals.				
Continue to engage directly with local residents and stakeholders regarding decisions on placemaking/landscaping.	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	
Consider design options on Forrest Road/Forrest Hill to enhance perception of safety/security. Engage with potentially vulnerable groups to gather information.	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	
Lack of engagement and evidence of need as yet from most ethnic minorities, and from those involved in the criminal justice system (several Law Courts on-route) – need to try to address this in Stage 3.	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	
Engage with church users to gather evidence of potential impact project will have on attendance of church operations	AECOM (Paul Matthews)	By end Dec 2019	Jan 30 th 2020	

14. How will you monitor how this policy, plan or strategy affects different groups, including people with protected characteristics?

By revisiting this IIA assessment during the next Stage 4: **Preliminary Design** to ensure that anticipated impacts have been addressed and mitigated in design.

15. Sign off by Head of Service/ Project Lead

Last edited: 01 November 2019
2nd draft Author: Anna McRobbie

Name

Date

16. Publication

Send completed IIA for publication on the relevant website for your organisation. See Section 5 for contacts.

INTERIM DRAFT

Section 5 Contacts

- **East Lothian Council**

Please send a completed copy of the IIA to equalities@eastlothian.gov.uk and it will be published on the Council website shortly afterwards. Copies of previous assessments are available via http://www.eastlothian.gov.uk/info/751/equality_diversity_and_citizenship/835/equality_and_diversity

- **Midlothian Council**

Please send a completed copy of the IIA to zoe.graham@midlothian.gov.uk and it will be published on the Council website shortly afterwards. Copies of previous assessments are available via http://www.midlothian.gov.uk/downloads/751/equality_and_diversity

- **NHS Lothian**

Completed IIAs should be forwarded to impactassessments@nhslothian.scot.nhs.uk to be published on the NHS Lothian website and available for auditing purposes. Copies of previous impact assessments are available on the NHS Lothian website under Equality and Diversity.

- **The City of Edinburgh Council**

Completed impact assessments should be forwarded to Strategyandbusinessplanning@edinburgh.gov.uk to be published on the Council website.

- **City of Edinburgh Health and Social Care**

Completed and signed IIAs should be sent to Sarah Bryson at sarah.bryson@edinburgh.gov.uk

- **Edinburgh Integration Joint Board**

Completed and signed IIAs should be sent to Sarah Bryson at sarah.bryson@edinburgh.gov.uk

- **West Lothian Council**

Complete impact assessments should be forwarded to the Equalities Officer.