

Integrated Impact Assessment

The purpose of Aberdeen City Council is to protect the people and the place of Aberdeen from harm, enabling them to prosper and supporting them in the event of harm happening.

The purpose of an Integrated Impact Assessment is to evidence that Aberdeen City Council are making decisions in an informed way, and that the impact of decisions made is understood and accepted. The legislation that is considered within this assessment are:

- Section 2 [Equality Act 2010 protected characteristics](#)
- Section 3 [Socio-Economic](#)
- Section 4 [Human Rights](#)
- Section 5 [Children and Young People’s Rights](#)

The term ‘policy’ is used throughout this document and applies to policies, proposals, strategies, provision, criteria, functions, practice, budget savings and activities that includes delivery of our services.

1. About the Policy

1.1 Title
City Centre Masterplan – Streetscape Programme
1.2 What does this policy seek to achieve?
<p>Delivery of a range of public realm projects to create an accessible city centre for all users including pedestrian, active travel and public transport. These projects include options for the provision of physically segregated cycle tracks/lanes, and bring forward for Council consideration and approval an update to the Full Business Case for</p> <p>a) Union Street East and Castlegate and Justice Street b) Union Street West and West End c) Market Streetscape Phases 2 and 3</p> <p>An IIA has previously been prepared and updated for all streetscape works, including the above and Union Street Central, Market Streetscape Phase 1 and Schoolhill/Upperkirkgate.</p>
1.3 Is this a new or existing policy?
Existing
1.4 Is this report going to a committee?
Yes
1.5 Committee name and date:
Full Council 07.02.24
1.6 Report no and / or Budget proposal number and / or Business Case reference number:
RES/24/039

Impacts

This section demonstrates the considerations that have been made in relation to the policy - and that the impact of proposals made is understood and accepted.

2: Equality Act 2010 - Protected Characteristics

Aberdeen City Council wants to ensure everyone is treated fairly. This section identifies the [protected characteristics](#) that the policy potentially affects and records the impact and mitigating steps.

2.1 What impact could this policy have on any of the below groups?

Protected Characteristic	What is the impact?				
	Negative			Neutral	Positive
	High	Medium	Low		
Age					X
Disability					X
Gender Reassignment				X	
Marriage and Civil Partnership				X	
Pregnancy and Maternity					X
Race				X	
Religion or Belief				X	
Sex				X	
Sexual Orientation				X	

2.2 In what way will the policy impact people with these protected characteristics?

Streetscape and public realm works seek to improve the pedestrian environment, providing clear unobstructed footways, legible design and places of refuge to sit. Active travel routes are considered and segregated where possible to minimise potential for conflict between users in the public realm. Accessible parking is at minimum maintained and, where possible, enhanced. Access via public transport is included throughout.

2.3 What considerations have been made in reaching the above assessment?

What internal or external data has been considered? What does this data tell us?

Specialist accessibility consultants (Buro Happold) have been engaged in the design stages to ensure compliance and develop best practice. This has ensured an effective balance between all users. Further engagement will occur as and when these projects

What consultation and engagement and has been undertaken with officers and partner organisations?

The streetscape programme and projects have been continuously reported to both Full Council and Finance & Resources Committee over the last two years. Officers and appropriate partners have been engaged both as part of the scoping/design processes and as part of the reporting consultation. In addition, senior managers and CMT are kept apprised and actively influence projects through the officer City Development Group.

From March 2021 officers across the services have been detailed in the delivery of the CCMP prioritised projects to a stage where now stakeholder engagement and consultation has taken place. The range of

consultation methods and the outcomes have previously been reported to Full Council meetings, see December 2022.

The Accessible City Transportation Users Partnership group, a stakeholder awareness group for improving transport and accessibility in the city led by ACC and with membership including, Stagecoach, First Bus, Disability Equity Partnership, North East Sensory Services, NESTRANS, Aberdeen Cycle Forum, Aberdeen Taxi Forum and Grampian Cycle Partnership were given presentations on the Union Street options. General consensus has been reached with the majority of stakeholders on the inclusion of a bi-directional cycle lane on the north side of Union Street, continuous along the whole length of the street. It is clear that the Disability Equity Partnership require further detail to be developed before committing wholly to the proposals – namely introducing measures which allow all users to safely cross the proposed cycle lane to access bus stop locations. It is important to note that compromise from all groups is required to ensure the successful delivery of a new public realm in Union Street.

What consultation and engagement and has been undertaken with people who may be impacted by this policy (e.g. citizens, community groups, or other people/groups)?

Engagement throughout those design stages has been undertaken with groups, for example, Disability Equity Partnership (DEP) and North East Scotland Sensory Services. Significant engagement has been undertaken with DEP regarding detailed design aspects of public realm, particularly for Union Street Central, and results of that have helped inform the current programme.

2.4 What mitigations can be put in place?

What mitigations are there against any negative impacts (if applicable)?

As previously intimated in earlier versions of the IIA, at the request of the Disability Equity Partnership (DEP), public transport has been included in Union Street Central, a change from the original design proposal. Officers do not consider the impacts to be negative, as above, but notwithstanding this, DEP has previously expressed concerns which are addressed below.

A segregated cycle lane with crossing points to bus boarding areas is also included in the streetscape. This enables both a clear unobstructed footway adjacent to buildings as requested by DEP, segregation between modes of transport (pedestrians, wheeled users, vehicles) and provides suitable surfaces for each. The principles of this design have been continued to the remainder of Union Street. It should be noted, however, that the February 2024 report to Full Council advises that Union Street Central should be completed before committing to future works. This would allow for active testing of the first phase.

The following information has reported previously and used to inform the remainder of the streetscape design. Key issues from engagement have been incorporated in design.

In order to access bus boarding areas on the north side of Union Street, pedestrians must cross the cycle lane. Other options for cycle lane routing have been explored but all present a significant safety issue for cyclists, pedestrians or both depending on the interaction with the carriageway.

In workshops with DEP, it has been acknowledged that there will be challenges to ensuring a successful outcome for the crossing points so it is proposed to include, but not be limited to the following measures:

- Crossings to access bus stop locations to be extra wide and centrally located where there are two bus shelters at the bus boarding areas,
- The cycle lane could be narrowed at crucial points to slow cyclists,
- Rumble strip on cycle lane to alert cyclists to a changing environment and create noise to alert pedestrians,
- Contrasting colours in cycle lanes and at crossing points,
- Chicanes on the cycle lane approach to bus stops to slow cyclists,
- Cycle track raised at bus stops to provide a level crossing for pedestrians,
- Kerb and pavement detailing to guide people to the crossing points,
- Scale of bus islands to enable comfortable congregation (standing, wheelchair users, buggies etc and seating),
- Explicit signage (e.g. for cyclists countdown signs to bus stop 3,2,1),
- Commitment to extensive behaviour change and public information to be shared in advance of completed works,
- Commitment to make our own best practice
- Commitment to ongoing engagement with DEP throughout the remainder of the technical design stage.

It is challenging to understand the spatial attributes of such a proposal on a small scale plan, so a full scale mock-up was marked up for testing for Union Street Central. This enabled DEP members, cyclists and officers to better understand the space, management measures and behaviour changes that are necessary moving forward. It should also be noted segregated cycle lanes offer protected space for those with disabilities to cycle safely.

With mitigations in place, what is the new overall rating of the negative impact(s)?	High	
	Medium	
	Low	
	Negative Impact Removed	

3: Socio-Economic Impacts

This section is used to consider the impact of the policy on people who might be **unemployed, single parents**, people with lower **education** or **literacy**, **looked after children**, those with **protected characteristics** as examples.

Use this guide to understand more on socio-economic inequalities: [The Fairer Scotland Duty: Guidance for Public Bodies \(www.gov.scot\)](http://www.gov.scot)

3.1 What impact could this policy have on any of the below groups?

Group	Negative			Neutral	Positive
	High	Medium	Low		
Low income / income poverty – those who cannot afford regular bills, food, clothing payments.				X	
Low and/or no wealth – those who can meet basic living costs but have no savings for unexpected spend or provision for the future				X	
Material deprivation – those who cannot access basic goods and services, unable to repair/replace broken electrical goods, heat their homes or access to leisure or hobbies				X	
Area deprivation – consider where people live and where they work (accessibility and cost of transport)				X	
Socio-economic background – social class, parents' education, employment, income.				X	

3.2 In what way will the policy impact people in these groups?

A neutral impact is considered generally because investment in priority places, improved public realm and accessibility should increase employment opportunity and area connectivity by providing the conditions to support economic recovery with a city centre that has an improve 'sense of place' and environment.

3.3 What considerations have been made in reaching the above assessment?

What internal or external data has been considered? What does this data tell us?

The project update is predicated on realising the aims and ambitions of the City Centre Masterplan in creating a city centre that has significantly improved place value and is regarded as a very attractive place to do business, visit, live and socialise – aligned to our LOIP vision that 'Aberdeen is a place where all people can prosper'.

What consultation and engagement and has been undertaken with officers and partner organisations?

The streetscape programme and projects have been continuously reported to both Full Council and Finance & Resources Committee over the last two years. Officers and appropriate partners have been engaged both as part of the scoping/design processes and as part of the reporting consultation. In addition, senior managers and CMT are kept appraised and actively influence projects through the officer City Development Group.

What consultation and engagement and has been undertaken with people who may be impacted by this policy? citizens, community groups, or other people/groups impacted by this policy?

The projects are drawn from the baseline of engagement that led to the approved City Centre Masterplan 2015, and the results of the public simulator survey undertaken in the summer 2021 to

provide a priority focus for delivery. The internal data is extensive across the Strategic Place Planning, Corporate Landlord, Operations and Capital functions of the Council.

Full Council approval of the City Centre Masterplan 2015: [ABERDEEN CITY COUNCIL](#)

Link to the online simulator survey questionnaire 2021: [CCMP - APPENDIX A CCMP REVIEW - Final Version.pdf \(aberdeencity.gov.uk\)](#)

3.4 What mitigations can be put in place?

What mitigations are there against any negative impacts (if applicable)?

With mitigations in place, what is the new overall rating of the negative impact(s)?

High
Medium
Low
Negative Impact Removed

4: Human Rights Impacts

The Human Rights Act 1998 sets out the fundamental rights and freedoms that everyone in the UK is entitled to. It incorporates the rights set out in the European Convention on Human Rights (ECHR) into domestic British law. The Human Rights Act came into force in the UK in October 2000

The Act sets out our human rights in a series of 'Articles'. Each Article deals with a different right.

Use this guide to understand more about [Human Rights](#).

4.1 What impact could this policy have on Human Rights?

Human Rights Article	Negative	Neutral	Positive
Article 6: Right to a fair trial		X	
Article 7: No punishment without law		X	
Article 8: Right to respect for private and family life, home and correspondence		X	
Article 9: Freedom of thought, belief and religion		X	
Article 10: Freedom of expression		X	
Article 11: Freedom of assembly and association		X	
Article 12: Right to marry and start a family		X	
Article 14: Protection from discrimination in respect of these rights and freedoms		X	
Article 1 of Protocol 1: Right to peaceful enjoyment of your property		X	
Article 2 of Protocol 1: Right to education		X	
Article 3 of Protocol 1: Right to participate in free elections		X	

4.2 In what way will the policy impact Human Rights?

The projects are considered neutral in this context

4.3 What mitigations can be put in place?

What mitigations are there against any negative impacts (if applicable)?

If mitigations are in place, does this remove the negative impact?	No – negative impact remains	
	Yes – negative impact reduced	
	Yes - negative impact removed	

5: Children and Young People’s Rights Impacts

The United Nations Convention has 54 articles that cover all aspects of a child’s life and set out the civil, political, economic, social and cultural rights that all children everywhere are entitled to. It also explains how adults and governments must work together to make sure all children can enjoy all their rights.

Children’s rights apply to every child/young person under the age of 18 and to adults still eligible to receive a “children’s service” (e.g. care leavers aged 18 – 25 years old).

The Conventions are also known as the “General Principles” and they help to interpret all the other articles and play a fundamental role in realising all the rights in the Convention for all children. They are:

1. Non-discrimination (Article 2)
2. Best interest of the child (Article 3)
3. Right to life survival and development (Article 6)
4. Right to be heard (Article 12)

You can [read the full UN Convention \(pdf\)](#), or [just a summary \(pdf\)](#), to find out more about the rights that are included.

5.1 What impact could this policy have on the rights of Children and Young People?

UNCRC and Optional Protocols	Negative	Neutral	Positive
Article 1: definition of the child		X	
Article 2: non-discrimination		X	
Article 3: best interests of the child		X	
Article 4: implementation of the convention		X	
Article 5: parental guidance and a child's evolving capacities		X	
Article 6: life, survival and development			X
Article 7: birth registration, name, nationality, care		X	
Article 8: protection and preservation of identity			X
Article 9: separation from parents		X	
Article 10: family reunification		X	
Article 11: abduction and non-return of children		X	
Article 12: respect for the views of the child		X	
Article 13: freedom of expression		X	
Article 14: freedom of thought, belief and religion		X	
Article 15: freedom of association		X	
Article 16: right to privacy		X	
Article 17: access to information from the media		X	
Article 18: parental responsibilities and state assistance		X	
Article 19: protection from violence, abuse and neglect		X	
Article 20: children unable to live with their family		X	
Article 21: adoption		X	
Article 22: refugee children		X	

Article 23: children with a disability			X
Article 24: health and health services			X
Article 25: review of treatment in care		X	
Article 26: social security		X	
Article 27: adequate standard of living		X	
Article 28: right to education		X	
Article 29: goals of education		X	
Article 30: children from minority or indigenous groups			
Article 31: leisure, play and culture			X
Article 32: child labour		X	
Article 33: drug abuse		X	
Article 34: sexual exploitation		X	
Article 35: abduction, sale and trafficking		X	
Article 36: other forms of exploitation		X	
Article 37: inhumane treatment and detention		X	
Article 38: war and armed conflicts		X	
Article 39: recovery from trauma and reintegration		X	
Article 40: juvenile justice		X	
Article 41: respect for higher national standards		X	
Article 42: knowledge of rights		X	
Optional Protocol on a Communications Procedure		X	

5.2 In what way will the policy impact the rights of Children and Young People?

The projects reported are at the heart of place identity and sense of belonging which is an environmental consideration of individual and city identity (Art. 8). It is anticipated that obstacle-free dedicated pedestrian footways with the option to use seating and enjoy urban greenery without vehicular conflict in central Union St provides a safer more attractive environment for all people to be in and use (Art. 23). The projects focus on delivering a refreshed city centre with stronger 'sense of place' as an environment that is clearly accessible and with places where people to want to be in. Being in positive environments is crucial to our health and well-being and supports health service delivery. Safe active travel also encourages positive health impacts (Art. 24). The projects proposed for the city centre aim to create safer, easy to use places that give better access to leisure and play and should support more options for cultural activity and 'sense of place' (Art. 31).

5.3 What mitigations can be put in place?

What mitigations are there against any negative impacts (if applicable)?	
If mitigations are in place, does this remove the negative impact?	No – negative impact remains
	Yes – negative impact reduced
	Yes - negative impact removed

6: Sign Off

Any further positive or negative impacts on individuals or groups that have been considered?

The following statement is made in recognition of the likely impacts that the projects will have in delivery after stakeholder involvement and the iterative processes of engagement and consultation. Ultimately the processes sought should bring forward proposals that provide the 'best value' solution within their specific areas of a city centre under the remit of 'designing for everyone'.

The overall projects ethos is one of creating better places – better by being more accessible, balancing the needs of all users, more attractive to be in and use and to re-establish or create destinations through good design.

The ultimately improved environments of the city centre should encourage greater use, at different times of the day and year for different uses. Creating the right environments for people to feel safe in, and be comfortable using, them supports the inclusive needs of our society within well managed places.

The success of the city centre depends on its ability to provide a greater, well managed, intensity of uses and therefore greater opportunities to attract people of all ages, backgrounds and beliefs.

Overall summary of changes made as a result of impact assessment.

No changes to the report and project design are proposed as the design has been the result of an iterative process throughout its development.

Outline of how impact of policy will be monitored.

Should these projects progress to RIBA Stage 4: Technical Design and subsequent delivery (dependent on the capital planning and budget process), progress updates will be reported to Finance and Resources Committee throughout until project completion and followed by post project evaluation.

If there are any remaining negative impacts after mitigation, what is the justification for why this policy should proceed.

Council resolved to progress with Union Street being open to public transport and cyclists throughout to mitigate concerns from DEP particularly. This was with initially with reference to Union Street Central, which was picked up as part of the design development of the remainder for Union Street and has now been made consistent for all of Union Street to ensure legibility and understanding of the public realm.

Following an update report to Finance and Resources Committee, subsequently referred to Urgent Business Committee in July 2023, instruction was given to include a segregated cycle lane, which is being shown to be possible within the constraints of the Union Street environment. This has highlighted the preferred option from placemaking, transport safety and active travel encouragement perspectives to be a 2-way, 3m wide cycle lane to the north side of Union Street, segregated by a 500mm buffer either side, with bus boarding areas. Where pedestrians have to cross the cycle lane to access the bus boarding areas a number of measures will be employed to manage behaviour of all users, many of which are expressed elsewhere in this document.

It is acknowledged that such an environment does not exist at present and will be challenged for some users to become both familiar and comfortable with, so it is proposed to continue to engage with stakeholders to ensure all appropriate design tools and measures may be used to ensure comfort and safety for all users as far as possible within the constraints of the street as and when these public realm projects progress to technical design. Given Union Street is a busy city centre environment, ensuring clear footways, introducing segregated cycle lanes and managed crossing points, whilst reducing the risk of "shared spaces" where users with protected characteristics may feel uncomfortable will enable clarity

of movement and create a generally more appealing environment. Where possible in other public realm spaces, proposals take on board the same general principles to ensure accessibility for all.

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