

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

South College Street Phase 2 – Options Appraisal

1.2 What does this policy seek to achieve?

The report presents a proportionate STAG (Scottish Transport Appraisal Guidance) based appraisal of options for transport improvements (particularly active travel and public transport improvements) at the Queen Elizabeth Bridge / North Esplanade West roundabout. Enhancing facilities for active travel is intended to encourage transport modal shift from the private car to more sustainable forms of transport, in accordance with several of the Council’s transport and environmental plans and objectives.

This responds to an instruction from the Aberdeen City Council (ACC) - Communities, Housing and Infrastructure Committee on 08 November 2017. Members recommended the approval of an interim scheme (Phase 1) that did not include changes to the Queen Elizabeth Bridge / North Esplanade West roundabout itself. At the same Communities, Housing and Infrastructure Committee meeting in November 2017, Members approved the principle of a traffic signal junction at the current Queen Elizabeth Bridge / North Esplanade West roundabout, and instructed the then Head of Planning and Sustainable Development to take forward a review of the junction arrangement on completion of the Aberdeen Western Peripheral Route (AWPR) and subsequent development of a new roads hierarchy.

The Committee is recommended to approve the preferred option and instruct officers to proceed to Outline Business Case (OBC) subject to external funding being secured. Assuming successful progression of the project through OBC and Full Business Case, the aim of the project is to deliver improved walking, wheeling, and cycling facilities at the junction, whilst maintaining freight and public transport routing through the junction and providing suitable capacity for general traffic. The preferred option is a signalised junction with all turning movements permitted, including a walk-with staggered crossing on Queen Elizabeth bridge and staggered crossing on South College Street, with the retention of existing remote crossings on Riverside Drive and North Esplanade West.

1.3 Is this a new or existing policy?

The current proposal seeks to progress an existing project to the next phase.

1.4 Is this report going to a committee?
Yes
1.5 Committee name and date:
Net Zero, Environment and Transport, 27th March 2024.
1.6 Report no and / or Budget proposal number and / or Business Case reference number:
COM/24/084

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?			Neutral	Positive
	High	Medium	Low		
Age			X		X
Disability			X		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?

Walking, wheeling, and cycling improvements will be designed to be as safe, inclusive, and attractive as possible to all potential users, with physical segregation between modes and from motor traffic wherever possible, thus improving accessibility through the junction and encouraging more physical activity.

In terms of impacts on those with protected characteristics:

Age

Positive Impacts:

- The proposed improvements will support safe active travel at the junction, improving the safety of pupils on their journey to school and enabling children to travel actively, thus incorporating physical activity into their daily routine.
- Air pollution is known to disproportionately impact on the young and the elderly (including a strong link between traffic pollution and childhood asthma), therefore any modal shift achieved from the proposals may bring benefits to these groups via a reduction in local air pollution.
- Elderly people may benefit particularly from opportunities to increase low-level physical activity and outdoor recreation via safer walking and cycling, supporting active ageing.

- The over 66s are known to cycle less than the general population – this proposal looks to address some of the barriers to everyday cycling.
- Provision of a segregated cycle infrastructure will reduce the risks of people cycling on footways, with safety benefits for vulnerable pedestrians, including children and the elderly.
- Without a traffic control mechanism, pedestrians' ability to cross a road depends on the volume and speed of the vehicles, and of the behaviour of vehicle users, using that road. Controlled crossings can be particularly important to older people and other more vulnerable road users at higher risk.

Negative impacts:

- Sections of proposed active travel infrastructure are likely to be shared use paths/footways. An issue that arises with this type of infrastructure is that whilst objective of separating cyclists and motorised vehicles is achieved, it creates potential conflict between cyclists and pedestrians. This can be of particular concern for more vulnerable pedestrians, including older people.

Disability:

Positive Impacts:

- People with certain physical disabilities and mental health conditions may benefit from opportunities to increase low-level physical activity and outdoor recreation via safer walking, wheeling, and cycling.
- Upgrades to existing facilities would be expected to meet current minimum desirable standards / good practice for inclusive design in the road environment and so should represent a significant improvement for people with certain physical disabilities (minimum width for wheelchair users, flush dropped kerbs, correct/consistent use of tactiles, appropriate gradients etc.).
- Air pollution is known to disproportionately impact on those with cardio-pulmonary complications, therefore any modal shift achieved from the proposals (and consequent air pollution reduction) may bring health benefits to this group.
- People with disabilities are known to cycle less than the general population – this proposal looks to address some of the barriers to everyday cycling.
- Some people use a cycle as a mobility aid which helps them to get around or to carry items or passengers. Their cycle might not be a specially adapted version – it may simply be a conventional model that enables them to travel when they cannot walk very far, or drive. Some people may use an adapted cycle, a handcycle or a tricycle as a mobility aid, and a vision impaired person might also cycle using a tandem - this proposal looks to address some of the barriers to the use of cycles as a mobility aid through infrastructure improvements.
- Provision of a segregated cycle facilities will reduce the risks of people cycling on footways, with safety benefits for vulnerable pedestrians.
- Without a traffic control mechanism, pedestrians' ability to cross a road depends on the volume and speed of the vehicles, and of the behaviour of vehicle users, using that road. Controlled crossings can be particularly important to disabled people and other more vulnerable road users at higher risk.

Negative impacts:

- Sections of proposed active travel infrastructure are likely to be shared use paths/footways. An issue that arises with this type of infrastructure is that whilst objective of separating cyclists and motorised vehicles is achieved, it creates potential conflict between cyclists and pedestrians. This can be of particular concern for more vulnerable pedestrians, including people who are vision impaired, those who are deaf or who have a hearing impairment, people with a learning impairment and people who are neurodiverse, who might fail to perceive danger in the same way as others.

Pregnancy and Maternity:

Positive Impacts:

- Provision of improved and safe active travel infrastructure could support women to remain healthy and active during pregnancy.
- Upgrades to existing facilities would be expected to meet current minimum desirable standards / good practice for inclusive design in the road environment and so should represent a significant improvement for, for example, someone using a pushchair.
- Without a traffic control mechanism, pedestrians' ability to cross a road depends on the volume and speed of the vehicles, and of the behaviour of vehicle users, using that road. Controlled crossings can be particularly important to vulnerable road users at higher risk, such as pushchair users.

Race:

Positive Impacts:

- Those from ethnic minority groups cycle more in Aberdeen compared to the white population so may benefit from improvements to cycling infrastructure.

Sex:

Positive Impacts:

- Women are known to cycle less than men and have slightly less favourable views on cycle safety. Implementation of safer cycling infrastructure could address some of these concerns and allow more women to participate in the benefits of cycling.

No impacts on the following protected characteristics have been identified at this stage: gender reassignment, marriage and civil partnership, religion or belief, and sexual orientation, beyond those that are anticipated to result for the general population.

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?

Active travel data has been extracted from the Aberdeen Walking and Cycling Index, which gives insight into current behaviours and barriers to active travel amongst various groups, and which has informed the above analysis: <https://www.sustrans.org.uk/the-walking-and-cycling-index/aberdeen-walking-and-cycling-index>.

The data tells us that more people wish to walk and cycle than currently do so, and reveals what some of the barriers are, which this proposal seeks to address. In particular, it suggests that the over 66s and women cycle less on average than the general population and so may benefit from improved cycle facilities. It also suggests that the non-white population is more reliant on active travel than the general populations so any safety improvements may have particular benefits for this group.

Internal spatial data that describes school catchment areas has also been considered. This shows that the junction is located within both primary and secondary school catchment areas and this is therefore a junction that school pupils may be required to travel through in order to access education.

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

The project has been guided by a team made up of relevant Council officers and regional partners, including Aberdeenshire Council and Nestrans.

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 with external stakeholders and members of the public has been undertaken to inform selection of a preferred option.

During the Options Appraisal process, an online survey and information packs were available (and in hard copy at Marischal College), providing background to the study, presenting the assorted options with pros and cons listed, and seeking feedback on the options. The survey was publicised through Aberdeen City Council’s Citizen Space portal and the Council’s social media channels, as well as through direct contact with local Councillors, Community Councils, and other local interest groups and stakeholders – including a targeted stakeholder discussion of the proposals.

Should the preferred option be progressed, subsequent engagement is likely to encompass similar activities (online exhibitions, targeted stakeholder discussions etc.).

2.4 What mitigations can be put in place?

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

The most significant potentially negative impacts identified at this stage is the possibility that new sections of active travel infrastructure may require to be shared use footways/paths. There is potential to segregate the cyclists from other users through painted lines or other softer means. This will be looked at further in subsequent design stages to ensure that the final design removes / mitigates as many risks as possible. It is also recommended that further engagement should take place with relevant groups of people as part of the subsequent design process. This will provide a forum to hear and address any concerns that they may have.

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

High	
Medium	
Low	X
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?

Walking and cycling are comparatively low-cost forms of transport, compared to bus and taxi travel, or the costs of having to own and maintain a private car. The proposals therefore have the potential to reduce the impacts of transport inequalities and transport poverty by making it easier for people to travel by walking, wheeling, and cycling, and therefore to access key destinations, including education and employment opportunities in an affordable way.

Traffic flows are high through this junction and there is likely to be pedestrians who do not feel safe to cross using the current provisions. A busy roundabout with high traffic volumes and multiple lanes and arms is also unlikely to be suitable for most cycle abilities. The proposals, if implemented, are likely to have a significantly positive effect in this regard.

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?

SIMD data shows that there are data zones adjacent to the study area within the 20% most deprived (<https://simd.scot/#/simd2020/BTTTTT/13.582910351682678/-2.1358/57.1377/>).

However, Sustrans' study into Transport Poverty in Scotland suggests that Aberdeen City areas are at minimal risk of transport poverty

(https://www.sustrans.org.uk/media/2880/transport_poverty_in_scotland_2016.pdf).

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

See section 2.3.

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?

See section 2.3.

3.4 What mitigations can be put in place?

What mitigations are there against any negative impacts (if applicable)?	
N/A – no negative impacts identified at this stage.	
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?

No impacts identified at this stage.

4.3 What mitigations can be put in place?

What mitigations are there against any negative impacts (if applicable)?	
N/A	
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		X	
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?

No impacts anticipated at this stage.

5.3 What mitigations can be put in place?

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

N/A

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?
No further impacts anticipated.
Overall summary of changes made as a result of impact assessment.
No changes have been made at this stage, albeit the IIA (Integrated Impact Assessment) has flagged some issues that will be considered further as the project moves through subsequent design stages.
Outline of how impact of policy will be monitored.
Designs will continue to evolve as the project moves further down the delivery pipeline and the IIA will be revisited at key intervals to understand and monitor the impacts of the evolving designs.
If there are any remaining negative impacts after mitigation, what is the justification for why this policy should proceed.
The proposals are currently at Concept Design stage, and these will be subject to further consideration as the project moves to outline and Detailed Design and the IIA will be updated at key intervals to reflect any changes.

Assessment Author	James Watt
Date	05/03/24
Chief Officer	David Dunne – Chief Officer SPP
Date	18/03/24