

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

A92 Murcar North Active Travel Infrastructure

1.2 What does this policy seek to achieve?

The detailed appraisal has developed options for improved active travel (walking, wheeling and cycling) facilities between Murcar and Blackdog using land adjacent to the A92. 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 a number of the Council’s transport and environmental plans and objectives.

The Committee is recommended to approve the recommendations set out in the committee report:

That the Committee:-

- 1.1 Note the findings and outcomes of the A92 Murcar North Active Travel Infrastructure STAG-Based Appraisal (Appendix 1);
- 1.2 Agree that the Active Travel option on the East side as identified in the STAG report (Appendix 1) for A92 Murcar North is the preferred Active Travel option for the route;
- 1.3 Subject to the approval of 2.2, instruct the Chief Officer – Strategic Place Planning to progress the preferred option for the A92 Active Travel scheme to the completion of an Outline Business Case (OBC) and report this to the Finance and Resources Committee in May 2024.

Assuming successful progression of the project through Outline Business Case (OBC) and detailed design, the ultimate aim is to deliver infrastructure for improved walking, wheeling and cycling facilities between Murcar and Blackdog.

1.3 Is this a new or existing policy?

The current proposal seeks to progress an existing project to the next stage of development.

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/24/069

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		X
Gender Reassignment				X	
Marriage and Civil Partnership				X	
Pregnancy and Maternity					X
Race					X
Religion or Belief					X
Sex			X		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 of key destinations along the corridors and encouraging more physical activity.

In terms of particular impacts on those with protected characteristics:

Age

Positive Impacts:

- The proposed improvements will support safe active travel to a range of schools along the route, improving the safety of pupils on their journey to school and enabling children to travel actively, thus incorporating physical activity into their daily routine;
- The proposed improvements will improve active travel accessibility to various parks and greenspaces, potentially improving recreation and play opportunities;
- 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 route will reduce the risks of people cycling on footways, with safety benefits for vulnerable pedestrians, including children and the elderly.

Negative Impacts:

- None

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;
- Provision of a segregated cycle route will reduce the risks of people cycling on footways, with safety benefits for vulnerable pedestrians.

Negative Impacts:

- The interaction with the cycle route at bus stops could create a confusing and stressful situation for those with sensory impairments and to include those with learning difficulties or neurodiverse impacted by change.
- Proposed cycle route is likely to be shared use which could create difficulties for those with sensory impairments, deaf user and includes those with learning difficulties or neurodiverse impacted by change

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.

Negative Impacts:

- None

Race:

Positive Impacts:

- Those from ethnic minority groups cycle less in Aberdeen compared to the white population so may benefit in particular from improvements to cycling infrastructure.
<https://www.sustrans.org.uk/the-walking-and-cycling-index/aberdeen-walking-and-cycling-index>.

Religion or Belief:

Positive Impacts:

- There are a number of places of worship on or near the corridor. Provision of safe active travel infrastructure could improve accessibility of these places by walking, wheeling and cycling.

Negative Impacts:

- None

Sex:

Positive Impacts:

- Women are known to cycle less than men with 63% of women thinking walking or wheeling safety in their local area is good. Implementation of a safe cycle route could address some of these concerns and allow more women to participate in the benefits of cycling.
<https://www.sustrans.org.uk/the-walking-and-cycling-index/aberdeen-walking-and-cycling-index>

Negative Impacts:

- The proposed route, whilst being substantially safer than what currently exists, will likely not be lit at night. This could cause safety concerns for women.

No negative impacts on the following protected characteristics have been identified at this stage: gender reassignment, marriage and civil partnership, and sexual orientation. Nor have any positive impacts been identified for these groups, 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 2023, 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 in particular from improved cycle facilities. It also suggests that the non-white population is slightly less reliant on active travel than the general population so any safety improvements may have particular benefits for this group.

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 at all previous stages (Case for Change, Initial Appraisal, Detailed Appraisal) to inform selection of a preferred option.

Specific stakeholder groups contacted to date, and who will remain key stakeholders during the next stages of development, are listed below:

- Active travel: Aberdeen Cycle Forum, Grampian Cycling Partnership, CTC Grampian, NESTRANS cycle stakeholders;
- Accessibility / Equality – Aberdeen/shire Disability Equity Partnership, Bon Accord Access Panel;
- Bus operators – Stagecoach, First;
- Freight – Freight Forum, Road Haulage Association;
- Emergency Services - Police Scotland, Scottish Ambulance Service, Scottish Fire and Rescue Service;

- Elected members - local Councillors, Aberdeenshire councillors, MSPs and MPs;
- Community Councils – Belhelvie Community Council;
- Landowners.

These are all potential users of any improved cycle infrastructure or have the potential to be impacted by new infrastructure, therefore will remain key consultees during subsequent stages of work to ensure design solutions maximise benefits for all and minimise any potentially negative impacts.

During Detailed Options Appraisal, an online consultation board was available (and in hard copy upon request), providing background to the study, presenting the various 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 media channels, as well as through direct contact with local Councillors, Community Councils, and other local interest groups and stakeholders. In addition, a face to face consultation was held at Kings Church in Bridge of Don, this allowed the public to speak to Aberdeen City Council and AECOM directly a voice and concerns or support they have for the scheme. In total, 133 responses were received to the online survey from members of the public and local businesses.

As part of the preferred option, it is highly likely that land purchase will be required, preliminary discussions have been undertaken with affected landowners.

The feedback received has helped to inform the options progressed to Outline Business Case (OBC) and the design of those options to date.

Subsequent engagement is likely to encompass similar activities (online exhibitions, targeted stakeholder discussions) with potential for in-person public exhibitions.

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 are the possibility that the route may not be lit and that the route may be shared use. Unfortunately, mitigation of these issues would require substantial cost, if there is sufficient budget to remove these issues they will be removed.

Low level lighting options will be investigated and there is potential to segregate the cyclists from other users through painted lines or other softer means.

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.

Currently, there is no safe route for any form of active travel between Blackdog and Murcar so the implementation of this route would have a greatly positive effect.

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 no households along the corridor within the 20% most deprived (<https://simd.scot/#/simd2020/BTTFTT/13.582910351682678/-2.1358/57.1377/>) so it is appreciated that the impact will be minimal.

Similarly, 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?

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, although the IIA 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 Outline Design stage and, as some potentially negative impacts have been identified, these will be subject to further consideration as the project moves to Detailed Design and the IIA will be updated at key intervals to reflect any changes.

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Date	18/03/24