



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

Aberdeen South Harbour Link Road – Compulsory Purchase Order

1.2 What does this policy seek to achieve?

The Aberdeen City Region Deal serves as a vital delivery mechanism for the economic vision of the region, which lays emphasis on transformational investments that support the growth of key sectors, sustainable business development, and the creation of green jobs for the future. The Deal is a collaborative effort between public and private sector partners, and its focus is on diversifying the economy through programs that promote innovation, digital technology, transportation, and inclusive economic growth.

The External Transportation links to Aberdeen South Harbour is a vital component of the Deal, which involves the development of a new bridge over the railway line, implementation of road and active travel improvements, and support for the growth of the Aberdeen South Harbour (ASH) at Port of Aberdeen and Energy Transition Zone (ETZ).

The report provides an update on the progress of the Aberdeen South Harbour Link Road and highlights the approval of the Outline Business Case by the Aberdeen City Region Deal Joint Committee in February 2024.

The report also recommends that Council resolves to make a Compulsory Purchase Order in respect of the land identified in the CPO Map and instructs the Chief Officer - Governance to implement the statutory procedures following on from the making of the Order and continue to pursue voluntary acquisition in parallel with the compulsory purchase process.

1.3 Is this a new or existing policy?

This policy is not new and is a project within the ACRD - External Transportation Links to Aberdeen South Harbour, it supports ACC adopted policies such as Greener Transport, Safer Streets, Real Choices, and A Prosperous City.

1.4 Is this report going to a committee?

Yes, this report is intended for Council.

1.5 Committee name and date:

Council 17 April 2024.

1.6 Report no and / or Budget proposal number and / or Business Case reference number:

CR&E/24/108

1.7 Function and cluster:

Service: Capital
 Directorate: City Regeneration and Environment
 Chief Officer: John Wilson
 Report Author: Ross Stevenson

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	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?

The Compulsory Purchase Order (CPO) process is a statutory procedure that should be free from any form of discrimination. Statutory objectors are entitled to a public hearing, regardless of their identity or background.

The proposed scheme aims to enhance the pedestrian and cycling facilities in the area, which will be beneficial for people of all ages who currently use these facilities. The acquisition of additional land will allow for segregation between vehicular, pedestrian and cycle facilities, this is considered beneficial to the disabled including those with visual and hearing impairment.

The scheme intends to increase the number of pedestrian crossings, thereby enabling smoother pedestrian movement.

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?

The following considerations have been taken into account in assessing the impact of the policy on protected characteristic groups and those from different socio economic backgrounds
This project aims to improve accessibility for wheelchair users by providing a segregated modern footway which will alleviate any potential safety concerns which wheelchair users may have had with the existing provision.

The provision of active travel “walking and cycling” infrastructure could also potentially benefit older people with regard to the improved amount of physical activity, which is linked to better cognitive performance, better mental health outcomes and reduce overall morbidity and mortality. Encouraging active travel among older demographics could therefore lead to positive health and transport outcomes.

Infrastructure can be designed in a way that improves feelings of safety for users, with the introduction of this scheme, volumes of heavy goods vehicles are expected to reduce along Wellington Road, and the Torry area where pedestrian and cyclist accidents seem to cluster. The segregation of cyclists and pedestrians from the main carriageway on Hareness Road and Coast Road is likely to reduce accident rates due to the reduced interaction between non-motorised users and general traffic.

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

A range of stakeholder and public engagement activities were undertaken as part of the External Transportation Links to Aberdeen South Harbour.

STAG Stage 1 engagement

A stakeholder and public engagement which included:

- A series of telephone consultations with representatives from the transport industry and the Aberdeen Chamber of Commerce;
- An online public survey;
- A meeting with Cove and Altens, Kincorth and Leggart, Nigg, and Torry Community Councils; and
- Two public drop-in events.

STAG Stage 2 engagement

A public engagement exercise was undertaken between 19th November and 16th December 2020. Due to the COVID-19 pandemic, it was not possible to offer face-to-face public events. As such, all engagement activity was online.

During this engagement period, an information pack was made available on Aberdeen City Council’s Consultation Hub.

Design Manual for Roads and Bridges Stage 2 Route Option Assessment, engagement.

The preferred option for the Aberdeen South Harbour Link Road has been published on Aberdeen City Councils website with a Public Exhibition held at the Torry United Free Church on 1 November 2023

between 11am – 7pm, invites were issued to all of the stakeholders (listed below), with an additional offer for the project team to attend individual stakeholder meetings.

A project webpage, including flythrough with commentary, has been made available through Aberdeen City Councils Consultation Hub and advertised on social media inviting feedback between 1 November 2023 and 28 November 2023.

On Monday 13 November 2023, as part of the stakeholder engagement process, members of the project team met with the Disability Equity Partnership to receive their views.

DMRB Stage 3

A further public exhibition will be held following the conclusion of the Design Manual for Roads and Bridges Stage 3 Scheme Assessment. Members of the public and stakeholders will also be given further opportunity to comment and feedback as part of the statutory processes.

The main project stakeholders include:

- Port of Aberdeen
- Energy Transition Zone
- Network Rail
- Torry Community Council
- Cove and Altens Community Council
- Disability Equity Partnership
- Police Scotland
- Scottish Fire and Rescue
- Scottish Ambulance Service
- First Bus
- Stagecoach
- Road Haulage Association
- Federation of Small Businesses
- Aberdeen Cycle Forum
- Grampian Cycle Partnership
- Grampian Cyclist Touring Club
- British Horse Society
- ACC Public Transport Unit
- NESTRANS
- Local Elected Members

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)?

The proposed scheme entails the acquisition of land and property from those who will be impacted. While the acquisition process is intended to be voluntary, it may be necessary to invoke Compulsory Purchase powers to secure all the necessary land. Communication with the affected parties has commenced and will continue to be maintained throughout the acquisition process.

2.4 What mitigations can be put in place?

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

Where land has been acquired through compulsory purchase landowners and others with an interest in the land will be appropriately compensated.

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?

The land plots identified are in the most part associated with businesses which are not likely to be detrimentally impacted and as such the identified groups are unlikely to be impacted. Of the plots not directly associated with businesses it is considered unlikely that the loss of these areas of land will have any socio-economic impact. The making of a Compulsory Purchase Order will not have a detrimental socio-economic impact on these groups.

Increased uptake of walking and cycling as a result of the introduction of this project is likely to enable people to use modes of transport which are relatively lower in cost when compared to other transport modes.

The improved Link Road, will provide direct links to the harbour, Energy Transition Zone, and the surrounding industrial areas, potentially reducing vehicle operating costs. The scheme is located in the 20% of most deprived areas in Scotland, meaning it could potentially provide alternative travel solution to low-income households.

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 Compulsory Purchase Order (CPO) process is a statutory procedure to acquire land from owners. There should be no net detriment financially to the owner of the land acquired by CPO, they should not be worse off financially than they would have been if the CPO had not occurred. This means that compensation for the loss of land should reflect not only the market value of the land or property, but also any other losses or expenses that the owner may incur as a result of the CPO.

Increasing car use has provided greater opportunity for people to travel and access the services they require. However, not all households have access to a car for reasons including cost, disability, and choice. These people rely on public transport, walking, cycling or lifts from friends, family, or community organisations. The reliance on such 'networks', which are often limited, can lead to social exclusion.

The scope of this project includes the delivery of improved accessibility for local residents by introducing high quality walking and cycling infrastructure to a large employment hub which provides a viable alternative than driving a private vehicle. With the surrounding areas of the scheme being identified as deprived, the walking and cycling infrastructure provides a cost-effective option for accessing employment and services in the area for low-income families.

Additionally, the road-based intervention aims to alleviate congestion, especially from HGVs, providing a direct and cost-efficient transport link between ASH and the ETZ. This will lead to a healthier local environmental and more cost-efficient transport network for the residents.

Infrastructure will be designed in a way that improves feelings of safety for users, with the introduction of this scheme, traffic flows are expected to reduce along Wellington Road, and the Torry area where pedestrian and cyclist accidents seem to cluster. The segregation of cyclists and pedestrians from the main carriageway on Hareness Road and Coast Road is likely to reduce accident rates due to the reduced interaction between non-motorised users and general traffic.

In addition, the Inclusive Economic Growth consideration of the scale of work involved in developing the infrastructure will generate a range of local opportunities for training, work experience, apprenticeship, and full-time work opportunities as well as potential for progression between them.

Community Benefit outcomes for the project will be linked to Aberdeen City Council's (ACC) strategic objectives and include:

- Improving economic growth and employability
- Improving environmentally sustainable infrastructure

A sourcing strategy will be produced as part of the on-going business case work. This will guide procurers and bidders through the procurement process for the project. It will communicate and reinforce Aberdeen City Council's procurement priorities which include carrying out activities in a responsible and sustainable manner, considering how the economic, social, and environmental wellbeing of the area can be improved, being a responsible and ethical buyer and embedding the key principles of sustainability into procurement activity for the benefit of society, the economy, and the environment.

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

A range of stakeholder and public engagement activities were undertaken as part of the External Transportation Links to Aberdeen South Harbour and outlined above.

It is clear from the discussions with stakeholders that in order to ensure the success of ASH (and the proposed ETZ site) and to enable the growth of existing industries and attract new industries to utilise the harbour area, there must be appropriate transport links which: provide quality access; reduce business operational impacts; enable the movement of abnormal loads; are resilient; and minimise the impact of commercial activities on local communities. These key points have been taken into consideration when developing the objectives and subsequent range of potential interventions for the project.

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?

We have actively initiated conversations with the affected properties as part of our acquisition process. Moving forward, we will continue to foster a constructive dialogue to ensure that we address any concerns and try to mitigate any impacts in so far as reasonably possible.

3.4 What mitigations can be put in place?

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

Where land has been acquired through compulsory purchase landowners and others with an interest in the land will be appropriately compensated.

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

High	
Medium	
Low	
Negative Impact Removed	X

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 scheme will require the acquisition of land and property from affected parties. This is intended to be through voluntary acquisition, but Compulsory Purchase powers may be required to secure all of the necessary land. Communication with the affected parties has commenced and will continue to be maintained throughout the acquisition process.

4.3 What mitigations can be put in place?

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

One of the primary concerns that may arise is the utilisation of Compulsory Purchase. During this process, individuals who have legal objections will be given the opportunity to express their opinions. These objections will be in the form of written statements and will be directed to the Scottish Ministers for consideration. The Ministers will take these views into account before confirming the CPO. Depending on the nature of the objections, the Scottish Ministers may decide to conduct a Public Local Inquiry to hear the views of the objectors and the promoting authority (ACC). Affected parties (owners / occupiers) will be entitled to claim compensation under the statutory Compensation Code, subject to meeting any appropriate qualifying criteria.

If mitigations are in place, does this remove the negative impact?

No – negative impact remains

Yes – negative impact reduced

Yes - negative impact removed

X

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			

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)?	
Not 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?
Not applicable
Overall summary of changes made as a result of impact assessment.
Not applicable.
Outline of how impact of policy will be monitored.
Our team remains committed to conducting ongoing assessments of potential risks in order to effectively manage their impact.
If there are any remaining negative impacts after mitigation, what is the justification for why this policy should proceed.
Not applicable.

Assessment Author	Ross Stevenson
Date	05 April 2024
Chief Officer	John Wilson
Date	05 April 2024