

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
Westhill to Aberdeen City Centre Active Travel Improvements
1.2 What does this policy seek to achieve?
The aim of the project is to improve active travel (walking, wheeling and cycling) facilities between Westhill and Aberdeen city centre. A preferred package of improvements has now been identified, and the Committee is recommended to agree the preferred package and instruct officers to proceed with the development of an Outline Business Case (OBC) for the improvements.
Improving 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.
1.3 Is this a new or existing policy?
The proposal seeks to progress an existing project to the next stage of development. While there are existing active travel facilities between Westhill and Aberdeen, this project seeks to develop plans for their improvement and expansion.
1.4 Is this report going to a committee?
Yes
1.5 Committee name and date:
Net Zero, Environment and Transport, 3 rd September 2024.
1.6 Report no and / or Budget proposal number and / or Business Case reference number:
CR&E/24/254

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		X
Race					X
Religion or Belief			X		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 of key destinations along the corridors and encouraging and enabling 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 routes, 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 largely 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:

- Proposals may necessitate the removal or relocation of on-street car parking in some areas, which may lead to longer distances for people to travel between their front doors and their vehicles which may be more challenging for some elderly people;
- Proposals include some small areas of shared pedestrian and cycle use where segregation between modes cannot be achieved, potentially introducing some safety concerns resulting from cyclists and vulnerable pedestrians having to share space in these locations.

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;
- New and upgraded facilities would meet current minimum desirable standards / good practice for inclusive design and so should represent a significant improvement for people with 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 largely segregated cycle route will reduce the risks of people cycling on footways, with safety benefits for vulnerable pedestrians.

Negative Impacts:

- Proposals may necessitate the removal or relocation of on-street car parking in some areas, which may lead to longer distances for people to travel between their front doors and their vehicles which may be more challenging for people with certain disabilities;
- Proposals include some small areas of shared pedestrian and cycle use where segregation between modes cannot be achieved, potentially introducing some safety concerns resulting from cyclists and vulnerable pedestrians having to share space in these locations;
- Any potential narrowing of the footway could make wheeling more difficult for those using specific aids, such as wheelchairs or mobility scooters;
- The interaction with the cycle route at bus stops could create a confusing and stressful situation for those with sensory impairments.

Pregnancy and Maternity:

Positive Impacts:

- Provision of improved and safe active travel infrastructure could support women to remain healthy and active during pregnancy;
- New or improved facilities would meet current minimum desirable standards / good practice for inclusive design and so should represent a significant improvement for, for example, someone using a pushchair.

Negative Impacts:

- Proposals may necessitate the removal or relocation of on-street car parking in some areas, which may lead to longer distances for people to travel between their front doors and their vehicles which may be more challenging for pregnant mothers and/or those travelling with small children.

Race:

Positive Impacts:

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

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:

- Proposals may necessitate the removal or relocation of on-street car parking in some areas, which may result in some places of worship becoming less accessible by car.

Sex:

Positive Impacts:

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

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](#), which gives insight into current behaviours relating to, and barriers to, active travel amongst various groups, and has informed the above analysis.

The data tells us that more people wish to walk and cycle than currently do so, and reveals what the key barriers key are. 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 more reliant on active travel than the general populations 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 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 Outdoor Access Forum, Aberdeen Cycle Forum, Grampian Cycling Partnership, Cyclists Touring Club Grampian, Cycling Scotland;
- Accessibility / Equality - Aberdeen Disability Equity Partnership, Aberdeen Action on Disability, Aberdeenshire Disability Equity Partnership, Paths for All, Aberdeen City Youth Council, North East Sensory Services, Bon Accord Access Panel;
- Bus operators – Stagecoach, First;
- Public transport - Aberdeen Taxi and Private Hire Car Consultation Group, Bus Users UK, Confederation of Passenger Transport, Community Transport Association (Scotland);
- Health - NHS Grampian, Health & Transport Action Plan Working Group;
- Freight – Logistics UK, Road Haulage Association;
- Education - Robert Gordon University, Harlaw Academy, Hazlehead Academy, Holy Family RC Primary School, St Joseph’s RC School, Fernielea School, Muirfield School, Kingsford School, Mile End School, Hazlehead Primary School, St Margaret’s School for Girls, Albyn School, Aberdeen Grammar, Gilcomstoun School, Skene Square Primary School;
- Emergency Services - Police Scotland, Scottish Ambulance Service, Scottish Fire and Rescue Service;

- Business - Aberdeen and Grampian Chamber of Commerce, Federation of Small Businesses, Opportunity North East, Scottish Enterprise Grampian, Aberdeen Inspired Business Improvement District, Prime Four Management Ltd., Aberdeen Football Club, Aberdeen Council of Voluntary Organisations;
- Environment – SEPA, Aberdeen Climate Action, Aberdeen Friends of the Earth, Aberdeen City Heritage Trust, Historic Scotland, NatureScot (Scottish Natural Heritage);
- Elected members - local Councillors, MSPs and MPs;
- Community Councils - Kingswells Community Council, City Centre Community Council, Westhill and Elrick Community Council, Mastrick, Sheddocksley & Summerhill Community Council, Craigiebuckler & Seafield Community Council, Cults, Bieldside & Milltimber Community Council, Queen's Cross & Harlaw Community Council, Rosemount & Mile End Community Council, George Street Community Council; and
- Local residents and business frontagers.

These are all potential users of any improved active travel 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 interactive Arc StoryMap 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, leaflets were distributed to over 20,000 residential properties and businesses located close to the A944 and A9119 corridors to raise awareness. In total, 1,106 responses were received to the online survey from members of the public and local businesses. Appendix F of the Detailed Options Appraisal Report provides an analysis of this consultation: <https://consultation.aberdeencity.gov.uk/planning/westhill-to-aberdeen-transport-study/results/a944-a9119mmsdetailedoptionsappraisal-finalreport2.pdf>.

The feedback received has helped to inform identification of the preferred package of improvements, and the subsequent design of those improvements. Further engagement on the recommended package of improvements was undertaken in summer 2024, again via an online interactive Arc StoryMap and an online survey which was publicised via the channels mentioned above.

2.4 What mitigations can be put in place?

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

The main potentially negative impacts identified at this stage are:

- the possibility that on-street car parking may have to be removed or relocated in some areas to facilitate delivery of cycling infrastructure. This could increase the distance between someone's parked vehicle and their home and/or destination, with any increased walking distance potentially challenging for certain groups;
- potentially safety concerns resulting from cyclists and pedestrians having to share space; and
- any potential narrowing of footways could make wheeling more difficult for those using aids, such as wheelchairs or mobility scooter.

At the current stage of Outline Design, these are flagged as risks (rather than absolute requirements of the design) and as the project moves forward to Detailed Design, further work will be undertaken to determine the likelihood and impacts, and to better quantify, for example, where and by how much footway space and car parking spaces may have to reduce.

Efforts will be made to minimise such losses as design work progresses, and appropriate mitigation measures identified. If, for example, there would be a need to remove significant levels of on-street car parking, where this can be retained (and where appropriate) there would be scope to ensure remaining kerb side space is reserved for Blue Badge holders.

Design work will continue to follow up to date and best practice design guidance.

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.

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/BTTTTT/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?

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

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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