

The purpose of an Integrated Impact Assessment is to evidence that Aberdeen City Council is meeting its legislative duties by assessing the potential impacts of its policies and decisions on different groups of people and the environment. The legislation considered within this assessment is:

- Section 2 [Equality Act 2010 protected characteristics](#)
- Section 3 [Socio-Economic](#)
- Section 4 [Consumer Duty](#)
- Section 5 [Human Rights](#)
- Section 6 [Children and Young People’s Rights](#)
- Section 7 [Environmental impacts](#)

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
Wellington Road Junction Improvements (WRJI) – Progress Report
1.2 What does this policy seek to achieve?
The policy seeks to respond to an instruction from the Council to update the Committee on progress to date and outline the outcome of the Wellington Road Junction Improvements (WRJI) Design Manual for Roads and Bridges DMRB Stage 2 Options Assessment Report, and to advise on the current scheme estimate and options going forward.
1.3 Is this a strategic programme/proposal/decision?
Yes, the project aims are to provide greater priority for sustainable transport modes locking in the benefits of the AWPR, while also reducing and managing traffic demands. This also links with the proposed routeing of Aberdeen Rapid Transit (ART), as agreed by Net Zero, Environment and Transport Committee, which utilises the southern section of Wellington Road and West Tullos Road.
1.4 Is this a new or existing policy?
Existing Policy
1.5 Is this report going to a committee?
Yes
1.6 Committee name and date:
Net Zero, Environment and Transport Committee and 12 th November 2024
1.7 Report no and / or Budget proposal number and / or Business Case reference number:
CR&E/24/299
1.8 Function and cluster:
Capital, City Regeneration & Environment

Impacts

Aberdeen City Council has a legal requirement as a public sector organisation to assess the impact of its work on equality groups and assess against human rights, children’s rights and our socio-economic duty. This is our Public Sector Equality Duty (PSED). The PSED has three key parts:

- Eliminate unlawful discrimination, harassment, victimisation or any other prohibited conduct.
- Advance equality of opportunity.
- Foster good relations by tackling prejudice, promoting understanding.

This following five sections in the Integrated Impact Assessment demonstrate that these considerations that have been made in the policy, that the impact of proposals made is understood and accepted, and what mitigating steps can be taken to reduce any negative impact of the policy.

2: Equality Act 2010 - Protected Characteristics

Aberdeen City Council wants to ensure everyone is treated fairly. This section identifies what impact the policy may have on people with [protected characteristics](#).

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

Protected Characteristic	Negative			Neutral	Positive
	High	Medium	Low		
Age					√
Disability					√
Gender Reassignment				√	
Marriage and Civil Partnership				√	
Pregnancy and Maternity				√	
Race				√	
Religion or Belief				√	
Sex					√
Sexual Orientation				√	

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

Age and Disability: 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. Additionally, 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.

Sex: Women typically travel by bus more than men so will experience greater benefits from measures that improve bus journey times and journey time reliability. Women cycle less than men and have less favourable views on cycle safety, therefore any measures to improve the cycling environment could benefit women in particular, encouraging more active and healthy lifestyles. Lone females are potentially more vulnerable to harassment and assault, therefore any measures to improve natural surveillance of public spaces by encouraging more pedestrian and cyclist activity throughout the day will have positive impacts.

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 are presented to highlight the positive likelihood in using transport benefits of this project across protected characteristic groups and different socioeconomic backgrounds.

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.

Furthermore, this project aims to improve accessibility for wheelchair users by providing a segregated modern walkway which will alleviate any potential safety concerns which wheelchair users may have had with the existing provision.

Additionally, the road-based intervention aims to alleviate congestion, especially from HGVs, providing a direct and cost-efficient transport link between Craigshaw Drive and Charleston Road North encompassing two major junctions and their influencing approaches, with the anticipation of achieving additional benefits for the External Links to Aberdeen South Harbour (ASH) project and Energy Transition Zone (ETZ). This will lead to a healthier local environmental and more cost-efficient transport network for the residents.

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.

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

The scheme will potentially 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. Correspondence with affected properties will commence in the next stage.

What consultation and engagement has been undertaken with people who may be impacted by this policy?

Not applicable at this stage but a range of stakeholder and public engagement activities will be taken as part of the next stage.

2.4 What mitigations can be put in place?

What can be done to remove or reduce any negative impacts of this policy (if applicable)?

The majority of negative impacts are perceived rather than actual, primarily relating to the accessibility of Wellington Road.

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

Aberdeen City Council has a duty to reduce the inequalities of outcome that can arise from socio-economic disadvantage. This section is used to consider what impact the policy may have on people experiencing socio-economic disadvantage – and how any inequalities of outcome arising from the policy can be reduced.

Use this guide to understand more on socio-economic inequalities: [The Fairer Scotland Duty: Guidance for Public Bodies \(www.gov.scot\)](https://www.gov.scot/publications/fairer-scotland-duty-guidance-for-public-bodies/pages/introduction/)

3.1 What impact could this policy have on people who experience the following aspects of socio-economic disadvantage?

	Negative	Neutral	Positive
Low income – those who have insufficient earnings to meet basic needs, such as food, clothing, housing, or utilities.		√	
Low/ no wealth – those who have no savings for unexpected spend or provision for the future.		√	
Material deprivation – those who cannot afford or access goods or services that are considered essential or desirable for a decent quality of life, such as food, clothing, heating, transport, internet, cultural, recreational and social activities.			√
Area deprivation – those who live in an area with poor living conditions, such as higher levels of crime, pollution, noise, congestion, or lack of infrastructure, amenities, or green spaces.			√
Socio-economic background – social class, parents’ education, employment, income.			√

3.2 In what way will the policy impact people experiencing socio-economic disadvantage?

Walking and cycling are affordable transportation options for most physically able individuals. Implementing measures to make it safer and easier to walk and cycle along this section of Wellington Road could have positive effects on those experiencing material deprivation. By increasing accessibility to walking and cycling, these households may have better access to social, cultural, recreational, employment, and educational opportunities.

Similarly, individuals facing material deprivation often have limited access to private transportation and rely more on bus travel. Data from the 2022 Census indicates that 30.7% of households in Aberdeen do not have access to a car or van, and it can be assumed that these households are generally less affluent. Improving bus journey times could enhance opportunities for these individuals to access essential services such as healthcare, employment, education, and training. Consistent improvements in journey times and reliability could ultimately lead to cost savings for passengers.

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?
<p>Transport and Inequality: An Evidence Review for the Department for Transport – this concluded that: cost is a primary obstacle to the use of transport; transport is an important facilitator of social inclusion and wellbeing, which can affect economic and social outcomes, and therefore inequality; People who depend more on the bus network for work tend to be lower paid, live in more deprived areas, and are more likely to turn down jobs due to transport issues, than those on higher incomes, who tend to use cars and trains more often.</p> <p>Scotland’s Census: shows that 30.7% of households in Aberdeen do not have access to a car or van.</p>
What consultation and engagement has been undertaken with officers and partner organisations?
<p>Not applicable at this stage</p>

What consultation and engagement has been undertaken with people who may be impacted by this policy?

Not applicable at this stage

3.4 What mitigations can be put in place?

What can be done to reduce any negative impacts of this policy (if applicable)?

N/A – no negative impacts identified.

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

No – negative impact remains

Yes – negative impact reduced

Yes - negative impact removed

4: Consumer Impacts

The Consumer Scotland Act 2020 places a Consumer Duty on the public sector to put consumer interests at the heart of strategic decision-making, emphasising the need for accessible and affordable public services, especially during times of financial pressure. This person-centred approach is intended to result in better quality services and outcomes for the public as consumers of public services across Scotland.

This section of the IIA is used to consider the impact of the policy on consumers of any services that the policy is intended to change.

Use this guide to understand more on the consumer duty: [How to meet the consumer duty: guidance for public authorities](#)

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

	Negative	Neutral	Positive
Individuals			
Small businesses			

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

N/A

4.3 What mitigations can be put in place?

What can be done to remove or reduce any negative impacts of this policy (if applicable)?

As highlighted in section 2.4, the majority of negative impacts are perceived rather than actual, primarily relating to the accessibility of the Wellington Road.

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

No – negative impact remains

Yes – negative impact reduced

Yes - negative impact removed

√

5: 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](#).

5.1 What impact could this policy have on Human Rights?

Human Rights Article	Negative	Neutral	Positive
Article 2: Right to life		√	
Article 4: Prohibition of slavery and forced labour		√	
Article 5: Right to liberty and security		√	
Article 6: Right to a fair trial		√	
Article 7: No punishment without law		√	
Article 8: Right to respect for private and family life, home and correspondence		√	
Article 9: Freedom of thought, belief and religion		√	
Article 10: Freedom of expression		√	
Article 11: Freedom of assembly and association		√	
Article 12: Right to marry and start a family		√	
Article 14: Protection from discrimination in respect of these rights and freedoms		√	
Article 1 of Protocol 1: Right to peaceful enjoyment of your property		√	
Article 2 of Protocol 1: Right to education		√	
Article 3 of Protocol 1: Right to participate in free elections		√	

5.2 In what way will the policy impact Human Rights?

No impacts identified.

5.3 What mitigations can be put in place?

What can be done to remove or reduce any negative impacts of this policy (if applicable)?	
N/A	
If mitigations are in place, does this remove or reduce the negative impact?	No – negative impact remains
	Yes – negative impact reduced
	Yes - negative impact removed

6: 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 – 26 years old).

There are 4 articles known as the “General Principles”. They help to interpret the other articles. 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)

For ease, the articles have been grouped in three categories to support assessments against the Convention, those most directly related to the **PROVISION** of services, those most directly related to the **PROTECTION** of children and young people, and those to encourage their active **PARTICIPATION in decision making**. You can [read the full UN Convention \(pdf\)](#), or [just a summary \(pdf\)](#), to find out more about the rights that are included.

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

	Negative	Neutral	Positive
PROVISION			
Article 2: non-discrimination		√	
Article 3: best interests of the child provision and protection		√	
Article 5: parental guidance and a child's evolving capacities		√	
Article 16: right to privacy		√	
Article 17: access to information from the media		√	
Article 18: parental responsibilities and state assistance		√	
Article 22: refugee children		√	
Article 23: children with a disability		√	
Article 24: health and health services		√	
Article 26: social security		√	
Article 27: adequate standard of living		√	
Article 28: right to education		√	
Article 29: goals of education		√	
Article 30: children from minority or indigenous groups		√	
Article 31: leisure, play and culture		√	
Article 39: recovery from trauma and reintegration		√	
Article 40: juvenile justice		√	
PROTECTION			
Article 6: life, survival and development		√	
Article 7: birth registration, name, nationality, care		√	
Article 8: protection and preservation of identity		√	
Article 9: Separation from parents		√	
Article 10: family reunification protection		√	
Article 11: abduction and non-return of children		√	
Article 15: freedom of association		√	

Article 19: protection from violence, abuse and neglect		√	
Article 20: children unable to live with their family		√	
Article 21: adoption		√	
Article 25: review of treatment in care		√	
Article 33: drug abuse		√	
Article 34: sexual exploitation		√	
Article 35: abduction, sale and trafficking		√	
Article 36: other forms of exploitation		√	
Article 37: inhumane treatment and detention		√	
Article 38: war and armed conflicts		√	
Article 32: child labour		√	
PARTICIPATION			
Article 12: respect for the views of the child		√	
Article 13: freedom of expression		√	
Article 14: freedom of thought, belief and religion		√	
Article 42: knowledge of rights		√	

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

No impacts identified.

6.3 What mitigations can be put in place?

What can be done to remove or reduce any negative impacts of this policy (if applicable)?	
N/A	
If mitigations are in place, does this remove or reduce the negative impact?	No – negative impact remains
	Yes – negative impact reduced
	Yes - negative impact removed

7: Environmental Impacts

Aberdeen City Council has a duty to meet its legal environmental responsibilities by working towards Net Zero emissions, adapting to climate change, and acting in a way it considers most sustainable. We must also fulfil the [biodiversity duty](#) and [sustainable procurement duty](#).

This section in the Integrated Impact Assessment demonstrates that these considerations that have been made in the policy, that the impact of proposals made is understood and accepted, and what mitigating steps can be taken to reduce any negative impact of the policy.

Use this guide to understand more on the legal climate change duty: [Climate change - gov.scot \(www.gov.scot\)](#) and find out more about how Aberdeen is adapting to Climate Change: [Aberdeen Adapts | Aberdeen City Council](#)

7.1 What is the impact of this policy on any of the below climate, environmental and waste considerations?

	Negative	Neutral	Positive
Council or City-wide carbon emissions			√
Active and sustainable travel			√
Facilities for local living			√
Resilience and adaptability to flooding and weather events		√	
Biodiversity improvement and wildlife/habitat connectivity		√	
Water consumption and drainage		√	
Pollution (air, water, noise, light and land contamination)			√
Impact on resource use and waste		√	
Sustainable procurement of goods and services		√	

7.2 In what way will the policy impact the environment?

The measures implemented will lead to improved bus journey times and reliability on Wellington Road. This improvement could result in more people choosing to take the bus instead of driving for some trips, leading to reduced emissions. If we can encourage a shift from motorized to active and sustainable forms of transportation, we will see a decrease in emissions. Additionally, the enhanced walking, wheeling, and cycling facilities on Wellington Road will make it easier for residents to access nearby shops and services on foot or by bike, promoting a "live local" lifestyle.

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

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

N/A

What consultation and engagement has been undertaken with local groups, partner organisations, experts etc? Where required, identify any other environmental assessments that have been completed.

N/A

7.4 What mitigations can be put in place?

What can be done to remove or reduce any negative impacts of this policy (if applicable)?

N/A

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

No – negative impact remains

Yes – negative impact reduced

8: Sign Off

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

Not applicable.

Does the policy relate to the Council's [Equality Outcomes](#)? If yes, how:

Not applicable.

Overall summary of changes made to the policy as a result of impact assessment.

There are no changes made to the policy as a result of this assessment, although a need for continuous positive messaging is identified.

Outline how the 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.

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Date	31/10/2024
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