

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
Reduce transport planning and delivery to statutory duty only.
1.2 What does this policy seek to achieve?
Reduce the function of Transport Strategy to focus on delivery of statutory functions. Stopping work on active and sustainable travel, cycling education programmes, bidding for funding from SUSTRANS and NESTRANS, and other active travel funding mechanisms. Stopping work on Bus Partnership Fund and Aberdeen Rapid Transit and all Bus Priority works.
1.3 Is this a new or existing policy?
Yes
1.4 Is this report going to a committee?
Yes
1.5 Committee name and date:
Budget
1.6 Report no and / or Budget proposal number and / or Business Case reference number:
SPP03

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			
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?

One of the most significant barriers for a number of groups with protected characteristics is transport. Statistically a greater percentage of older and younger people, as well as people with disabilities and women, use public transport. A lack of transport impacts on their employment and education opportunities, as well as their freedom to travel. For the elderly this can also lead to social isolation and loneliness.

This access to travel is dependent on an operating public transport system. Many of the improvements which support a successful public transport system have been brought forward by this team and reducing its size will have a negative impact on its ability to deliver. As an example the Bus Partnership Fund has to date secured £12m with a follow of £100+m identified for this project through the Scottish Government Strategic Transport Projects Review 2 (STRP2) and the National Planning Framework 4 (NPF4).

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?

Internal consultation with council officers has taken place. The proposal was described in Phase 2 of the Budget Consultation, and links to the consultation were shared directly with many external partner organisations.

A significant proportion of people in lower socio economic and minority groups use public transport, walk and cycle. A higher proportion of women also use public transport, hence these groups will be disproportionately impacted by a reduction in the work which this team does and the funding and education they provide.

[Car and van availability map \(racfoundation.org\)](https://www.transport.gov.scot/publication/scottish-transport-statistics-2022/)

<https://www.transport.gov.scot/publication/scottish-transport-statistics-2022/chapter-summary/>

<https://www.transport.gov.scot/publication/scottish-transport-statistics-2022/>

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

Aberdeen City Council launched a three-part public consultation around the 2024/25 Budget and future spending plans from July 2023 to January 2024.

In part 1, which ran throughout July 2023, people were asked to award points across different service areas to indicate where they thought the council's spending priorities should be. In part 2, the public could either increase, decrease or not change the level of expenditure in areas listed. In part 3, which took place throughout January 2024, there were two face to face sessions for the public to attend and an online consultation.

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)?

2.4 What mitigations can be put in place?

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

It will not be possible to mitigate this impact in terms of the work done in securing funding to improve public transport and active travel as this team not only secure the funding but also undertake the STAG based appraisals required to deliver this work. While a limited amount of work may be able to be undertaken by other teams this will be a small proportion of that done to date.

It should however be noted that the public transport system will continue to operate and the cycling and active travel facilities in place will continue to be available. Similar to young people access to public transport is particularly important to the elderly and people with disabilities.

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

One of the most significant barriers for people in lower socio economic groups is transport.

A lack of transport impacts on their employment and education opportunities.

This access to travel is dependent on an operating public transport system. Many of the improvements which support a successful public transport system have been brought forward by this team and reducing its size will have a negative impact on its ability to deliver.

As an example the Bus Partnership Fund has to date secured £12m with a follow of £100+m identified for this project through the Scottish Government Strategic Transport Projects Review 2 (STRP2) and the National Planning Framework 4 (NPF4).

It will not be possible to mitigate this impact in terms of the work done in securing funding to improve public transport and active travel as this team not only secure the funding but also undertake the STAG based appraisals required to deliver this work.

While a limited amount of work may be able to be undertaken by other teams this will be a small proportion of that done to date.

It should however be noted that the public transport system will continue to operate and the cycling and active travel facilities in place will continue to be available.

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?

See 2.3 above

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

See 2.3 above

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 2.3 above

3.4 What mitigations can be put in place?

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

Again access to public transport and active travel is fundamentally important to people on low incomes or from low socio economic background, providing them with the opportunity to access services and job opportunities.

It will not be possible to mitigate this impact in terms of the work done in securing funding to improve public transport and active travel as this team not only secure the funding but also undertake the STAG based appraisals required to deliver this work.

While a limited amount of work may be able to be undertaken by other teams this will be a small proportion of that done to date.

It should however be noted that the public transport system will continue to operate and the cycling and active travel facilities in place will continue to be available.

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

High	
Medium	X
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?

A lack of transportation can have a significant impact on a person's human rights, by blocking their ability to assemble and associate .

A lack of transport impacts on their freedom and education opportunities.

This access to travel is never the less dependent on an operating public transport system. Many of the improvements which support a successful public transport system have been brought forward by this team and reducing its size will have a negative impact on its ability to deliver.

As an example the Bus Partnership Fund has to date secured £12m with a follow on £100+m identified for this project through the Scottish Government Strategic Transport Projects Review 2 (STRP2) and the National Planning Framework 4 (NPF4).

It will not be possible to mitigate this impact in terms of the work done in securing funding to improve public transport and active travel as this team not only secure the funding but also undertake the STAG based appraisals required to deliver this work.

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It should however be noted that the public transport system will continue to operate and the cycling and active travel facilities in place will continue to be available.

4.3 What mitigations can be put in place?

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While a limited amount of work may be able to be undertaken by other teams this will be a small proportion of that done to date.

It should however be noted that the public transport system will continue to operate and the cycling and active travel facilities in place will continue to be available.

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			

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

A lack of access to transport is a significant barrier for children and young people in terms of accessing services, education and socio economic opportunities.

Great strides have been made in recent years with the introduction of free travel on public transport for under 22's, however this is dependant on a functioning transport system. The work of this team is directly linked with supporting public transport and active travel which can often be an important mode of inexpensive transport that also improves health and wellbeing.

5.3 What mitigations can be put in place?

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

Similar to above transport is a significant barrier for children and young people in terms of accessing services, education and socio economic opportunities is transport.

Great strides have been made in recent years with the introduction of free travel on public transport for under 22's.

It will not be possible to mitigate this impact in terms of the work done in securing funding to improve public transport and active travel as this team not only secure the funding but also undertake the STAG based appraisals required to deliver this work.

While a limited amount of work may be able to be undertaken by other teams this will be a small proportion of that done to date.

It should however be noted that the public transport system will continue to operate and the cycling and active travel facilities in place will continue to be available.

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

No – negative impact remains

Yes – negative impact reduced

Yes - negative impact removed

X

6: Sign Off

Any further positive or negative impacts on individuals or groups that have been considered?
None
Overall summary of changes made as a result of impact assessment.
None, the option is to reduce the team the only alternative would be not to do so.
Outline of how impact of policy will be monitored.
Through ongoing monitoring of transport patterns in the city, across public transport and active travel. The impacts will also be monitored through the LOIP monitoring.
If there are any remaining negative impacts after mitigation, what is the justification for why this policy should proceed.
The option has negative impacts that cannot be mitigated in any meaningful way. The option is to reduce the size of the team which will in turn reduces the teams ability to undertake work on the transport system. The only way to mitigate that impact would be not to take the option.

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Date	22/02/24
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