

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 Rapid Transit Strategic Business Case

1.2 What does this policy seek to achieve?

The Vision for Aberdeen Rapid Transit is for a high quality bus rapid transit system delivering a cross-city network connecting key destinations across the city and connected to park and ride sites. A tram-like solution, it aims to deliver fast, frequent and reliable public transport services through high segregation from general traffic, high frequency and high capacity vehicles, off-board fare collection and efficient boarding and alighting. The aim is to deliver significantly faster and more reliable journey times, enhanced connectivity, accessibility and quality.

1.3 Is this a new or existing policy?

Existing – it has been a part of the Bus Partnership Fund for which the City Council was awarded funding in 2021 and is contained within the Regional Transport Strategy, published in 2020. An [Equalities Impact Assessment](#) of the RTS was published alongside the final strategy and includes an assessment of Aberdeen Rapid Transit.

1.4 Is this report going to a committee?

Yes. A report on the network routeing which forms an element of the overarching SBC will be reported to the Net Zero Environment and Transport Committee on 11th June 2024 with the recommendations that the Committee:-

1. Note the findings of the ART Routeing Appraisal, as presented in Appendix 1.
2. Note the views of the North East Bus Alliance on the proposed ART routes, as highlighted at 3.19.
3. Agree the proposed ART routes as outlined at Figure 1 and 3.8-3.18 to be the desired network upon which to continue to develop the business case for ART.
4. Agree that the multi-modal corridor studies be concluded at the end of Scottish Transport Appraisal Guidance (STAG) Detailed Options Appraisal and that the bus priority infrastructure options that align with the agreed ART routes as identified at 2.3 above, be incorporated within the overall ART Business Case development process, as illustrated at Figure 2, rather than continue as standalone projects.

5. Agree that those actions identified in the Multi-Modal Corridor Studies that do not align with the proposed ART network be progressed through separate workstreams as appropriate.
6. Instruct the Chief Officer – Strategic Place Planning to report back to this Committee on the ART Strategic Business Case by the end of the 2024/25 financial year, including further exploration of the costs and risks associated with both a Bus Service Improvement Partnership (BSIP) and Franchise approach, and prior to moving to Outline Business Case.
7. Instruct the Chief Officer – Strategic Place Planning to engage with bus operators, through the North East Bus Alliance, on the options for delivery of ART along these desired routes through a partnership approach.
8. Instruct the Chief Officer – Strategic Place Planning to undertake further engagement, as appropriate, with the public and stakeholders on the development of ART to inform the Strategic Business Case, encompassing and superseding previously agreed actions for engagement on the individual corridors, and therefore enabling future engagement to be better aligned and set within the context of the wider ART vision and programme.

1.5 Committee name and date:

Net Zero, Environment and Transport, 11th June 2024

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

CR&E/24/161

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?

Faster, easier to use transport should help all protected characteristics however there are anticipated to be particularly positive benefits for the characteristics age and disability. Any scheme would include modern, fully accessible vehicles and information. As this would involve significant new infrastructure, there are significant opportunities to improve integration, information provision and safety. The impacts will be assessed through the development of the Business Case.

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?
Older people and people with disabilities are often more reliant on public transport and can be particularly impacted if public transport services and vehicles are inaccessible. An ageing population means that in the future there will be a greater proportion of people in this category. ART proposes level boarding, fast and frequent services on key corridors into the city. Impacts will be more fully assessed through the development of the business case.
What consultation and engagement and has been undertaken with officers and partner organisations?
The proposals are being developed as a partnership and with the involvement of the partners of the North East Bus Alliance which includes Aberdeen City Council, Aberdeenshire Council, Nestrans, First and Stagecoach. Engagement will continue as the business case work progresses.
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)?
Public and stakeholder engagement on the vision for ART was undertaken through the development of the Regional Transport Strategy which also included an Equalities Impact Assessment. Engagement is also embedded within the STAG and Business Case development process and so will be carried out as the work progresses.

2.4 What mitigations can be put in place?

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

ART aims to connect people to key destinations along two cross-city routes with faster, more frequent and more reliable public transport services. As a bus service, it is anticipated that concessionary fares will apply, offering free travel for those who are eligible. Further assessment of impacts will be carried out as the business case work progresses.

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 ART routing appraisal considers the key destinations that should be served by ART in order to enhance accessibility across the region with modelling identifying impacts on accessibility to the bus network.

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

As per 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?

As per section 2.3.

3.4 What mitigations can be put in place?

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

N/A

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

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?

Impacts anticipated to be broadly neutral at this stage however young people under the age of 22 are eligible for free bus travel in Scotland and so any improvements to public transport provision will enhance opportunities for young people and their families through removal of cost for travel.

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?
N/A
Overall summary of changes made as a result of impact assessment.
No changes proposed at this stage.
Outline of how impact of policy will be monitored.
Impacts will continue to be considered on a project / scheme-specific basis, with project-level IIAs developed as part of future development and reporting.
If there are any remaining negative impacts after mitigation, what is the justification for why this policy should proceed.
N/A

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