

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

Draft Aberdeen Local Transport Strategy (2023-2030)

1.2 What does this policy seek to achieve?

A Local Transport Strategy is a high-level transport plan which looks at the transport needs of a local authority area and sets out a series of actions to meet those needs over a set period of time.

The current Aberdeen Local Transport Strategy covers the period from 2016 to 2021. Since 2016, a lot has changed with respect to policies, plans, strategies and projects at national, regional and local level while the political, economic, social, technological and environmental context has changed too. All of this impacts upon the Aberdeen transport network and the way people and goods move around and access things. Therefore, an updated Aberdeen Local Transport Strategy is required.

Work began on a new Aberdeen Local Transport Strategy in 2021. As part of gathering the evidence base for what the new strategy should cover, a Main Issues Consultation took place in October and November 2021, asking members of the public and stakeholders questions about the transport network in Aberdeen including what worked well, what didn’t and what were the main challenges and opportunities. This helped to inform the production of a Draft Aberdeen Local Transport Strategy, which was presented to the Net Zero, Environment and Transport Committee in August 2023. At that meeting Members of the Committee agreed the following recommendations

That the Committee:-

- Approve the Draft Aberdeen Local Transport Strategy (2023-2030), including its appendices and supporting documents, and instruct the Chief Officer - Strategic Place Planning to publish them, subject to any minor drafting changes, for an eight week period of public consultation
- Following the consultation, instruct the Chief Officer - Strategic Place Planning, to report a final Aberdeen Local Transport Strategy (2023-2030) and its appendices and supporting documents back to this Committee in Spring 2024.

An Integrated Impact Assessment was undertaken to accompany the Draft Aberdeen Local Transport Strategy and Committee Report in August 2023. Members of the public, organisations and other stakeholders were asked to provide feedback via a questionnaire. This asked a variety of questions including those relating to protected characteristics.

Due to the large amount of responses / data, the need to analyse comprehensively, and other resourcing pressures across the team, the analysis process took longer than was envisaged when the Draft Aberdeen Local Transport Strategy was reported to committee in August 2023. The comments received during the consultation period, coupled with updated guidance from Transport Scotland on the preparation of Local Transport Strategies, have identified a need to reconsider the Council's approach to the structure of the next Local Transport Strategy in order to make sure it is more focused and clearer on our place-based priorities. Therefore, a further report is being taken to the Net Zero, Environment and Transport Committee in September 2024. This will explain both the comprehensive analysis approach taken, the results of this exercise, and the proposed next steps. It contains the following recommendations:

That the Committee:-

- Notes the results of the consultation on the Draft Aberdeen Local Transport Strategy (Appendix A) and the reasons for the changes to the proposed timescales for developing a final Local Transport Strategy outlined in paragraphs 3.10 and 3.12-3.12.5
- Instructs the Chief Officer - Strategic Place Planning to develop a refreshed Draft Aberdeen Local Transport Strategy, appendices and supporting documents and report these back to this Committee at the earliest opportunity to seek Committee approval for a further period of public consultation.

If approval is granted, it is hoped that a further Draft Aberdeen Local Transport Strategy can be developed, consulted upon and this will achieve a further milestone on the way to delivering a new, approved Aberdeen Local Transport Strategy.

1.3 Is this a new or existing policy?

The new Draft Aberdeen Local Transport Strategy, once finalised and adopted, will replace the current Aberdeen Local Transport Strategy (2016-2021)

1.4 Is this report going to a committee?

Yes

1.5 Committee name and date:

Net Zero, Environment and Transport Committee

3rd September 2024

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

Report No. CR&E/24/258

1.7 Function and cluster:

Function – City Regeneration and Environment

Cluster – Strategic Place Planning

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		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?

To establish what users thought of the transport network and what areas a new Local Transport Strategy should tackle, a series of tasks were undertaken. As well as reviewing the 2016 Aberdeen Local Transport Strategy and national, regional and local plans, policies, strategies and projects in order to establish what the new strategy should cover, a “Main issues Consultation” took place in October and November 2021. This was open to all members of the public with key stakeholders also contacted directly. It was imperative that this took place before a draft strategy had been written in order to make sure that the views of the people shaped the document from the start. A total of 387 responses were received - 373 (96%) responses were from individuals, while 12 (4%) responses were on behalf of an organisation. Fifteen questions were asked; of which 10 were in direct relation to the Local Transport Strategy and the remaining 5 were demographic questions. These included asking people

- What are the key transport challenges facing the city both currently and in the future?
- What works well?
- What doesn't work well?
- What could some potential solutions be?
- What other aspects of society should transport enable?

All of this informed a Main Issues Report.

This process of reviewing the transport context and conducting a public and stakeholder consultation allowed officers to identify key drivers, challenges and opportunities that the Aberdeen Local Transport Strategy would have to address and then come up with a series of objectives to meet these. This is all identified in the Main Issues Report. [Appendix A - Draft main issues report consultation version.pdf \(aberdeencity.gov.uk\)](#)

The Draft Aberdeen Local Transport Strategy, presented to committee in August 2023 and subsequently taken for public and stakeholder consultation, then presented a vision, outcomes, outputs, topic areas, policies and actions which, along with the objectives, would meet these key drivers, challenges and

opportunities. Details of which protected characteristics were identified as key areas for the draft strategy, along with ways in which they would be addressed, are below.

Age - Positive – “Ageing population nationally” and “People, especially children, and even more so girls, are not getting enough of their recommended exercise nationally” were both identified as “Challenges” in the Main Issues Report, following the sources used above. The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains Objective “TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive”. It also contains a specific policy to “To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/ or sustainable modes of transport. They should be equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and their parents and guardians able to support them”.

Disability – Positive and negative – “Transport inequalities nationally” was identified as a “Challenge” in the Main Issues Report, following the sources used above. The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains Objective “TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive”. However, there is a policy in the Draft Aberdeen Local Transport Strategy around Zero Emission Vehicles. Although these bring benefits compared with petrol and diesel cars around air quality and thus health there can potentially be some concerns that, with these vehicles being silent or near silent, those who are deaf/hard of hearing may struggle to hear/be aware of such vehicles.

Race (including Gypsy/ Travellers) – Neutral. The Main Issues Report, following the sources used above, did not identify any specific “Challenges” around Race as being a particular area of inequality for focus. Therefore, the Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, does not consider there are any specific improvements that should be made to the transport network regarding the race of transport users.

Religion or belief– Neutral. The Main Issues Report, following the sources used above, did not identify any specific “Challenges” around religion or belief as being a particular area of inequality for focus. Therefore, the Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, does not consider there are any specific improvements that should be made to the transport network regarding the religion or belief of transport users.

Sex – Gender Identity – Positive - “People, especially children, and even more so girls, are not getting enough of their recommended exercise nationally” was identified as a “Challenge” in the Main Issues Report, following the sources used above. The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, has a section in its “the Children and Young People” topic area, acknowledging that the externally funded “I Bike” project in schools has helped to tackle this and there is a corresponding Action to “Continue to take advantage of external funding opportunities for school travel projects when they arise, especially ones which promote and encourage active travel”. This however, does not come at the detriment of other sexes.

Pregnancy and maternity - Positive – Although there were no “Challenges” identified around pregnancy and maternity in the Main Issues Report, there is a “Key Driver” around a “Local commitment to improve the physical health and wellbeing of people in Aberdeen”. The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains Objective “TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare”. It also includes Objective “TPO5 - Accessibility/ inclusivity/ user - friendly –

Improve the user -friendliness of the Aberdeen transport network, making it more accessible and inclusive”

Sexual orientation – Neutral - The Main Issues Report, following the sources used above, did not identify any specific “Challenges” around sexual orientation as being a particular area of inequality for focus. The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, does not consider there are any specific improvements that should be made to the transport network regarding the sexual orientation of transport users.

Gender reassignment – Neutral - The Main Issues Report, following the sources used above, did not identify any specific “Challenges” around gender reassignment as being a particular area of inequality for focus. The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, does not consider there are any specific improvements that should be made to the transport network regarding the gender reassignment of transport users.

Marriage and Civil Partnership – Neutral - The Main Issues Report, following the sources used above, did not identify any specific “Challenges” around marriage and civil partnership as being a particular area of inequality for focus. The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, does not consider there are any specific improvements that should be made to the transport network regarding the marriage and civil partnership status of transport users.

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 data used above was contained in the “Main Issues Consultation” report and the Draft Aberdeen Local Transport Strategy that were taken to committee on the 29th August 2023. They can be found at the link below as “Appendix A” and “Appendix 1” respectively.

[Agenda item - Draft Aberdeen Local Transport Strategy \(2023-2030\) - COM/23/235 \(aberdeencity.gov.uk\)](#)

As mentioned in the section above, the data from the Main Issues Report was directly used to inform the Draft Aberdeen Local Transport Strategy, presented to committee in August 2023 and subsequently taken for public and stakeholder consultation from November 2023 to January 2024.

The data contained within the committee report to the Net Zero, Environment and Transport Committee on the 3rd September 2024, acknowledges the following relevant themes that came through from the public and stakeholder consultation on the Draft Aberdeen Local Transport Strategy (which was reported to committee in August 2023). The public and stakeholder consultation took place from November 2023 to January 2024. The key relevant themes for this section of the IIA were:

- Should be more acknowledgement of transport inequalities.
- While it was acknowledged that making it more attractive to cycle is important, it should be recognised that cycling does not work for everyone and climate, rural hinterland and terrain may hamper appetite.
- Public transport needs to be faster, more reliable, cheaper and have a more comprehensive coverage to tempt people away from cars and to truly work. It will also never work for everyone.

In terms of differences in the way people with different protected characteristics answered the questionnaire, the following main trends were shown

- For female respondents (188), more agreed with all aspects – Key Drivers, Challenges, Opportunities, Vision, Objectives, Outcomes Outputs and Topic Areas – than male respondents. Both sexes disagreed overall with the Key Drivers,

Opportunities, Outcomes up to 2030, and Outputs. However, male respondents (272) also disagreed overall with the Objectives, Outcomes Beyond 2030 and Topic Areas.

- The 17-25 year old age group (21) agreed with the most – it was only the Opportunities that they disagreed with most. By contrast, the age group that agreed with the least was the 56-65 year olds (99) who only agreed overall with the Challenges.

The consultation has led the following recommendations to be made around changes that should be made to the next iteration of the Draft Aberdeen Local Transport Strategy

- A shorter, more place-based, document, with any supporting technical background published separately and only when needed.
- Greater clarity about who the document is for, and a structure which better fits with the Local Outcome Improvement Plan (LOIP) focus on Economy, People and Place.
- The need to map out more clearly how the key drivers, challenges and opportunities link to the overall vision for the future transport network.
- More reference to health inequality and economy – including Aberdeen’s role, not just as a local, but a regional, national and international hub.
- Greater emphasis on accessibility rather than mobility and transport.
- A map-based document so people can better understand how the strategic plans can impact upon their local area.
- Being clearer about the Local Transport Strategy aiming to ensure people have a choice of ways to access places.
- Being more explicit about the car’s role in the transport network, rather than people perceiving the Local Transport Strategy to be anti-car.
- A better explanation of how the Local Transport Strategy can help to deliver other Council strategies such as the Regional Economic Strategy, the Local Development Plan and the City Centre and Beach Masterplan.

The above review is likely to lead to a very different looking Local Transport Strategy, and therefore it is Officers’ recommendation that a new iteration of the Draft Aberdeen Local Transport Strategy be developed and consulted upon by members of the public and stakeholders but that the Net Zero, Environment and Transport Committee receive a report back on the revised draft prior to any future public consultation. Should committee agree to this in September 2024 then all of these points will be used to inform the next iteration of the Draft Aberdeen Local Transport Strategy. It will then be subject to its own Integrated Impact Assessment.

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

The Local Transport Strategy development has been managed and undertaken by officers in the Transport Strategy and Programmes Team in the Council. Production has, however, been informed by a Core Team of stakeholders, including those internal to the Council in transport, land use, environment, economic and equalities teams and externally from Aberdeenshire Council, NESTRANS and NHS Grampian.

The Aberdeen Local Transport Strategy “Main Issues Consultation” was available online for respondents for a period of 6 weeks from 4th October to 14th November 2021. A total of 384 online responses were received. In the questionnaire, 15 questions were asked; of which 10 were in direct relation to the Local Transport Strategy and the remaining 5 were demographic questions. The consultation was open to both members of the public and organisations. A range of key stakeholders were also contacted directly

(around 200) and were asked to respond to the questionnaire. In addition to the 384 online responses, 3 stakeholders also submitted written responses – NESTRANS, Aberdeenshire Council and The Aberdeen Cycle Forum. NESTRANS and Aberdeenshire Council both required committee/ board approval of their responses prior to submission so could not submit in the online survey format. The views of the Aberdeen Cycle Forum did not follow the questionnaire template but were consistent with other comments from the online survey concerning active travel, particularly around the issues. Of the 387 responses received, 373 (96%) responses were from individuals, while 12 (4%) responses were on behalf of an organisation.

The consultation on the Draft Aberdeen Local Transport Strategy, appendices and supporting documents took place from Friday 17 November 2023 to Friday 12 January 2024. An online consultation was made available through the Council's Citizen Space platform, with hard copy documents and questionnaires also available in all Aberdeen City libraries and at Marischal College Reception. The consultation was publicised online and in the local press via two newspaper advertisements. Community Councils and Elected Members were also made aware of the consultation. In addition around 250 stakeholder consultees were contacted about the consultation, and individual sessions were held across three primary schools to actively ensure the views of young people were sought out. The three schools chosen to participate were St Peter's, Kaimhill and Riverbank schools. These schools are currently engaging with, or being supported by, the I Bike Schools programme in Aberdeen, meaning that the I Bike Schools officer was able to assist with the consultation and, being known to the children, would know how best to work with them. The selected schools also allowed a good geographical spread across the city. In total, 682 people responded to the Draft Aberdeen Local Transport Strategy consultation. Of this number, 536 responses were received to the online self-selecting questionnaire, with 513 of these responses coming from individuals and 18 from organisations (with 5 not specifying). In addition, a further 10 responses were received directly from stakeholders but not in the questionnaire format. 136 young people provided their feedback on the high level topics discussed in the Draft Aberdeen Local Transport Strategy through the dedicated engagement sessions in schools.

In line with requirements for strategies in Scotland, a draft Strategic Environmental Assessment (SEA) Environmental Report and Habitats Regulation Assessment (HRA) have been developed for the Draft Aberdeen Local Transport Strategy, taken to committee in August 2023, in order to assess how the strategy impacts upon environmental criteria and habitats. These were also joined by an Integrated Impact Assessment (IIA), a Health Impact Assessment, a version of the Health Impact Assessment (HIA) with Aberdeen City Council responses to suggestions and recommendations and an Economic Statement (ES). These all form appendices to the Draft Aberdeen Local Transport Strategy, taken to committee in August 2023. The SEA and HRA have both already been reviewed by the Council's Climate and Environmental Policy Service and have been reviewed by SEA Gateway and NatureScot respectively. The IIA was sent to Equalities colleagues and has been published on the Council's website - [Draft Aberdeen Local Transport Strategy \(2023-2030\) 0.pdf \(aberdeencity.gov.uk\)](#) - and the ES reviewed by City Growth colleagues. The HIA has also been informed by a workshop, facilitated by Public Health Scotland, with a range of participants.

All documents can be found here [Agenda item - Draft Aberdeen Local Transport Strategy \(2023-2030\) - COM/23/235 \(aberdeencity.gov.uk\)](#)

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)?

Please see the section above for the details of the consultations.

The Main Issues Consultation was instrumental in informing the Main issues Report which was the evidence base for the Draft Aberdeen Local Transport Strategy. The production of the Main Issues

Report, which formed Appendix A of the Draft Aberdeen Local Transport Strategy (taken for consultation following the committee report in August 2023) and its inclusion as part of the consultation documents was done to show people what had come out of the consultation and how it informed the Draft Aberdeen Local Transport Strategy. Summarised details were also included in the Draft Aberdeen Local Transport Strategy itself.

For the results of the consultation on the Draft Aberdeen Local Transport Strategy itself the production of a report, being taken to committee on the 3rd September 2024 and the inclusion of an appendix with more details on the consultation, the results and the analysis should demonstrate to people how their responses will inform the next Draft Aberdeen Local Transport Strategy. The next Draft Aberdeen Local Transport Strategy will also be subject to its own IIA

2.4 What mitigations can be put in place?

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

Disability - Electric Vehicles are fitted with noise generating devices to ensure that pedestrians and other vulnerable road users are made aware of their presence.

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 \(www.gov.scot\)](https://www.gov.scot/publications/fairer-scotland-duty/guidance-for-public-bodies/)

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?

Positive – The following 5 Draft Aberdeen Local Transport Strategy Objectives, contained within the Draft Aberdeen Local Transport Strategy which was taken for consultation from November 2023 to January 2024, can help people in all five groups above:

- TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare – This would benefit all groups. Greater promotion of and access to a greater range of transport opportunities, including active travel, help give people access to some of the cheapest ways to get around which then makes it easier to access opportunities, both within and out with their local areas including healthcare. It also helps to give people from all socio-economic backgrounds better access to things.
- TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region. This would benefit all groups above by making it easier for them to move around, cost effectively and access more opportunities.
- TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the userfriendliness of the Aberdeen transport network, making it more accessible and inclusive. This would benefit all groups above by making it easier for them to move around, cost effectively, by a greater range of modes and to be able to access more opportunities.
- TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather. This would benefit all groups above by making it easier for them to move around, cost effectively, by a greater range of modes and to be able to access more opportunities with less risk of external factors affecting their ability to do this.
- TPO8 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen. This would benefit all groups. It would make them less dependent on car travel, which can be costly and cannot be used by all people.

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?

To establish what users thought of the transport network and what areas a new Local Transport Strategy should tackle, a series of tasks were undertaken. As well as reviewing the 2016 Local Transport Strategy and national, regional and local plans, policies, strategies and projects in order to establish what the new strategy should cover, a “Main issues Consultation” took place in October and November 2021. This was open to all members of the public with key stakeholders also contacted directly. It was imperative that this took place before a draft strategy had been written in order to make sure that the views of the people shaped the document from the start. A total of 387 responses were received - 373 (96%) responses were from individuals, while 12 (4%) responses were on behalf of an organisation. In the questionnaire, 15 questions were asked; of which 10 were in direct relation to the local transport strategy and the remaining 5 were demographic questions. These included asking people

- What are the key transport challenges facing the city both currently and in the future?
- What works well
- What doesn't work well
- What could some potential solutions be?
- What other aspects of society should transport

All of this informed a Main Issues Report.

This process of reviewing the transport context and conducting a public and stakeholder consultation allowed officers to identify key drivers, challenges and opportunities that the Aberdeen Local Transport Strategy would have to address and then come up with a series of objectives to meet these. This is all identified in the Main Issues Report. [Appendix A - Draft main issues report consultation version.pdf \(aberdeencity.gov.uk\)](#)

The Draft Aberdeen Local Transport Strategy, presented to committee in August 2023 and subsequently taken for public and stakeholder consultation, then presented a vision, outcomes, outputs, topic areas, policies and actions which, along with the objectives, would meet these Key Drivers, Challenges and Opportunities.

Of relevance to the five groups listed above, the following Key Drivers and Challenges were identified in the Main Issues Report for the Local Transport Strategy to take account of, which fit with this

Key drivers

- Local commitment to improve the physical health and wellbeing of people in Aberdeen
- Local commitment that no one will suffer due to poverty in Aberdeen by 2026.
- Regional commitment to improve accessibility (physical access, financial access and geographic access) issues in North East Scotland.

Challenges

- Transport inequalities nationally.
- Social isolation brought about by transport and access inequalities.
- Cost of public transport.
- Large numbers of households do not have access to a car so cannot rely on this as a means of getting around.

The Draft Aberdeen Local Transport Strategy, presented to committee in August 2023, therefore identifies the relevant Objectives in Section 3.2 above which can meet these.

As mentioned in the section above, the data from the Main Issues Report was directly used to inform the Draft Aberdeen Local Transport Strategy, presented to committee in August 2023 and subsequently taken for public and stakeholder consultation from November 2023 to January 2024.

The data contained within the committee report to the Net Zero, Environment and Transport Committee on the 3rd September 2024, acknowledges the following relevant themes came through from the public and stakeholder consultation on the Draft Aberdeen Local Transport Strategy (which was reported to committee in August 2023). The public and stakeholder consultation took place from November 2023 to January 2024. The key relevant themes for this section of the IIA were:

- Should be more acknowledgement of transport inequalities.
- While it was acknowledged that making it more attractive to cycle is important, it should be recognised that cycling does not work for everyone and climate, rural hinterland and terrain may hamper appetite.
- Public transport needs to be faster, more reliable, cheaper and have a more comprehensive coverage to tempt people away from cars and to truly work. It will also never work for everyone.

The consultation has led the following recommendations to be made around changes that should be made to the next iteration of the Draft Aberdeen Local Transport Strategy

- A shorter, more place-based, document, with any supporting technical background published separately and only when needed.
- Greater clarity about who the document is for, and a structure which better fits with the Local Outcome Improvement Plan (LOIP) focus on Economy, People and Place.
- The need to map out more clearly how the key drivers, challenges and opportunities link to the overall vision for the future transport network.
- More reference to health inequality and economy – including Aberdeen’s role, not just as a local, but a regional, national and international hub.
- Greater emphasis on accessibility rather than mobility and transport.
- A map-based document so people can better understand how the strategic plans can impact upon their local area.
- Being clearer about the Local Transport Strategy aiming to ensure people have a choice of ways to access places.
- Being more explicit about the car’s role in the transport network, rather than people perceiving the Local Transport Strategy to be anti-car.
- A better explanation of how the Local Transport Strategy can help to deliver other Council strategies such as the Regional Economic Strategy, the Local Development Plan and the City Centre and Beach Masterplan.

The above review is likely to lead to a very different looking Local Transport Strategy, and therefore it is Officers’ recommendation that a new iteration of the Draft Aberdeen Local Transport Strategy be developed and consulted upon by members of the public and stakeholders but that the Net Zero, Environment and Transport Committee receive a report back on the revised draft prior to any future public consultation. Should committee agree to this in September 2024 then all of these points will be used to inform the next iteration of the Draft Aberdeen Local Transport Strategy. It will then be subject to its own Integrated Impact Assessment.

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

The Local Transport Strategy development has been managed and undertaken by officers in the Transport Strategy and Programmes Team in the Council. Production has, however, been informed by a Core Team of stakeholders, including those internal to the Council in transport, land use, environment, economic and equalities teams and externally from Aberdeenshire Council, NESTRANS and NHS Grampian.

The Aberdeen Local Transport Strategy “Main Issues Consultation” was available online for respondents for a period of 6 weeks from 4th October to 14th November 2021. A total of 384 online responses were received. In the questionnaire, 15 questions were asked; of which 10 were in direct relation to the Local Transport Strategy and the remaining 5 were demographic questions. The consultation was open to both members of the public and organisations. A range of key stakeholders were also contacted directly (around 200) and were asked to respond to the questionnaire. In addition to the 384 online responses, 3 stakeholders also submitted written responses – NESTRANS, Aberdeenshire Council and The Aberdeen Cycle Forum. NESTRANS and Aberdeenshire Council both required committee/ board approval of their responses prior to submission so could not submit in the online survey format. The views of the Aberdeen Cycle Forum did not follow the questionnaire template but were consistent with other comments from the online survey concerning active travel, particularly around the issues. Of the 387 responses received, 373 (96%) responses were from individuals, while 12 (4%) responses were on behalf of an organisation.

The consultation on the Draft Aberdeen Local Transport Strategy, appendices and supporting documents took place from Friday 17 November 2023 to Friday 12 January 2024. An online consultation was made available through the Council’s Citizen Space platform, with hard copy documents and questionnaires also available in all Aberdeen City libraries and at Marischal College Reception. The consultation was publicised online and in the local press via two newspaper advertisements. Community Councils and Elected Members were also made aware of the consultation. In addition around 250 stakeholder consultees were contacted about the consultation, and individual sessions were held across three primary schools to actively ensure the views of young people were sought out. The three schools chosen to participate were St Peter’s, Kaimhill and Riverbank schools. These schools are currently engaging with, or being supported by, the I Bike Schools programme in Aberdeen, meaning that the I Bike Schools officer was able to assist with the consultation and, being known to the children, would know how best to work with them. The selected schools also allowed a good geographical spread across the city. In total, 682 people responded to the Draft Aberdeen Local Transport Strategy consultation. Of this number, 536 responses were received to the online self-selecting questionnaire, with 513 of these responses coming from individuals and 18 from organisations (with 5 not specifying). In addition, a further 10 responses were received directly from stakeholders but not in the questionnaire format. 136 young people provided their feedback on the high level topics discussed in the Draft Aberdeen Local Transport Strategy through the dedicated engagement sessions in schools.

In line with requirements for strategies in Scotland, a draft Strategic Environmental Assessment (SEA) Environmental Report and Habitats Regulation Assessment (HRA) have been developed for the Draft Aberdeen Local Transport Strategy, taken to committee in August 2023, in order to assess how the strategy impacts upon environmental criteria and habitats. These were also joined by an Integrated Impact Assessment (IIA), a Health Impact Assessment, a version of the Health Impact Assessment (HIA) with Aberdeen City Council responses to suggestions and recommendations and an Economic Statement (ES). These all form appendices to the Draft Aberdeen Local Transport Strategy, taken to committee in August 2023. The SEA and HRA have both already been reviewed by the Council’s Climate and Environmental Policy Service and have been reviewed by SEA Gateway and NatureScot respectively. The IIA was sent to Equalities colleagues and has been published on the Council’s website - [Draft Aberdeen Local Transport Strategy \(2023-2030\) 0.pdf \(aberdeencity.gov.uk\)](#) - and the ES reviewed by City Growth colleagues. The HIA has also been informed by a workshop, facilitated by Public Health Scotland, with a range of participants.

All documents can be found here [Agenda item - Draft Aberdeen Local Transport Strategy \(2023-2030\) - COM/23/235 \(aberdeencity.gov.uk\)](#)

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?

Please see the section above for the details of the consultations.

The Main Issues Consultation was instrumental in informing the Main issues Report which was the evidence base for the Draft Aberdeen Local Transport Strategy. The production of the Main Issues Report, which formed Appendix A of the Draft Aberdeen Local Transport Strategy (taken for consultation following the committee report in August 2023) and its inclusion as part of the consultation documents was done to show people what had come out of the consultation and how it informed the Draft Aberdeen Local Transport Strategy. Summarised details were also included in the Draft Aberdeen Local Transport Strategy itself.

For the results of the consultation on the Draft Aberdeen Local Transport Strategy itself the production of a report, being taken to committee on the 3rd September 2024 and the inclusion of an appendix with more details on the consultation, the results and the analysis should demonstrate to people how their responses will inform the next Draft Aberdeen Local Transport Strategy. The next Draft Aberdeen Local Transport Strategy will also be subject to its own IIA

3.4 What mitigations can be put in place?

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

No negative impacts were identified

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		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?

Article 14 – Positive - The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains an Objective “TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the userfriendliness of the Aberdeen transport network, making it more accessible and inclusive” and several policies which relate to this.

Article 1 of Protocol 1 – Positive - The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains a policy to reduce levels of noise from the transport network. However, there may be some medium negative impact – Local Transport Strategy approval could lead to construction noise, compulsory purchase of property for transport schemes, - Some traffic restrictions could cause increased traffic elsewhere.

Article 2 of Protocol 1 - Positive - The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee contains a policy relating to School Travel and Young People.

All the other articles were judged to be neutral as transport or movement of people and goods should not affect them.

4.3 What mitigations can be put in place?

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

For Article 1 of Protocol 1,

- Ensure construction contractors are subject to and adhere to agreed permitted timings for works.
- Ensure that correct procedures are followed for any compulsory purchase schemes and consider options which would remove the need to compulsory purchase.
- Work with e.g. bus companies to ensure that any required diversion routes minimise disruption and delay.
- Promote active travel, public transport use and, where cars are unavoidable, car sharing/pooling to reduce traffic on the road in first place.

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		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?

Article 2 - Positive - The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains the following objective TPO5 – “Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more Integrated Impact Assessment 20 accessible and inclusive.”

Article 3 - Positive – The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains a policy relating to School Travel and Young People.

Article 6 - Positive – The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains the following objectives; TPO2 – “Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare”, TPO3 – “Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users”.

Article 17 – Positive – The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains policies around the following; Travel Awareness and Information, School Travel and Young People, New Technologies and Initiatives.

Article 18 – Positive – In the Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, the School Travel and Young People policy contains the wording “To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport, are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and that their parents and guardians are able to support them”.

Article 23 - Positive – The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains Objective TPO5 – “Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive”.

However, there is a policy in the Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, around Zero Emission Vehicles. Although these bring benefits compared with petrol and diesel cars around air quality and thus health there can potentially be

some concerns that, with these vehicles being silent or near silent, those who are deaf/hard of hearing may struggle to hear/be aware of such vehicles.

Article 24 - Positive – The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains Objective TPO2 – “Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare”.

Article 28 - Positive – The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains a policy relating to School Travel and Young People

Article 31 - Positive – The Draft Aberdeen Local Transport Strategy, taken for consultation following the August 2023 committee, contains Objective TPO2 – “Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare”.

All the other articles were judged to be neutral as transport or movement of people and goods should not affect them.

5.3 What mitigations can be put in place?

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

Article 23 - Electric Vehicles are fitted with noise generating devices to ensure that pedestrians and other vulnerable road users are made aware of their presence.

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?

The Local Transport Strategy considers the movement of people and goods in the transport network. Therefore different modes of transport and user types have been considered. The full list of the considerations which informed the Draft Aberdeen Local Transport Strategy, which was presented to committee in August 2023 and taken for consultation from November 2023 to January 2024, can be found in the Main Issues Report. These are summarised as Key drivers, Challenges and Opportunities. The Draft Aberdeen Local Transport Strategy then presents the Vision, Objectives, Outcomes, Outputs, Topic Areas, Policies and Actions which have been developed to address these. These can be found in They can be found at the link below as “Appendix A” and “Appendix 1” respectively.

[Agenda item - Draft Aberdeen Local Transport Strategy \(2023-2030\) - COM/23/235 \(aberdeencity.gov.uk\)](https://www.aberdeencity.gov.uk/agenda-item-draft-aberdeens-local-transport-strategy-2023-2030-com-23-235)

The results of the consultation on the Draft Aberdeen Local Transport Strategy, presented in the Committee Report to the Net Zero Environment and Transport Committee, demonstrate how people’s responses to certain questions differed depending on their levels of employment, mode of transport they used at least once a week and postcode area too. More details can be found in Committee Report CR&E/24/258 and its appendices. The results of the consultation will be used to shape a new version of the Draft Aberdeen Local Transport Strategy.

Overall summary of changes made as a result of impact assessment.

The changes which will be made to the Draft Aberdeen Local Transport Strategy, consulted on from November 2023 to January 2024, are as a result of the feedback which was received during the consultation period.

Outline of how impact of policy will be monitored.

The plan is to monitor the Aberdeen Local Transport Strategy annually once it is approved

If there are any remaining negative impacts after mitigation, what is the justification for why this policy should proceed.

There are ways of mitigating the negative impacts and although they will not disappear, the benefits that the Local Transport Strategy will bring should outweigh the negative impacts

Assessment Author	Alan Simpson
Date	09/08/2024
Chief Officer	David Dunne
Date	14/08/2024