

Integrated Impact Assessment

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

Aberdeen Rapid Transit Strategic Business Case report

1.2 What does this policy seek to achieve?

The Vision for Aberdeen Rapid Transit (ART) 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.

The Strategic Business Case (SBC) report sets out the process undertaken to develop the conceptual proposals (the 'ART Vision') to a point where a *preferred way forward* is identified for more detailed scheme development and appraisal in a Programme-Level Outline Business Case (OBC). The SBC is a gateway document seeking approval from decision makers to proceed to the OBC. In this regard a report on the Strategic Business Case for ART shall be submitted to the Net Zero Environment and Transport Committee, with the following officer recommendations:

- Endorse the Aberdeen Rapid Transit Strategic Business Case as provided in Appendix A of the committee report.
- Endorse the progression of Aberdeen Rapid Transit to a Programme Level Outline Business Case, funded through the City Region Deal, which will further develop the overarching business case and phasing under which individual elements of the scheme can develop.
- Endorse the progression of options 3A, 5 and 5A (as set out in Table 2 of the committee report) for further development and appraisal through the proposed Outline Business Case.
- Agree that the provision of active travel should be incorporated into the scope of the proposed Outline Business Case in line with the principles of approach 3, as identified in Table 3 of the committee report and instruct the Chief Officer – Strategic Place Planning to incorporate the provision of active travel into the scope of the proposed Outline Business Case.

- Agree that a partnership approach with bus operators, through development of an Aberdeen Rapid Transit Bus Services Improvement Partnership Scheme, provides a viable pathway to delivery that could support a phased approach to implementation of Aberdeen Rapid Transit..
- Note that franchising remains an option for delivery in the longer term, but agree that a Bus Services Improvement Partnership agreement should be considered in the first instance, through the proposed ART Outline Business Case, to be able to capitalise on external funding opportunities and bring in private sector investment.
- Instruct the Chief Officer – Strategic Place Planning to work with the partners of the North East Bus Alliance on a joint network review as a first and critical step in understanding what elements of Aberdeen Rapid Transit can be delivered in partnership, and use the outcome of this exercise to inform the proposed Outline Business Case and development of an Aberdeen Rapid Transit Bus Services Improvement Partnership Scheme.
- Instruct the Chief Officer – Strategic Place Planning to continue to undertake engagement, as appropriate, with the public and stakeholders on the development of Aberdeen Rapid Transit to inform the proposed Outline Business Case.
- Instruct the Chief Officer – Strategic Place Planning to report back to Finance and Resources Committee on the conclusion of the proposed Outline Business Case by the end of 2026.

The *preferred way forward* for the ART project (Option 5) has been used to complete this IIA, as this option proposes the largest change to the existing bus network of the three options recommended for progression to OBC. It should also be noted that there are no impacts arising directly from the recommendations in this report. Delivery of ART may have future implications, and these will be captured in future assessments as designs develop and reported to Committee as the project moves forward through the business case stages.

1.3 Is this a strategic programme/proposal/decision?

Yes - the ART project forms a core element of the Regional Transport Strategy 2040 and the emerging Local Transport Strategy. ART also now has national recognition in Transport Scotland's Strategic Transport Projects Review 2 (STPR2) and as a 'National Development' in the National Planning Framework 4 (NPF4).

1.4 Is this a new or existing policy?

Existing – it has been a part of the Bus Partnership Fund, for which the Council was awarded Scottish Government funding in 2021, and is contained within the Regional Transport Strategy, published in 2020. Funding for the project is currently being delivered through the Aberdeen City Region Deal.

1.5 Is this report going to a committee?

Yes

1.6 Committee name and date:

Yes. A report on the Strategic Business Case for ART will be reported to the Net Zero Environment and Transport Committee on 10th June 2025.

As this project is being progressed in partnership with Aberdeenshire Council and Nestrans, the ART SBC shall also be reported to Aberdeenshire Council's Infrastructure Services Committee and the Nestrans Board. The SBC will also be reported to the Aberdeen City Region Deal Joint Committee, for approval.

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

CR&E/25/121

1.8 Function and Cluster:

Strategic Place Planning, City Regeneration and 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			X		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?

Certain features of the proposed ART network and services could have specific impacts, both positive and negative, on different sections of the travelling public. In terms of impacts on those with protected characteristics:

Age

Positive Impacts:

- Measures to improve bus journey times, journey time reliability, service frequency, and connectivity to key healthcare, leisure and education destinations in the city will have particular benefits for the 30% of the population that do not have access to a car. This includes children and young people, and the over 60s who are more likely to use public transport than drive, as a result of public transport concession schemes offering free bus travel to these groups and/or not being able to drive.
- Young people tend to have a more local focus than the wider population, suggesting that young people who live in a deprived area may look for jobs and training opportunities only in their local area and those easily accessible by public transport. Measures to improve bus journey times, journey time reliability, service frequency, and connectivity to key employment and education destinations will enhance access to these opportunities.
- Measures to improve access to bus stops, such as the increased provision of controlled crossings can be particularly important to older people and other more vulnerable road users at higher risk, such as children.

- Improvements to bus stop infrastructure, would provide highly visible and well-lit stops and feature CCTV, helping to deter anti-social behaviour and/or harassment of stop users. Stops will provide seating arrangements and shelter for waiting passengers, as well as real-time information screens which will notify users of how long they will have to wait until the next bus. Such improvements will offer benefits to those with a long-term illness or disability, the elderly and children, women and some ethnic minority groups (who are more likely to be subject to hate crimes and discrimination) through improving both safety and security at stops as well as through the improved physical waiting environment.
- New tram-style vehicles, alongside new ART platforms would provide completely level boarding and alighting (like that experienced at a tram stop) via multiple sets of doors, with the vehicles providing a wider corridor for manoeuvring and space to accommodate numerous wheelchairs, pushchairs and prams.
- Elderly people may benefit from opportunities to increase low-level physical activity and outdoor recreation via safer walking and cycling, supporting active ageing.
- Air pollution is known to disproportionately impact on the young and the elderly (including a strong link between traffic pollution and childhood asthma), therefore modal shift achieved from the proposals may bring benefits to these groups via a reduction in local air pollution.

Negative impacts:

- It is recognised that certain groups will be impacted disproportionately by the proposal for wider stop spacing, to improve bus journey times. The wider spacing will necessitate a longer walk/wheel to access bus stops which may impact more on the elderly.
- Proposals may necessitate the removal or relocation of on-street car parking in some areas, which may lead to longer distances for people to travel between their front doors and their vehicles which may be more challenging for some elderly people.

Disability

Positive Impacts:

- Measures to improve bus journey times, journey time reliability, service frequency, and connectivity to key healthcare, leisure and education destinations in the city will have particular benefits for the 30% of the population that do not have access to a car. This includes people with disabilities who are more likely to use public transport than drive, as a result of public transport concession schemes offering free bus travel to these groups and/or not being able to drive.
- Improvements to bus stop infrastructure, would provide highly visible and well-lit stops and feature CCTV, helping to deter anti-social behaviour and/or harassment of stop users. Stops will provide seating arrangements and shelter for waiting passengers, as well as real-time information screens which will notify users of how long they will have to wait until the next bus. Such improvements will offer benefits to those with a long-term illness or disability, the elderly and children, women and some ethnic minority groups (who are more likely to be subject to hate crimes and discrimination) through improving both safety and security at stops as well as through the improved physical waiting environment.
- Measures to improve access to bus stops, such as the increased provision of controlled crossings can be particularly important to more vulnerable road users at higher risk, such as people who are vision impaired, those who are deaf or who have a hearing impairment, people with a learning impairment and people who are neurodiverse, who might fail to perceive danger in the same way as others.
- Upgrades to existing facilities would be expected to meet, at least, current minimum desirable standards / good practice for inclusive design in the road environment and so should represent a significant improvement for people with certain physical disabilities (minimum width for wheelchair users, flush dropped kerbs, correct/consistent use of tactiles, appropriate gradients etc.).

- The proposal to provide cross-city services would reduce the waiting and interchange requirements of these trips, benefitting those with mobility problems.
- New tram-style vehicles, alongside new ART bus stops would provide completely level boarding and alighting (like that experienced at a tram stop) via multiple sets of doors, with the vehicles providing a wider corridor for manoeuvring and space to accommodate numerous wheelchairs, pushchairs and prams.
- People with certain physical disabilities and mental health conditions may benefit from opportunities to increase low-level physical activity and outdoor recreation via safer walking, wheeling, and cycling.
- Air pollution is known to disproportionately impact on those with cardio-pulmonary complications, therefore any modal shift achieved from the proposals (and consequent air pollution reduction) may bring health benefits to this group.

Negative impacts:

- It is recognised that certain groups will be impacted disproportionately by the proposal for wider stop spacing, to improve bus journey times. The wider spacing will necessitate a longer walk/wheel to access bus stops which may impact more on people with reduced mobility.
- Proposals may necessitate the removal or relocation of on-street car parking in some areas, which may lead to longer distances for people to travel between their front doors and their vehicles which may be more challenging for people with certain disabilities.

Pregnancy and Maternity

Positive Impacts:

- New tram-style vehicles, alongside new ART platforms would provide completely level boarding and alighting (like that experienced at a tram stop) via multiple sets of doors, with the vehicles providing a wider corridor for manoeuvring and space to accommodate numerous wheelchairs, pushchairs and prams.
- Provision of improved and safe active travel infrastructure could support women to remain healthy and active during pregnancy.
- Upgrades to existing facilities would be expected to meet, at least, current minimum desirable standards / good practice for inclusive design in the road environment and so should represent a significant improvement for, for example, someone using a pushchair.

Race

Positive Impacts:

- Improvements to bus stop infrastructure, would provide highly visible and well-lit stops and feature CCTV, helping to deter anti-social behaviour and/or harassment of stop users. Stops will provide seating arrangements and shelter for waiting passengers, as well as real-time information screens which will notify users of how long they will have to wait until the next bus. Such improvements will offer benefits to those with a long-term illness or disability, the elderly and children, women and some ethnic minority groups (who are more likely to be subject to hate crimes and discrimination) through improving both safety and security at stops as well as through the improved physical waiting environment.

Sex:

Positive Impacts:

- 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.

- Improvements to bus stop infrastructure, would provide highly visible and well-lit stops and feature CCTV, helping to deter anti-social behaviour and/or harassment of stop users. Stops will provide seating arrangements and shelter for waiting passengers, as well as real-time information screens which will notify users of how long they will have to wait until the next bus. Such improvements will offer benefits to those with a long-term illness or disability, the elderly and children, women and some ethnic minority groups (who are more likely to be subject to hate crimes and discrimination) through improving both safety and security at stops as well as through the improved physical waiting environment.

Gender Reassignment

No impacts have been identified for this group, at this stage of the project.

Marriage and Civil Partnership

No impacts have been identified for this group, at this stage of the project.

Religion or Belief

No impacts have been identified for this group, at this stage of the project.

Sexual Orientation

No impacts have been identified for this group, at this stage of the project.

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?

An Equality Impact Assessment (EqIA) Screening exercise to support the ART options appraisal was undertaken in 2022, utilising a variety of academic and grey literature to help identify the potential impacts of the proposed ART network. This EqIA Screening exercise and the subsequent detailed options appraisal for ART have been utilised to inform the above assessment.

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

A range of engagement activities have been undertaken during the Detailed Options Appraisal for ART, that has informed the Economic Dimension of the Strategic Business Case. These supplement the public and stakeholder consultation activities undertaken as part of the supporting corridor studies.

Recognising the importance of early political and stakeholder awareness and buy-in to ART, alongside the appraisal work, Nestrans commissioned Jacobs to undertake a range of engagement and communications activities, which included an ART 'launch' in late November 2022. In the run-up to the launch, a range of activities were undertaken including focus groups, and the development of an ART 'brand'. The launch included press coverage and social media activities, the issue of briefing papers to community councils, engagement with key business influencers (Aberdeen & Grampian Chamber of Commerce, Aberdeen Inspired, Opportunity North East, FSB and SCDI), face-to-face engagement and virtual briefing sessions for local business people.

Prior to the launch, an advanced virtual briefing session was held for all Aberdeen and Aberdeenshire Councillors to provide information to elected Members on the ART project; the vision, work to date and planned forthcoming activities. The appraisal team presented on the ongoing work at the Briefing.

Given the complexities in explaining ART to the public at this (still largely conceptual) stage, and to ensure a sample broadly reflecting the demographics of Aberdeen and Aberdeenshire residents, a targeted market research exercise was undertaken as opposed to an open public engagement exercise. This was undertaken in December 2022 and surveyed 400 Aberdeen City and Shire residents to better understand their views on current public transport, factors which would encourage modal shift and thoughts on the options being considered. Outcomes of this are reported here:

<https://www.nestrans.org.uk/wp-content/uploads/2023/03/ART-Detailed-Options-Appraisal-Supporting-Technical-Note-J-Market-Research.pdf>

As certain features of the ART network and services could have particular impacts, both positive and negative, on different sections of the travelling public an Equality Impact Assessment (EqIA) Screening exercise was undertaken to inform the Equality and Accessibility criteria of the options appraisal, and in addition meetings were held with Aberdeen Disability Equity Partnership, the South Aberdeenshire Access Panel and the Aberdeenshire Central Access Panel to discuss the potential impacts with the appraisal team.

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 above potential negative impacts require careful consideration as the scheme progresses with ongoing communication with access groups, and wider engagement with other protected characteristic groups to ensure the ART network benefits all and does not unfairly disbenefit specific groups within society.

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

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/1-introduction.aspx)

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.		X	
Low/ no wealth – those who have no savings for unexpected spend or provision for the future.		X	
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.			X
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.			X
Socio-economic background – social class, parents’ education, employment, income.		X	

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

- Shorter journey times, more consistent journey times and a high frequency of service should increase access to transport for residents of deprived areas.
- With reduced bus journey times and increased car journey times, the travel time differential between the two modes will decrease. This will increase accessibility by public transport and expand the number of jobs, educational opportunities, and services within reach of those living, working and visiting the city. This will help to ‘level the playing field’ in terms of opportunity, between those who do and do not have access to a car.
- The Affordability or otherwise of travel by bus in Aberdeen is currently a result of the commercially set fares in the area. As a core assumption, any new ART services would not be priced as a premium product.

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

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

SIMD data shows that there are numerous data zones adjacent to the proposed ART corridors within the 20% most deprived in Scotland. The ART routeing 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.

Scotland’s Census – shows that 30.7% of households in Aberdeen do not have access to a car or van.

Transport And Poverty In Scotland: Report Of The Poverty And Inequality Commission, notes that:

- Access to transport can reinforce or lessen the impacts of poverty. Being unable to access or afford transport can prevent people accessing services, reduce quality of life and lead to social isolation. This can increase inequalities linked to income, such as health inequalities and generally contribute to and intensify the experience of poverty.
- People living in areas with higher levels of deprivation tend to have poorer public transport links, fewer employment opportunities and in some cases fewer local services.
- How a person interacts with the transport network is influenced by their income. National statistics suggest that people in lower income households are significantly more dependent on public transport, and they are more likely to travel by bus, while people in higher income households are more likely to drive.
- There is also a spatial relationship between transport connectivity and material wealth with deprived areas tending to have poorer public transport links than areas with high material wealth, in terms of both service quality and the range of options available.
- Despite poor service coverage, people in low-income households are more likely to travel by bus due to the affordability barriers to the private car. 41% of people living in a household with an income less than £10,000 use a bus at least once a week, compared to 15% for those with an income greater than £50,000.

Transport and Inequality: An Evidence Review for the Department for Transport, 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.

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

See 2.3

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

See 2.3

3.4 What mitigations can be put in place?

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

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.pdf](#)

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

	Negative	Neutral	Positive
Individuals			X
Small businesses			X

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

Public transport is a key utility for consumers, as well as a substantial facilitator of economic activity. For many individual consumers it helps to enable access to other services. The provision of public transport, in the form of the proposed ART network, therefore raises a number of important consumer policy issues, including issues around access, affordability, quality of services and safety. Furthermore, when considering Consumer Duty in the context of the road space reallocation and infrastructure improvements required to facilitate ART, it is important to reflect on the potential impacts on consumers and ensure that decisions are fair, transparent, and balanced between the needs of different categories of road users, noting that an individual consumer will fall under multiple different categories (i.e. most motorists are also pedestrians, some bus users may also cycle etc.).

In this respect, and given the geographic extent of the proposed ART network, the project is anticipated to have an impact on all users of the transport network in Aberdeen and in the wider region, should the project progress through the later stages of business case development and through to implementation. The most appropriate analysis of the overall impact of the ART proposals at this stage of the project is the therefore the Strategic Business Case for ART. In particular the Strategic Dimension, which describes how ART will contribute to achieving strategic priorities and how it aligns with existing portfolios, programmes and projects across government and in the North-East Scotland region, and the Economic Dimension, which identifies and appraises the options for the delivery of ART and recommends the option that is most likely to offer best Value for Money to society, including wider social and environmental effects as well as economic value. A copy of the full the Strategic Business Case for ART is appended to the committee report to which this IIA refers.

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)?		
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		X	
Article 4: Prohibition of slavery and forced labour		X	
Article 5: Right to liberty and security		X	
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	

5.2 In what way will the policy impact Human Rights?

No impacts identified at this stage.

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)?		
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.

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		X	
Article 3: best interests of the child provision and protection		X	
Article 5: parental guidance and a child's evolving capacities		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 22: refugee children		X	
Article 23: children with a disability			X
Article 24: health and health services		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			
Article 39: recovery from trauma and reintegration		X	
Article 40: juvenile justice		X	
PROTECTION			
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 protection		X	
Article 11: abduction and non-return of children		X	
Article 15: freedom of association		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 25: review of treatment in care		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 32: child labour		X	
PARTICIPATION			
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 42: knowledge of rights		X	

6.2 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. As project progresses it is proposed to engage with children and young people to share SBC outcomes, engage around impacts and opportunities, encourage advocates via establishing links with existing groups/meetings e.g.

- 11 to 15 yrs old – Summer in the City camp with Creative Learning/Young Ambassadors
- Aberdeen Youth Movement
- Youth Climate Change Group
- streetsport
- Student Unions at RGU/UofA and NESCol
- Primary and secondary school headteachers

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)?		
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			X
Active and sustainable travel			X
Facilities for local living			X
Resilience and adaptability to flooding and weather events		X	
Biodiversity improvement and wildlife/habitat connectivity		X	
Water consumption and drainage		X	
Pollution (air, water, noise, light and land contamination)			X
Impact on resource use and waste		X	
Sustainable procurement of goods and services		X	

7.2 In what way will the policy impact the environment?

Carbon Emissions

Transport as a whole is the sector responsible for the most greenhouse gas emissions in Scotland, with around 41% of transport emissions coming from private car use. As a result, public transport policy, insofar as it can encourage people to choose public transport over private car use, is a crucial part of net zero policy in Scotland. Local and national targets for net zero require significant decarbonisation of our transport systems as well as a reduction in vehicle kilometres travelled. Proposals for ART aim to encourage mode shift away from private car to public transport thus reducing harmful emissions and contributing to net zero carbon ambitions. Transport modelling work on the options for ART confirmed that the *preferred way forward* would generate significant quantifiable benefits to existing bus users and increase the number of people using public transport through people switching from car to ART. This modal shift from the car to more sustainable modes, should in turn reduce traffic related levels of carbon emissions and contribute to the national aspirations for net zero carbon by 2045.

Active and Sustainable Travel

The ART project has a clear role in improving public transport provision. In terms of Active Travel, most journeys by public transport involve an element of active travel and if modal shift can be delivered, this will encourage more active lifestyles by building in additional walking or cycling as part of the overall trip. The additional provision of safe and secure cycle parking at ART platforms would encourage the use of cycling to access the ART network while the main footway route will be made fully accessible with pedestrians provided priority over motorised traffic where needed, including proposals for new safe crossing facilities. Furthermore the report recommends that the proposed Outline Business Case for ART should progress designs to maximise benefits for active travel on the ART corridors, while prioritising ART. Under this approach, public transport movements would be prioritised over other modes, with segregated cycle provision would be accommodated where current roads space allows but cyclists may have to mix with motor traffic where space is constrained. This approach is in line with the

Regional Active Travel Network (RATN) principles for Primary Mixed Traffic Streets and Secondary Streets. Alternative provision for cyclists on parallel corridors and integration of ART corridors into the wider active travel network, will be considered through the development of the RATN.

Facilities for Local Living

Dynamic agglomeration reflects the situation where transport improvements make an area more attractive to live, shop or do business, which can result in people and businesses relocating to that area. This will increase the effective economic density of that area and so yield positive productivity impacts; however, there may be a corresponding decrease in economic density elsewhere which generates negative productivity impacts. It is considered unlikely that significant dynamic agglomeration will occur as a result of ART, given the nature and scale of proposals, but some minor dynamic impacts are anticipated.

Resilience and adaptability to flooding and weather events; Biodiversity improvement and wildlife/habitat connectivity; and Water consumption and drainage

As the proposals for bus priority infrastructure associated with ART primarily involves the reallocation of road space, in most instances, as opposed to building of new carriageway, it is unlikely there will be any significant impacts on biodiversity and habitats, geology and soils, water, drainage and flooding, or landscape. There may be some minor impacts during road improvement works. Junction changes, including junction widening, may be required to accommodate new signal control to enable public transport priority through the signals, and in some locations, existing roundabouts may require to be altered to signalised junctions. These impacts, and any requirements for mitigation, are more related to the engineering design of the network and infrastructure and will be addressed as the infrastructure design work for the scheme progresses through OBC stage.

Pollution (air, water, noise, light and land contamination)

The primary impacts considered are traffic related, mainly through (i) mode shift from car to ART and (ii) the impact of the reallocation of road space away from general traffic to ART on general traffic routing in and around Aberdeen - both of which could impact on Air Quality and Noise and Vibration in particular. Whilst the absolute volume of car travel is important, it is the distribution of this traffic which will determine its impact on Air Quality and Noise and Vibration. Modelling analysis of potential benefits and impacts of traffic flow changes and traffic redistribution resulting from the ART network highlighted that enabling bus priority through road space reallocation has the potential to provide significant benefits across the ART network through reduced traffic volumes, reducing noise and vibration and improving local air quality. Furthermore, ART vehicles are envisioned to be zero emission, alternative fuel - Hydrogen, Liquified Petroleum Gas, Compressed Natural Gas or fully electric – all supporting improved air quality strategies. However, given the current improvements in the vehicle fleets, this positive impact would not necessarily provide significant benefit over existing operations.

Impact on resource use and waste

No impacts have been identified, at this stage of the project, however these impacts are more related to the engineering design of the network and implementation and will be addressed as the scheme progresses through OBC & FBC stages.

Sustainable procurement of goods and services

No impacts have been identified, at this stage of the project, however these impacts are more related to the engineering design of the network and implementation and will be addressed as the scheme progresses through OBC & FBC stages.

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?

The STAG-based Appraisal of the options for ART has been used to inform the assessment of potential impacts of the project. Full details of the detailed options appraisal for ART are available here: <https://www.nestrans.org.uk/wp-content/uploads/2023/03/Aberdeen-Rapid-Transit-Detailed-Options-Appraisal-Technical-Report-Final.pdf>

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.

See 2.3 for details of internal/external consultation and engagement.

A full SEA, HRA or EIA have not been carried out for this stage of the project – the requirements for such assessments shall be fully considered as the project progresses.

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)?

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

8: Sign Off

Any further positive or negative impacts on individuals or groups that have been considered?
N/A
Does the policy relate to the Council's Equality Outcomes? If yes, how.
<p>The ART project is primarily related to the Council's Equality Outcomes as a service provider:</p> <p><i>Equality Outcome 1: All people can access information and services, with systemic, social, and physical barriers identified and minimised.</i></p> <p>The ART project aims to improve sustainable transport connectivity into and across Aberdeen, to support sustainable economic growth, widen opportunities, and improve equality of opportunity – including the opportunity to access public services.</p> <p><i>Equality Outcome 2: All people can participate and help shape decisions that affect them.</i></p> <p>Ongoing communication, engagement and consultation with affected groups will be undertaken to ensure the ART network benefits all and does not unfairly disbenefit specific groups within society.</p> <p><i>Equality Outcome 3: Aberdeen City Council will develop inclusive infrastructure that meets the need of people who use it.</i></p> <p>The proposed ART infrastructure (road space reallocation, junction and signalling changes, new Mobility Hubs and bus stops, road widening, technology implementation to enable bus detection to provide priority at signals etc.) across the full network is a significant infrastructure project – as the project moves to the OBC stage designs will be considered in greater detail and will require to follow good practice in the creation and maintenance of an accessible and inclusive public realm and transport network.</p>
Overall summary of changes made to the policy as a result of impact assessment.
No changes proposed at this stage
Outline how the 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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Date	12/05/2025
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