

# Aberdeenshire Council

## Integrated Impact Assessment

### Local Bus Service Withdrawals

Assessment ID	IIA-001137
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# 1. Overview

This document has been generated from information entered into the Integrated Impact Assessment system.

Under Section 63 of the Transport Act 1985, the Council is under a duty to secure the provision of such public transport services as it considers appropriate in order to meet any public transport requirements which would not otherwise be met by the open commercial bus market. Section 63 of the Act also confers powers to the Council to enter into subsidy agreements with operators to provide such supported bus services. Linked to this the Council has a duty to formulate, from time to time, general policies as to the descriptions of the bus services it intends to secure.

Bus services/journeys operating in Aberdeenshire that are not commercially viable are provided by private operators under contract to the Council. These include fixed route timetabled services and demand responsive services. In addition the Council operates A2B dial-a-bus services, mainly for shopping trips, using 15 minibuses otherwise used for client transport such as home-to-school journeys.

This IIA considers the impact of withdrawing contracted fixed route timetabled local bus services. This is based on a reduction in budget of £880k. Withdrawals can take place no earlier than 10 weeks after the budget is set and confirmed, which is assumed to be 5 June, meaning that withdrawals to the annualised value of £1.027m would need to be made to avoid overspending the budget in financial year 2023/24.

The Passenger Transport Unit uses a tool called the Performance Management Framework model to rank bus service contracts. This has been used to produce an indicative list of bus services/journeys that are likely to be withdrawn if required to reduce costs by £1.027m. Should cuts go ahead the model will be re-run using the most up-to-date passenger and cost data to determine the final list of withdrawals.

Indicative List of Bus Service/Journey Withdrawals:

Contract No.	Service No.	Route	Days of operation	Time of Operation
SL15	201	Braemar - Aberdeen	Friday	peak & inter-peak
NL53	41	Insch - Inverurie	Monday to Friday	peak & inter-peak
NL7	270	Fraserburgh - New Pitsligo (Circular)	Monday to Friday	inter-peak
NL60	291	Tarves - Aberdeen	Saturday	peak & inter-peak
SL26	218	Alford - Westhill - Aberdeen	Saturday	peak & inter-peak
NL3	35	Aberdeen - Fyvie	Saturday	evening
SL9	4A/4C	Stonehaven Town Service	Monday to Friday	peak & inter-peak
SL42	10B	Aberdeen - Inverurie	Sunday	evening
SL13	7B	Stonehaven - Aberdeen	Saturday	peak
NL40	308	Turriff - Inverurie	Monday to Friday	peak & inter-peak
NL53	41	Insch - Inverurie	Saturday	peak & inter-peak
NL22	66	Maud/Stuartfield - Peterhead	Sunday	all day
NL9	272	Banff - Fraserburgh	Monday to Friday	inter-peak
NL20	78A/78C	Fraserburgh Town Service (Buchan Rd Cir)	Monday to Friday	inter-peak
SL29	X20	Alford - Kemnay - Aberdeen	Saturday	inter-peak
SL6	107	Stonehaven - Montrose	Monday to Friday	peak & inter-peak
NL40	308	Turriff - Inverurie	Saturday	peak & inter-peak
NL23	61	Hatton Village - Cruden Bay - Peterhead	Monday to Friday	peak
SL15	201	Braemar - Aberdeen	Saturday	peak & inter-peak
NL26	82A	Peterhead - Meethill - Boddam	Saturday	evening
NL51	82A	Peterhead - Meethill - Boddam	Monday to Friday	evening
NL24	82	Peterhead Town Service (Meethill)	Saturday	peak & evening
NL4	35	Aberdeen - Turriff	Sunday	evening
NL25	83	Peterhead Town Service (Buchanhaven)	Monday to Friday	evening
NL45	403	Kingseat - Kinmuck - Inverurie	Tuesday	inter-peak

SL15 201 Braemar - Aberdeen Monday to Thursday evening  
 NL25 83 Peterhead Town Service (Buchanhaven) Saturday evening  
 NL21 69/69B Peterhead - St Fergus - Fraserburgh Monday to Friday evening  
 NL43 248 New Byth - Woodhead - Inverurie Thursday inter-peak  
 SL29 X20 Alford - Kemnay - Aberdeen Monday to Friday evening  
 NL6 301/303 Macduff / Turriff - Aberchirder - Huntly Monday to Friday peak & inter-peak  
 NL26 82A Peterhead - Meethill - Boddam Monday to Friday evening  
 NL50 82A Peterhead - Meethill - Boddam Monday to Friday peak & evening  
 SL14 7B Stonehaven - Aberdeen Saturday peak  
 NL59 290/291 Methlick / Tarves - Aberdeen Monday to Friday peak  
 NL19 76 / 77 Fraserburgh Town Service (Broad St) Monday to Friday inter-peak  
 NL12 69 St Combs - Fraserburgh Sunday inter-peak & evening  
 NL55 290/291 Methlick / Tarves - Aberdeen Saturday evening  
 SL15 201 Braemar - Ballater Sunday all day  
 NL24 82 Peterhead Town Service (Meethill) Monday to Friday evening  
 NL1 273 Banff - Gardenstown Monday to Friday peak & inter-peak  
 SL29 X20 Alford - Kemnay - Aberdeen Saturday evening  
 NL21 69 / 69B Fraserburgh - Peterhead Saturday evening  
 SL9 4C Stonehaven Town Service Saturday peak & inter-peak  
 NL57 291 Methlick / Tarves - Aberdeen Sunday day  
 NL14 74 Rosehearty - Fraserburgh Saturday evening  
 NL52 81 Peterhead - Boddam Sunday all day  
 NL35 51 Fraserburgh - New Pitsligo - Ellon Monday to Friday peak  
 SL29 X20 Alford - Kemnay - Aberdeen Sunday all day  
 NL7 270 Fraserburgh - New Pitsligo (Circular) Saturday inter-peak  
 NL62 66 / 66A Stuartfield - Peterhead Monday to Friday evening  
 SL24 X17 Westhill - Aberdeen Saturday peak  
 NL5 405 Macduff - Sandend - Cullen Wednesday inter-peak  
 NL61 405 Macduff - Sandend - Cullen Friday inter-peak  
 SL12 7A Stonehaven - Aberdeen Monday to Friday peak  
 NL16 231 Alford - Huntly Saturday inter-peak  
 NL65 81 Peterhead - Boddam Monday to Friday peak  
 SL25 X17 Echt - Westhill Monday to Friday peak  
 NL12 69 St Combs - Fraserburgh Saturday inter-peak & evening  
 NL63 64 Blackdog - Aberdeen Monday & Thursday inter-peak

Approximately 54% of the contracted fixed route bus network would remain, along with Central Buchan A2B dial-a-bus and in-house A2B dial-a-bus "shopper" services. Given the large scale of supported service withdrawals it would be anticipated that there would also be a substantial contraction of the commercial bus network across and to/from Aberdeenshire.

During screening 7 of 10 questions indicated that detailed assessments were required, the screening questions and their answers are listed in the next section. This led to 5 out of 5 detailed impact assessments being completed. The assessments required are:

- Childrens' Rights and Wellbeing
- Equalities and Fairer Scotland Duty
- Health Inequalities
- Sustainability and Climate Change
- Town Centres First

In total there are 3 positive impacts as part of this activity. There are 20 negative impacts, of these negative impacts, 10 have been mitigated and 13 cannot be mitigated satisfactorily.

A detailed action plan with 4 points has been provided.

This assessment has been approved by [ewan.wallace@aberdeenshire.gov.uk](mailto:ewan.wallace@aberdeenshire.gov.uk).

The remainder of this document sets out the details of all completed impact assessments.

## 2. Screening

Could your activity / proposal / policy cause an impact in one (or more) of the identified town centres?	Yes
Would this activity / proposal / policy have consequences for the health and wellbeing of the population in the affected communities?	Yes
Does the activity / proposal / policy have the potential to affect greenhouse gas emissions (CO2e) in the Council or community and / or the procurement, use or disposal of physical resources?	Yes
Does the activity / proposal / policy have the potential to affect the resilience to extreme weather events and/or a changing climate of Aberdeenshire Council or community?	No
Does the activity / proposal / policy have the potential to affect the environment, wildlife or biodiversity?	No
Does the activity / proposal / policy have an impact on people and / or groups with protected characteristics?	Yes
Is this activity / proposal / policy of strategic importance for the council?	No
Does this activity / proposal / policy impact on inequality of outcome?	Yes
Does this activity / proposal / policy have an impact on children / young people's rights?	Yes
Does this activity / proposal / policy have an impact on children / young people's wellbeing?	Yes

## 3. Impact Assessments

Children's Rights and Wellbeing	Only Some Negative Impacts Can Be Mitigated
Climate Change and Sustainability	No Negative Impacts Can Be Mitigated
Equalities and Fairer Scotland Duty	Only Some Negative Impacts Can Be Mitigated
Health Inequalities	No Negative Impacts Can Be Mitigated
Town Centre's First	No Negative Impacts Can Be Mitigated

## 4. Childrens' Rights and Wellbeing Impact Assessment

### 4.1. Wellbeing Indicators

Indicator	Positive	Neutral	Negative	Unknown
Safe		Yes		
Healthy			Yes	
Achieving		Yes		
Nurtured		Yes		
Active	Yes		Yes	
Respected		Yes		
Responsible		Yes		
Included		Yes		

### 4.2. Rights Indicators

UNCRC Indicators upheld by this activity / proposal / policy	Article 3 - Best interests of the child Article 12 - Respect for the views of the child Article 15 - Freedom of association Article 23 - Children with disabilities Article 31 - Leisure, play and culture
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### 4.3. Positive Impacts

Impact Area	Impact
Active	The withdrawal of bus services could potentially result in some children walking or cycling more.

### 4.4. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Active	<p>The withdrawal of bus services will mean some children may have reduced access to play, leisure/recreation or after-school activities especially if alternative transport if not available or walking is not an option.</p> <p>Can be mitigated                      No</p> <p>Justification                      It is not known what action the Council could take to mitigate against this.</p>

Impact Area	Details and Mitigation
Healthy	<p>The withdrawal of bus services could mean that some families are unable to access cheap food.</p> <p>Can be mitigated Yes</p> <p>Mitigation In a very small number of cases it may be possible for the Council's A2B dial-a-bus service to help families go shopping.</p> <p>Timescale From 3 April 2023 onwards</p>

## 4.5. Evidence

Type	Source	It says?	It Means?
External Consultation	Aberdeenshire Council Survey of Children / Young People in the Ready2Go Around Inverurie area	The Ready2Go service (which is scheduled for withdrawal on 2 April 2023) is used by Young People for the following reasons ranked in order of popularity: visit or meet up with friends or family, to go to a leisure or sports activity, to go shopping, to go to/from school, to go to/from after-school activities, to go to organised activities or clubs, to go to medical appointments, and for various other reasons, e.g. to attend mass.	It is likely that children / young people use timetabled bus services for similar reasons.
Internal Data	Data on passenger journeys on supported bus services (1 April 2022 to 30 November 2022) sourced from bus ticket machine software systems	The percentage of passenger journeys by fare type included : Young people (including those aged under 22 years with free pass, students etc) = 27.8%; and Children (aged 5-15 yrs without a concession ticket) = 1.9%.	Children and young people make 29.7% of bus journeys on the supported bus service network.
External Data	Urban Transport Group report The Cross-Sector Benefits of Backing the Bus March 2019	For most young people, the bus is public transport and is vital for connecting them to valuable opportunities both in and out of school. The experience of independent bus travel in itself develops life skills.	The withdrawal of bus services will disadvantage young people.

## 4.6. Accounting for the Views of Children and Young People

Due to the confidential nature of the budget-setting process there has been no engagement on the withdrawal of bus services and the views of children / young people have not been taken into account. A recent survey of children / young people was conducted in the Ready2Go Around Inverurie area and 71% of respondents said they would prefer a digital demand responsive transport service to a conventional timetabled service.

#### **4.7. Promoting the Wellbeing of Children and Young People**

The withdrawal of bus services does not help safeguard, support or promote the wellbeing of children or young people.

#### **4.8. Upholding Children and Young People's Rights**

The withdrawal of bus services does not uphold the rights of children or young people.

#### **4.9. Overall Outcome**

Only Some Negative Impacts Can Be Mitigated.

Large-scale bus service cuts will affect many children/families but only a very small number might be provided with alternative travel opportunities by amending A2B dial-a-bus services.

The bus service savings are being put forward for consideration in order that the Council can achieve a balanced Revenue Budget in financial year 2023/24.

## 5. Equalities and Fairer Scotland Duty Impact Assessment

### 5.1. Protected Groups

Indicator	Positive	Neutral	Negative	Unknown
Age (Younger)			Yes	
Age (Older)			Yes	
Disability			Yes	
Race			Yes	
Religion or Belief		Yes		
Sex			Yes	
Pregnancy and Maternity		Yes		
Sexual Orientation		Yes		
Gender Reassignment		Yes		
Marriage or Civil Partnership		Yes		

### 5.2. Socio-economic Groups

Indicator	Positive	Neutral	Negative	Unknown
Low income			Yes	
Low wealth			Yes	
Material deprivation			Yes	
Area deprivation			Yes	
Socioeconomic background		Yes		

### 5.3. Negative Impacts and Mitigations

Impact Area	Details and Mitigation

Impact Area	Details and Mitigation
<p><b>Age (Older)</b></p>	<p>The withdrawal of bus services will result in many people having no or reduced options for travel to access work, higher education, health facilities, shopping, and other services/facilities/activities.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      There may be mitigations for a small number of people. Some people may have alternative bus journeys available at different times in which case bus service information can be provided upon request. It may be possible to help some people who wish to travel for shopping by amending or introducing a Council A2B dial-a-bus service. It may be possible to help some people by signposting them towards any voluntary/community transport operating in their area, but such transport is usually limited in availability and subject to eligibility criteria.</p> <p>Timescale                      Ongoing</p>
<p><b>Age (Younger)</b></p>	<p>The withdrawal of bus services will result in many people having no or reduced options for travel to access work, higher education, health facilities, shopping, and other services/facilities/activities.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      There may be mitigations for a small number of people. Some people may have alternative bus journeys available at different times in which case bus service information can be provided upon request. It may be possible to help some people who wish to travel for shopping by amending or introducing a Council A2B dial-a-bus service. It may be possible to help some people by signposting them towards any voluntary/community transport operating in their area, but such transport is usually limited in availability and subject to eligibility criteria.</p> <p>Timescale                      Ongoing</p>

Impact Area	Details and Mitigation
<p><b>Disability</b></p>	<p>The withdrawal of bus services will result in many people having no or reduced options for travel to access work, higher education, health facilities, shopping, and other services/facilities/activities.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      There may be mitigations for a small number of people. Some people may have alternative bus journeys available at different times in which case bus service information can be provided upon request. It may be possible to help some people who wish to travel for shopping by amending or introducing a Council A2B dial-a-bus service. It may be possible to help some people by signposting them towards any voluntary/community transport operating in their area, but such transport is usually limited in availability and subject to eligibility criteria.</p> <p>Timescale                      Ongoing</p>
<p><b>Race</b></p>	<p>The withdrawal of bus services will result in some people having no or reduced options for travel to access work, higher education, health facilities, shopping, and other services/facilities/activities.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      There may be mitigations for a small number of people. Some people may have alternative bus journeys available at different times in which case bus service information can be provided upon request. It may be possible to help some people who wish to travel for shopping by amending or introducing a Council A2B dial-a-bus service. It may be possible to help some people by signposting them towards any voluntary/community transport operating in their area, but such transport is usually limited in availability and subject to eligibility criteria.</p> <p>Timescale                      Ongoing</p>

Impact Area	Details and Mitigation
<p><b>Sex</b></p>	<p>The withdrawal of bus services will result in many people, particularly women, having no or reduced options for travel to access work, higher education, health facilities, shopping, and other services/facilities/activities.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      There may be mitigations for a small number of people. Some people may have alternative bus journeys available at different times in which case bus service information can be provided upon request. It may be possible to help some people who wish to travel for shopping by amending or introducing a Council A2B dial-a-bus service. It may be possible to help some people by signposting them towards any voluntary/community transport operating in their area, but such transport is usually limited in availability and subject to eligibility criteria.</p> <p>Timescale                      Ongoing</p>
<p><b>Area deprivation</b></p>	<p>The withdrawal of a large number of bus services is likely to have a significant negative impact for people if the cost of essential travel is more expensive, e.g. if some people need to pay for taxis or buy a car.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      There may be mitigations for a small number of people. Some people may have alternative bus journeys available at different times in which case bus service information can be provided upon request. It may be possible to help some people who wish to travel for shopping by amending or introducing a Council A2B dial-a-bus service. It may be possible to help some people by signposting them towards any voluntary/community transport operating in their area, but such transport is usually limited in availability and subject to eligibility criteria.</p> <p>Timescale                      Ongoing</p>

Impact Area	Details and Mitigation
<p><b>Low income</b></p>	<p>The withdrawal of a large number of bus services is likely to have a significant negative impact for people if the cost of essential travel is more expensive, e.g. if some people need to pay for taxis or buy a car.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      There may be mitigations for a small number of people. Some people may have alternative bus journeys available at different times in which case bus service information can be provided upon request. It may be possible to help some people who wish to travel for shopping by amending or introducing a Council A2B dial-a-bus service. It may be possible to help some people by signposting them towards any voluntary/community transport operating in their area, but such transport is usually limited in availability and subject to eligibility criteria.</p> <p>Timescale                      Ongoing</p>
<p><b>Low wealth</b></p>	<p>The withdrawal of a large number of bus services is likely to have a significant negative impact for people if the cost of essential travel is more expensive, e.g. if some people need to pay for taxis or buy a car.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      There may be mitigations for a small number of people. Some people may have alternative bus journeys available at different times in which case bus service information can be provided upon request. It may be possible to help some people who wish to travel for shopping by amending or introducing a Council A2B dial-a-bus service. It may be possible to help some people by signposting them towards any voluntary/community transport operating in their area, but such transport is usually limited in availability and subject to eligibility criteria.</p> <p>Timescale                      Ongoing</p>

Impact Area	Details and Mitigation
Material deprivation	<p>The withdrawal of a large number of bus services is likely to have a significant negative impact for people if the cost of essential travel is more expensive, e.g. if some people need to pay for taxis or buy a car.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      There may be mitigations for a small number of people. Some people may have alternative bus journeys available at different times in which case bus service information can be provided upon request. It may be possible to help some people who wish to travel for shopping by amending or introducing a Council A2B dial-a-bus service. It may be possible to help some people by signposting them towards any voluntary/community transport operating in their area, but such transport is usually limited in availability and subject to eligibility criteria.</p> <p>Timescale                      Ongoing</p>

## 5.4. Evidence

Type	Source	It says?	It Means?
External Data	Scottish Household Survey 2020, Transport & Travel in Scotland	<p>Those on the highest incomes were more likely to work from home than those with the lowest incomes. 42% of those who earned up to £20,000 worked from home, compared to 62% of those with incomes above £50,000. Car access increased with household income, as did the number of cars available per household. 50% of households with an annual income up to £10,000 had access to one or more cars, compared to 98% of households with an annual income of more than £50,000. 80.1% of men had a driving licence compared to 72.4% of women.</p>	<p>People with lower income are more likely to rely on bus services. Women are more likely to rely on buses than men.</p>

Type	Source	It says?	It Means?
External Data	NatCen Social Research report on Transport and inequality: An evidence review for the Department for Transport, 2019	The relationship between transport and inequality is influenced by three key factors including how accessible the transport system is in terms of cost, geographic accessibility and the time and reliability of different transport options. Transport is an important facilitator of social inclusion and wellbeing. Different socio-economic groups have differing levels of access to transport options. People who depend more on the bus network for work tend to be lower paid. The impacts of transport poverty are worst for poor people in rural areas. Transport can be integral to improving equality by increasing access to jobs, education and services.	The withdrawal of bus services can adversely affect people on lower income or of lower wealth, especially those living outside towns.
Internal Data	Data on passenger journeys made on supported bus services (1 April 2022 to 30 November 2022), sourced from bus electronic ticket machine software systems.	The percentage of passenger journeys by fare type was: Older people (i.e. those aged 60+ using free bus pass) = 28.2%; Disabled people (i.e. those with free bus pass) = 9.6%; Young people (including those aged under 22 years with free pass, students etc) = 27.8%; Children (aged 5-15 yrs without a concession ticket) = 1.9%; and Adult tickets = 32.5%.	People from the protected groups of older, younger and disabled make 67.5% of all bus journeys on the supported bus service network.

Type	Source	It says?	It Means?
External Data	Urban Transport Group report The Cross-Sector Benefits of Backing the Bus March 2019	<p>For most young people, the bus is public transport and is vital for connecting them to valuable opportunities both in and out of school. The experience of independent bus travel in itself develops life skills. The bus acts as a conduit to enable people to reach their potential, particularly those most at risk of exclusion.</p> <p>The majority of jobseekers in British cities outside London do not have regular access to their own vehicle and primarily rely on the bus to access job opportunities.</p> <p>The bus is the most commonly used form of public transport among disabled people and is vital in expanding access to employment. Accessible bus services and free off-peak travel for older and disabled people help to support independence and reduce the need for care. The bus also has an important role to play in tackling loneliness and isolation.</p>	The withdrawal of bus services will disadvantage young people, people with low income (jobseekers), older people and disabled people.

### 5.5. Engagement with affected groups

No engagement has been carried out regarding the potential withdrawal of bus services given the confidential nature of the budget-setting process.

### 5.6. Ensuring engagement with protected groups

Because no engagement has been carried out those with protected characteristics have not been involved. Bus services are used by all types of people and the impact of withdrawing bus services will vary depending on individual circumstances.

### 5.7. Evidence of engagement

No engagement has been carried out due to the confidential nature of the budget-setting process.

## **5.8. Overall Outcome**

Only Some Negative Impacts Can Be Mitigated.

Large-scale cuts to bus service will affect many people from protected and socio-economic groups as people from these groups form the majority of those using bus services. Only a small number of people might be provided with alternative travel opportunities by revising A2B dial-a-bus services or potentially through expansion of community transport provision if this “sector” has any additional capacity.

The bus service savings are being put forward for consideration in order that the Council can achieve a balanced Revenue Budget in financial year 2023/24.

## **5.9. Improving Relations**

The withdrawal of bus services does not promote good relations between groups/areas and potentially could reduce good relations given that bus services carry people of all types and operate between different areas.

## **5.10. Opportunities of Equality**

The withdrawal of bus services is likely to have a detrimental impact on aims to advance equality of opportunity given that people of low income are more likely to use bus services than people of higher income who are more likely to travel by car or train (where available).

## 6. Health Inequalities Impact Assessment

### 6.1. Health Behaviours

Indicator	Positive	Neutral	Negative	Unknown
Healthy eating			Yes	
Exercise and physical activity	Yes		Yes	
Substance use – tobacco		Yes		
Substance use – alcohol		Yes		
Substance use – drugs		Yes		
Mental health			Yes	

### 6.2. Positive Impacts

Impact Area	Impact
Exercise and physical activity	The withdrawal of bus services will result in some people switching to walking or cycling for some journeys.

### 6.3. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Exercise and physical activity	<p>The withdrawal of bus services will result in some people switching from using public transport, which involves some walking, to travelling by car. Some people might find it harder to access sports facilities.</p> <p>Can be mitigated                      No</p> <p>Justification                      Without available budget it is not possible to mitigate against people using the car for essential travel.</p>
Healthy eating	<p>The withdrawal of bus services could result in some people being unable to access healthy food.</p> <p>Can be mitigated                      No</p> <p>Justification                      Without available budget it is not possible to mitigate against people being unable to eat healthily due to a lack of transport. Only in a very small number of cases might the Council's A2B dial-a-bus service be able to offer transport to go food shopping.</p>

Impact Area	Details and Mitigation
<b>Mental health</b>	<p>The withdrawal of bus services could result in poorer mental health for people unable to access health and social care activities or for people experiencing loneliness and isolation due to lack of transport.</p> <p>Can be mitigated                      No</p> <p>Justification                      Without available budget it is not possible to mitigate against people's mental health being affected by a lack of transport – either because they cannot access healthcare, or other services/facilities, or because they feel isolated. Only in a very small number of cases might the Council's A2B dial-a-bus service be able to offer alternative/replacement transport.</p>

## 6.4. Evidence

Type	Source	It says?	It Means?
Internal Data	Healthy Eating Acting Living 2022 community engagement report (Aberdeenshire Council and H&SCP)	Barriers for healthy eating are primarily cost and lack of choice (for example, not enough healthy options). Mental health and motivation are also important, linked often to isolation and a lack of support. Time and transport are also significant barriers as are a need for more information around food labelling, healthy eating and cooking skills	Lack of suitable transport can make it more difficult for some people to eat healthily.
External Data	Urban Transport Group report The Cross-Sector Benefits of Backing the Bus March 2019	Walking to and from the bus stop provides the chance for easy, everyday physical activity. The bus also brings other health benefits, including better air quality, improved mental wellbeing and access to healthcare facilities and health promoting activities. Accessible bus services and free off-peak travel for older and disabled people help to support independence and reduce the need for care. The bus also has an important role to play in tackling loneliness and isolation.	The withdrawal of bus services will have a detrimental effect on health inequalities.

## 6.5. Overall Outcome

No Negative Impacts Can Be Mitigated.

Large-scale bus service cuts will affect many people who use the bus to access health and social care facilities and healthy food. The ability to travel and access services/facilities is also beneficial to good mental health. Such cuts will also have a detrimental health effect through the increased social isolation that many people will experience. A2B dial-a-bus may be able to offer limited travel opportunities for only a very small number of people. Likewise, community transport may potentially offer limited mitigation if expansion of this sector can be realised. Bus travel involves more exercise than door-to-door transport by private car or taxi. Without significant budget for supporting bus services the negative impacts cannot be effectively mitigated.

The bus service savings are being put forward for consideration in order that the Council can achieve a balanced Revenue Budget in financial year 2023/24.

## 7. Sustainability and Climate Change Impact Assessment

### 7.1. Emissions and Resources

Indicator	Positive	Neutral	Negative	Unknown
Consumption of energy	Yes	Yes	Yes	
Energy efficiency		Yes		
Energy source		Yes		
Low carbon transition		Yes	Yes	
Consumption of physical resources		Yes		
Waste and circularity		Yes		
Circular economy transition		Yes		
Economic and social transition		Yes		

### 7.2. Biodiversity and Resilience

Indicator	Positive	Neutral	Negative	Unknown
Quality of environment		Yes		
Quantity of environment		Yes		
Wildlife and biodiversity		Yes		
Infrastructure resilience		Yes		
Council resilience		Yes		
Community resilience		Yes		
Adaptation		Yes		

### 7.3. Positive Impacts

Impact Area	Impact
Consumption of energy	The withdrawal of bus journeys will result in bus operators using less fuel.

### 7.4. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Consumption of energy	<p>Total fuel consumption may increase if bus journeys are replaced by travel by private transport/taxis and/or home shopping deliveries.</p> <p>Can be mitigated                      No</p> <p>Justification                      If people need to travel but there is no shared transport available and walking/cycling is not suitable, there is no way of mitigating against increased fuel consumption.</p>

Impact Area	Details and Mitigation
Low carbon transition	<p>A lack of good bus services makes it harder to encourage the public to change modes from private to public transport. The withdrawal of bus services can result in people switching from public to private transport.</p> <p>Can be mitigated No</p> <p>Justification If there is a lack of Council funding to support bus services there can be no mitigation. The Council only funds bus services that are not commercially viable so no private bus operator will step in to replace withdrawn services.</p>

## 7.5. Evidence

Type	Source	It says?	It Means?
Internal Data	Calculated based on contract specification routes and timetables	Bus service mileage data can be calculated for contracted journeys based on routes and number of journeys in the timetable. The mileage varies over time as/when services vary.	It is possible to calculate the reduction in bus miles resulting from the withdrawal of bus services but it is not possible to estimate the increase in car/taxi miles for additional journeys made by individuals and therefore any robust estimate of carbon emissions.
External Data	Urban Transport Group report The Cross-Sector Benefits of Backing the Bus March 2019	Improvements in vehicle technology, together with the bus' ability to cut congestion, help to protect the environment by improving air quality and mitigating climate change. Buses also offer a means to access the natural environment whilst reducing congestion around beauty spots.	The withdrawal of bus services can have a detrimental effect on the environment and climate change.

## 7.6. Information Gaps

It is not possible to estimate the net increase in fuel that will be consumed due to individuals switching from bus services to private transport or taxis.

## 7.7. Measures to fill Information Gaps

Measure	Timescale
Some very rough calculations could be made based on a range of assumptions about journeys that may be made.	Not known.

## 7.8. Overall Outcome

No Negative Impacts Can Be Mitigated.

Large-scale bus service cuts will affect many people who travel by bus for various reasons including work, education, health and other personal appointments, shopping, child-minding, socialising and accessing various facilities. Many essential bus trips will switch to private car or taxi. Some shopping trips may be replaced by home delivery. Without budget the negative impacts cannot be mitigated.

The bus service savings are being put forward for consideration in order that the Council can achieve a balanced Revenue Budget in financial year 2023/24.

## 8. Town Centre's First Impact Assessment

### 8.1. Local Factors

Indicator	Positive	Neutral	Negative	Unknown
Town centre assets		Yes		
Footfall			Yes	
Changes to road layouts		Yes		
Parking			Yes	
Infrastructure changes		Yes		
Aesthetics of the town centre		Yes		
Tourism		Yes		
Public safety		Yes		
Town centre business			Yes	
Cultural heritage and identity		Yes		
Social and cultural aspects		Yes	Yes	

### 8.2. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Footfall	<p>The withdrawal of bus services could result in fewer people travelling into town centres or people travelling less often into town centres. All Town Centre towns could be affected, depending on how many bus services/journeys are withdrawn.</p> <p>Can be mitigated                      No</p> <p>Justification                      No mitigations are available for the vast majority of people affected by the withdrawal of bus services/journeys. It may be possible that the Council's A2B dial-a-bus service can provide transport in limited circumstances for a very small number of people but this is unlikely to noticeably affect any downturn in footfall.</p>

Impact Area	Details and Mitigation
<b>Parking</b>	<p>The withdrawal of bus services could result in more journeys being made by car and this could lead to increased demand for parking. All Town Centre towns could be affected, depending on how many bus services/journeys are withdrawn.</p> <p>Can be mitigated                      No</p> <p>Justification                      No mitigations are available for the vast majority of people affected by the withdrawal of bus services/journeys. It may be possible that the Council's A2B dial-a-bus service can provide transport in limited circumstances for a very small number of people but this is unlikely to noticeably reduce demand for additional parking spaces.</p>
<b>Social and cultural aspects</b>	<p>The withdrawal of bus services could reduce opportunities for people to visit town centres for social and cultural reasons, particularly in the evening and weekend.</p> <p>Can be mitigated                      No</p> <p>Justification                      No mitigations are available to the Council. If buses are not available people will need to arrange their own transport, either by car or taxi.</p>
<b>Town centre business</b>	<p>The withdrawal in bus services could affect town centre business, e.g. if people do not have transport to access services or work. All Town Centre towns could be affected, depending on how many bus services/journeys are withdrawn.</p> <p>Can be mitigated                      No</p> <p>Justification                      No mitigations are available for the vast majority of people affected by the withdrawal of bus services/journeys. It may be possible that the Council's A2B dial-a-bus service can provide transport in limited circumstances for a very small number of people but this is unlikely to noticeably affect any downturn in town centre business.</p>

### 8.3. Evidence

Type	Source	It says?	It Means?
Internal Data	Outcome of Performance Management Framework analysis	The list of bus services/ journeys that are likely to require to be withdrawn to match forecast spend with anticipated budget in 2023/24 includes services to all Aberdeenshire "Towns First" towns.	The proposal is likely to affect the level of footfall in all Aberdeenshire towns.

## **8.4. Overall Outcome**

No Negative Impacts Can Be Mitigated.

Large-scale bus service cuts will affect many people who travel into town centres by bus for various reasons including work, education, health and other personal appointments, shopping, socialising and accessing various facilities. Some essential bus trips into town will likely switch to private car or taxi but some shopping trips may be replaced by home delivery and in other cases people will use more local services, travel by car to 'out of town' retail locations and/or will stay at home.

The bus service savings are being put forward for consideration in order that the Council can achieve a balanced Revenue Budget in financial year 2023/24.

## 9. Action Plan

Planned Action	Details	
<p>Upon receipt of requests from individuals consider whether Aberdeenshire Council A2B dial-a-bus services can help provide them with transport, e.g. to go food shopping. Alternatively, assess whether there are any community/ voluntary organisations who can help with transport.</p>	<p><b>Lead Officer</b>  <b>Repeating Activity</b>  <b>Planned Start</b>  <b>Planned Finish</b>  <b>Expected Outcome</b>  <b>Resource Implications</b></p>	<p>Marion MacKay            No            Monday April 03, 2023            Monday June 26, 2023            It may be possible to provide some transport for a small number of individuals.            Using existing resources.</p>
<p>Upon receipt of requests from individuals check whether any alternative public transport operates in their area and provide details of bus/train times etc.</p>	<p><b>Lead Officer</b>  <b>Repeating Activity</b>  <b>Planned Start</b>  <b>Planned Finish</b>  <b>Expected Outcome</b>  <b>Resource Implications</b></p>	<p>Jim Bowe            No            Monday April 03, 2023            Monday June 26, 2023            Some individuals will be provided with public transport information but no help can be provided if there are no services in the area, a scenario which will be commonplace.            Using staff resource.</p>
<p>If considered appropriate, forward bus service/journey requests received from individuals to Stagecoach to consider whether they might introduce bus journeys on a commercial basis.</p>	<p><b>Lead Officer</b>  <b>Repeating Activity</b>  <b>Planned Start</b>  <b>Planned Finish</b>  <b>Expected Outcome</b>  <b>Resource Implications</b></p>	<p>Susan Watt            No            Monday April 03, 2023            Monday June 26, 2023            In the vast majority of instances it is expected that Stagecoach will be unable to help but in a small number of instances they may be able to alter existing bus services.            Using existing staff resource.</p>

Planned Action	Details	
<p>Monitor the impact of the termination of bus service contracts on the commercial bus service network. Bus journeys operated by Stagecoach may no longer be commercially viable.</p>	<p><b>Lead Officer</b></p> <p><b>Repeating Activity</b></p> <p><b>Planned Start</b></p> <p><b>Planned Finish</b></p> <p><b>Expected Outcome</b></p> <p><b>Resource Implications</b></p>	<p>Susan Watt</p> <p>No</p> <p>Monday April 03, 2023</p> <p>Monday August 28, 2023</p> <p>If any commercial bus journeys planned to be withdrawn by Stagecoach would rank higher than supported services/ journeys in the PTU's Performance Management Framework model, withdraw the poorest performing Council-supported journeys and arrange for emergency replacement of journeys being withdrawn by Stagecoach.</p> <p>Within existing staff and available budget resources.</p>