

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

Citywide implementation of 20mph speed limit

1.2 What does this policy seek to achieve?

The Scottish Government published ‘Scotland’s Road Safety Framework to 2030’ in February 2021. The Framework highlights The Scottish Government’s vision to have the best road safety performance in the world by 2030 and an ambitious long-term goal where no one is seriously injured or killed on Scottish roads by 2050. Through this framework, The Scottish Government aim to improve road safety and half road deaths by 2030 and achieve Vision Zero by 2050. To achieve this goal, The Scottish Government developed a national strategy for 20 mph zones and limits in Scotland. The Strategy aims to expand 20mph speed limits across Scotland, and to ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025. Consequently, there will be a reduced perceptions of road danger, people will be encouraged to walk and cycle, thereby improving health, and promoting active travel. In addition, this strategy will create more pleasant streets and neighbourhoods and provide a better balance between different road users, thereby promoting inclusivity. This will further cause a change in social and cultural attitudes towards vehicular speed and road safety as 20mph speed limit will be the norm in urban areas.

The Introduction of 20 mph speed limit in urban cities across Scotland is expected to reduce collision risk. The reaction time to environmental changes and vehicular manoeuvrability is reduced at a higher speed and as a result, higher chances of a collision happening. Furthermore, evidence shows that if a pedestrian is hit at 30 mph, they are seven times more likely to die than at 20 mph.

Carbon emissions from vehicles are expected to reduce with lowered vehicular speed, because people will feel more secure when using the road network, which will encourage them to choose active modes of transportation more often. This, in turn, will decrease the number of cars on the road, leading to a reduction in carbon emissions from vehicles.

To deliver 20mph speed limit across Scotland, the Scottish Government establish a Task Force who reviewed the outcome of the method used in setting 20mph speed limit elsewhere and lessons learned. The group were to ensure a practical and realistic approach is used. They are to also ensure the method

shows a level of consistency and are credible and likely to have the best chance of creating real change in road user behaviours.

Based on the Scottish Government’s criteria, roads to be reduced to 20mph must have the following qualities:

- a) Roads within 10m walk of an educational setting (e.g. primary, secondary, further & higher education)
- b) Roads where the number of residential and/or retail premises fronting it (on one or both sides) exceeds 20 over a continuous length of between 400 - 600m.
- c) Roads within 100m walk of a community centre, church, place of worship, sports facility, any hospital, GP or health centre.
- d) Roads where the composition of users implies a lower speed of 20 mph will improve the conditions and facilities for vulnerable road users and other mode shift (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)
- e) Where the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) will be improved by implementing 20mph speed limits.

Aberdeen City Council employed a consultant who carried out a citywide assessment of the roads in Aberdeen. The consultant used the above requirements to determine roads that are to be reduced to 20 mph. In addition to the above requirements, A and B Class roads with minimal frontage activity and where people walking, wheeling and cycling do not need to share space with motor traffic will remain at 30 mph. However, the majority of the current 30 mph roads will now be 20 mph.

Existing and proposed 20 mph and 30 mph speed limit.

It is proposed that 1,474 roads which are currently 30 mph are changed to 20 mph. Please see more information in table 1 below.

Table 1: Number of roads and applied speed limits

Speed limit	Existing Roads	Proposed Road changes	Final Roads Status
20mph	1203	1474	2677
30mph	1725	0	251
Total	2928	1474	2928

The purpose of this proposal is to seek approval of the proposed speed limit changes from the Net Zero, Environment and Transport committee due to the scale of the project. Officers seek the permission to carry out the traffic regulation order necessary for the implementation of 20 mph speed limit in the identified streets as will work towards improving the social and cultural attitudes towards road safety in built up areas.

1.3 Is this a new or existing policy?

New

1.4 Is this report going to a committee?

Yes

1.5 Committee name and date:

Net Zero, Environment and Transport Committee on 11 June 2024

1.6 Report no and / or Budget proposal number and / or Business Case reference number:
CR&E/24/139
1.7 Function and Cluster:
Function: City Regeneration and Environment Cluster: Operations

Impacts

This section demonstrates the considerations that have been made in relation to the policy - and that the impact of proposals made is understood and accepted.

2: Equality Act 2010 - Protected Characteristics

Aberdeen City Council wants to ensure everyone is treated fairly. This section identifies the [protected characteristics](#) that the policy potentially affects and records the impact and mitigating steps.

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

Protected Characteristic	What is the impact?				
	Negative			Neutral	Positive
	High	Medium	Low		
Age					X
Disability					X
Gender Reassignment					X
Marriage and Civil Partnership					X
Pregnancy and Maternity					X
Race					X
Religion or Belief					X
Sex					X
Sexual Orientation					X

2.2 In what way will the policy impact people with these protected characteristics?

The 20mph speed limit national Strategy is expected to reduce average vehicle speeds, thereby improving road safety and the feeling of being safe on our road network. Being a national strategy, we anticipate a new awareness of speed management among drivers.

Speed limit reduction from 30 mph to 20 mph in built up areas is expected to have a positive impact on all Aberdeen residents. According to a report on walking and cycling index in Aberdeen published by Sustrans in May 2022, 97% of Aberdeen residents walk and 57% walk at least five days a week, while 37% engage in cycling. For more information on sustrans' report, see link below. This includes residents of different ages, gender, disability, sexual orientation, ethnicity etc. As mentioned earlier, reduced speeds give pedestrians the feeling of being safe, hence everyone, including children, the aged, disabled, pregnant etc will be encouraged to walk or cycle.

Furthermore, with reduced speed, there will be a reduction in noise and environmental pollution. This will encourage walking and cycling among residents who may be averse to noise and environmental pollution. [Walking and Cycling Index 2021: Aberdeen \(sustrans.org.uk\)](#)

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?

Transport for Wales have recorded an average of 4mph reduction in speed on the main roads that were monitored since their national rollout of a default 20mph speed limit. Also, an estimate of 9.5% reduction in casualties were recorded following the 20mph pilot scheme in South Central Edinburgh.

In terms of walking and cycling, Department for Transport published a research that shows the effect the introduction of 20mph speed limits had on the proportion of people travelling on foot or by bike, see the outcome of the research below:

- There has been a small but significant increase in the use of active travel modes, such as walking and cycling, since the introduction of 20mph limits. 5% of the surveyed residents are walking more and 2% cycling more.
- Some households with children reported that their children are cycling locally more often.
- The introduction of a 20mph limit is perceived as a positive measure for pedestrians and cyclists.
- Complaint about infrastructure-related barriers to walking and cycling.
- The change in reported levels of walking and cycling is small but statistically significant.

Please refer to the link below for more information.

<https://digitalpublications.parliament.scot/ResearchBriefings/Report/2019/1/22/Restricted-Roads--20-mph-Speed-Limit---Scotland--Bill#Do-20mph-speed-limits-help-increase-levels-of-walking-and-cycling->

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

Transport Scotland is leading this project, hence, assessment criteria and requirement for speed reduction was provided by them, Aberdeen City Council will follow the guidance and directions from Transport Scotland in implementing the 20mph speed limit. This project is still in the development stage, Aberdeen City Council has not carried out any consultation, however, once the committee approves the introduction of 20mph in the proposed streets, a Traffic Regulation Order (TRO) will be promoted. The TRO process will involve statutory and public consultation, where there will be a newspaper publication and placement of street notices in the affected streets. Members of the public can then comment or object to the proposal.

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)?

Transport Scotland has recommended that the reduced speed limits are introduced as temporary traffic regulation orders which do not require consultation prior to installation, however if there are objections received, some stretches of road can be reconsidered prior to a formal consultation being conducted during the TRO process, this will include public consultation where individuals can object or comment.

2.4 What mitigations can be put in place?

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

A citywide speed limit assessment of Aberdeen roads was conducted to determine roads that meets the Scottish Government's requirements. Hence, 20mph speed limit will only apply on roads that meets the guideline. Also, once the proposal is approved and the TRO is successful and restriction is implemented, officers will monitor drivers' behaviour to the new speed limit, the new restriction will be reviewed/amended where necessary.

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

High
Medium
Low

3: Socio-Economic Impacts

This section is used to consider the impact of the policy on people who might be **unemployed, single parents**, people with lower **education** or **literacy**, **looked after children**, those with **protected characteristics** as examples.

Use this guide to understand more on socio-economic inequalities: [The Fairer Scotland Duty: Guidance for Public Bodies \(www.gov.scot\)](http://www.gov.scot)

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

Group	Negative			Neutral	Positive
	High	Medium	Low		
Low income / income poverty – those who cannot afford regular bills, food, clothing payments.					X
Low and/or no wealth – those who can meet basic living costs but have no savings for unexpected spend or provision for the future					X
Material deprivation – those who cannot access basic goods and services, unable to repair/replace broken electrical goods, heat their homes or access to leisure or hobbies					X
Area deprivation – consider where people live and where they work (accessibility and cost of transport)					X
Socio-economic background – social class, parents' education, employment, income.					X

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

This proposal is expected to have a positive impact on this group since active travel options requires low or no cost.

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?

There is a recognised link between road casualties and deprivation as reported at this link and a reduction of the general speed limit would be expected to improve safety for all. [Reported road casualties Great Britain: Casualties and deprivation - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

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

Transport Scotland is leading this project, hence, Aberdeen City Council will also follow their guidance and directions.

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?

This project is still in the development stage, Aberdeen City Council has not carried out any consultation, however, once the committee approves the introduction of 20mph in the proposed streets, a Traffic Regulation Order (TRO) will be promoted. The TRO process will involve statutory and public consultation, where there will be a newspaper publication and street notices in the affected streets, individuals will be able object or comment.

3.4 What mitigations can be put in place?

What mitigations are there against any negative impacts (if applicable)?	
There will be no negative impact on any socio-economic group or individuals	
With mitigations in place, what is the new overall rating of the negative impact(s)?	High
	Medium
	Low
	Negative Impact Removed

4: Human Rights Impacts

The Human Rights Act 1998 sets out the fundamental rights and freedoms that everyone in the UK is entitled to. It incorporates the rights set out in the European Convention on Human Rights (ECHR) into domestic British law. The Human Rights Act came into force in the UK in October 2000

The Act sets out our human rights in a series of 'Articles'. Each Article deals with a different right.

Use this guide to understand more about [Human Rights](#).

4.1 What impact could this policy have on Human Rights?

Human Rights Article	Negative	Neutral	Positive
Article 6: Right to a fair trial		X	
Article 7: No punishment without law		X	
Article 8: Right to respect for private and family life, home and correspondence		X	
Article 9: Freedom of thought, belief and religion		X	
Article 10: Freedom of expression		X	
Article 11: Freedom of assembly and association		X	
Article 12: Right to marry and start a family		X	
Article 14: Protection from discrimination in respect of these rights and freedoms		X	
Article 1 of Protocol 1: Right to peaceful enjoyment of your property			X
Article 2 of Protocol 1: Right to education		X	
Article 3 of Protocol 1: Right to participate in free elections		X	

4.2 In what way will the policy impact Human Rights?

As mentioned earlier, with reduced speed, there will be reduced possibility for a collision and reduced noise and air pollution. This will in turn result in a peaceful, clean and safe neighbourhoods

4.3 What mitigations can be put in place?

What mitigations are there against any negative impacts (if applicable)?	
Not applicable	
If mitigations are in place, does this remove the negative impact?	No – negative impact remains
	Yes – negative impact reduced
	Yes - negative impact removed

5: Children and Young People’s Rights Impacts

The United Nations Convention has 54 articles that cover all aspects of a child’s life and set out the civil, political, economic, social and cultural rights that all children everywhere are entitled to. It also explains how adults and governments must work together to make sure all children can enjoy all their rights.

Children’s rights apply to every child/young person under the age of 18 and to adults still eligible to receive a “children’s service” (e.g. care leavers aged 18 – 25 years old).

The Conventions are also known as the “General Principles” and they help to interpret all the other articles and play a fundamental role in realising all the rights in the Convention for all children. They are:

1. Non-discrimination (Article 2)
2. Best interest of the child (Article 3)
3. Right to life survival and development (Article 6)
4. Right to be heard (Article 12)

You can [read the full UN Convention \(pdf\)](#), or [just a summary \(pdf\)](#), to find out more about the rights that are included.

5.1 What impact could this policy have on the rights of Children and Young People?

UNCRC and Optional Protocols	Negative	Neutral	Positive
Article 1: definition of the child		X	
Article 2: non-discrimination		X	
Article 3: best interests of the child			X
Article 4: implementation of the convention		X	
Article 5: parental guidance and a child's evolving capacities		X	
Article 6: life, survival and development		X	
Article 7: birth registration, name, nationality, care		X	
Article 8: protection and preservation of identity		X	
Article 9: separation from parents		X	
Article 10: family reunification		X	
Article 11: abduction and non-return of children		X	
Article 12: respect for the views of the child		X	
Article 13: freedom of expression		X	
Article 14: freedom of thought, belief and religion		X	
Article 15: freedom of association		X	
Article 16: right to privacy		X	
Article 17: access to information from the media		X	
Article 18: parental responsibilities and state assistance		X	
Article 19: protection from violence, abuse and neglect		X	
Article 20: children unable to live with their family		X	
Article 21: adoption		X	
Article 22: refugee children		X	
Article 23: children with a disability			X
Article 24: health and health services			X
Article 25: review of treatment in care		X	
Article 26: social security		X	
Article 27: adequate standard of living		X	
Article 28: right to education		X	
Article 29: goals of education		X	

Article 30: children from minority or indigenous groups		X	
Article 31: leisure, play and culture			X
Article 32: child labour		X	
Article 33: drug abuse		X	
Article 34: sexual exploitation		X	
Article 35: abduction, sale and trafficking		X	
Article 36: other forms of exploitation		X	
Article 37: inhumane treatment and detention		X	
Article 38: war and armed conflicts		X	
Article 39: recovery from trauma and reintegration		X	
Article 40: juvenile justice		X	
Article 41: respect for higher national standards		X	
Article 42: knowledge of rights		X	
Optional Protocol on a Communications Procedure		X	

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

“A Guide to Improving School Transport Safety” revealed that 270 children have either been killed or seriously injured on the way to school or back between 2005 and 2009. The document also states that “While cycling is statistically the riskiest mode of travel, 65% of school child road casualties occur when walking.” The recommended solution given in the document is centred around improving road safety, particularly motorists’ speeds on routes leading to schools.

Having a safe environment will therefore be in the best interest of children, because with reduced speed, parents and guidance will be encouraged to allow their children play in their neighbourhood and, as a result contribute towards their healthy growth and development. Also, children averse to noise may be encouraged to go out more as there will be reduced noise pollution, there will be reduced air pollution as well.

5.3 What mitigations can be put in place?

What mitigations are there against any negative impacts (if applicable)?	
Not applicable	
If mitigations are in place, does this remove the negative impact?	No – negative impact remains
	Yes – negative impact reduced
	Yes - negative impact removed

6: Sign Off

Any further positive or negative impacts on individuals or groups that have been considered?
There are no further positive or negative impact on individuals or groups.
Overall summary of changes made as a result of impact assessment.
Use of the Scottish Government's guideline while applying local knowledge for setting 20mph speed limit. A statutory and public consultation to be conducted after proposal is approved. Monitoring of implemented schemes and review where necessary.
Outline of how impact of policy will be monitored.
Impact will be monitored through surveys, comments and enquiries received through firmstep, emails, phone calls etc.
If there are any remaining negative impacts after mitigation, what is the justification for why this policy should proceed.
Not applicable

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Date	4 June 2024