

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

Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)

1.2 What does this policy seek to achieve?

This report considers objections and comments received as part of the statutory consultation process with respect to proposed Traffic Regulation Orders (TROs) proposed for various schemes around the city of Aberdeen for 2024. The following recommendations are hereby made:

That the Committee:

- Acknowledge the objections received as a result of the public advertisement of proposed Traffic Regulation Orders;
- In relation to “THE ABERDEEN CITY COUNCIL (Braehead Way, Aberdeen) (Prohibition of Waiting) Order 202_”, overrule the objection received and approve this order be made as originally advertised;
- In relation to “THE ABERDEEN CITY COUNCIL (Elm Place, Aberdeen) (Prohibition of Waiting) Order 202(X)”, overrule the objections received and approve this order be made as originally advertised;
- In relation to “THE ABERDEEN CITY COUNCIL (Froghall Avenue/Froghall Place, Aberdeen) (Prohibition of Waiting) Order 202_”, overrule the objection received and approve this order be made as originally advertised;
- In relation to “THE ABERDEEN CITY COUNCIL (Grandhome Area, Aberdeen) (20mph speed limit) Order 202_”, overrule the objection received and approve this order be made as originally advertised; and
- In relation to “THE ABERDEEN CITY COUNCIL (Greyhope School, Aberdeen) (Traffic Management) Order 202_”, with revisions as set out as per officer’s recommendations.
- In relation to “THE ABERDEEN CITY COUNCIL (Kirk Brae Area, Cults, Aberdeen) (Prohibition of Waiting) Order 202X”, overrule the objection received and approve this order be made as originally advertised.

1.3 Is this a strategic programme/proposal/decision?

Yes

1.4 Is this a new or existing policy?

This is a new set of proposals

1.5 Is this report going to a committee?

Yes

1.6 Committee name and date:

Net Zero, Environment and Transport

21 January 2025

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

CR&E/25/006

1.8 Function and Cluster:

City Regeneration & Environment - Operations

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					✓
Disability					✓
Gender Reassignment				✓	
Marriage and Civil Partnership				✓	
Pregnancy and Maternity				✓	
Race				✓	
Religion or Belief				✓	
Sex				✓	
Sexual Orientation				✓	

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

Some proposals contained within the report, such as the imposition of a 20mph speed limit and pavement parking ban, have been made in line with national strategies targeted towards making Scottish roads the best performing in the world. Being a national strategy, we anticipate a new awareness of speed management among drivers, ultimately making children, the elderly and people living with disability feel safe around the road and are encouraged to walk, wheel or cycle thereby reducing the imposition of traffic. A removal of vehicles from pavements creates space for those walking and wheeling, encouraging active travel and safe movement around neighbourhoods.

These proposals are unlikely to have any impact on people with the other listed characteristics as these characteristics are not directly vulnerable to the effect of any traffic management measures.

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

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

The Scottish Government’s strategy to introduce 20mph speed limit in built up areas of Scotland was based on the many benefits it offers, and the outcome obtained in other places where lower driving speed have been introduced. For example, the result of an evaluation of 40 different cities across Europe where the speed limit was reduced to 30km/h showed that reductions in speed limits improved road safety by decreasing the likelihood of crash risk and the severity of crashes that do occur. On average, the implementation of 30 km/h speed limits in European cities demonstrated a 23%, 37%, and 38%

reduction in road crashes, fatalities, and injuries, respectively. Study available here: [Sustainability | Free Full-Text | Review of City-Wide 30 km/h Speed Limit Benefits in Europe \(mdpi.com\)](#)

Furthermore, evidence shows that if a pedestrian is hit at a 30mph speed limit, they are seven times more likely to die than at 20 mph. Road collision data in Scotland shows that 69% of all pedestrian casualties, 54% of all pedal cyclist casualties, 33% of all motorcyclist casualties and 30% of all car casualties occurred on roads with a speed limit of 30 mph in 2022. There were 2201 casualties on roads with a speed limit of 30 mph in total. Of these there was 623 people seriously injured and 31 fatalities. You will notice that the most affected group of people are pedestrians. Refer to the following link for more information: https://framework.roadsafety.scot/info_hub/faqs-for-scotlands-national-20-mph-speed-limits/

While the data above does not specifically mention the categories of protected characteristics, pedestrians, cyclists and walkers who according to the data are mostly affected by high speeds comprises of people of different ages, gender, race, people with disability etc. It is evident that the benefit of introducing 20mph speed limit outweighs the minimal impact it will have on journey time.

The Scottish Government highlights the danger that illegal pavement parking poses to pavement users, and in particular those with mobility issues or visual impairments, or parents pushing prams and buggies. The change in legislation is a step towards developing communities that are better able to support active travel, building on the work that is already underway to reduce emissions and helping us meet our world-leading climate change targets.

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

For the main proposal, officers have completed the initial statutory consultation period where the relevant Chief Officers, local Councillors, Police Scotland, local bus companies, Fire Service and other relevant stakeholders were consulted.

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

During the statutory public consultation period, various groups and the public were consulted. The groups consulted include the affected community councils. Public consultation was carried out with the use of newspaper adverts and the placement of street notices in the affected streets.

During the public consultation period, we received a few comments and objections on various schemes slated for intervention. Officers responded to the objectors explaining the reasoning behind the proposals and the positive impact they will have. Their points and officer responses are included within the report.

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)?

Not applicable

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

High	
Medium	
Low	
Negative Impact Removed	

3: Socio-Economic Impacts

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 \(www.gov.scot\)](http://www.gov.scot)

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

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

In general, it is not expected that there will be any direct major impact on the socio-economic status of people in these groups. There may be a small positive impact on low-income groups however, because with reduced vehicular speeds, active travel options are expected to become easier. There is a recognised link between road casualties and deprivation as reported in the link below, therefore, a reduction in the general speed limit in such areas 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)

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?
Data from Road Safety Scotland states that if you hit someone at 30mph, they’re seven times more likely to die than at 20mph.
What consultation and engagement has been undertaken with officers and partner organisations?
As a part of the traffic regulation order process, Officers completed the initial statutory consultation period where the relevant Chief Officers, local Councillors, Police Scotland, local bus companies, Fire Service etc were consulted.
What consultation and engagement has been undertaken with people who may be impacted by this policy?
A statutory public consultation period where members of the public and residents in the affected streets was consulted was held for 21 days. Consultation was done by the placement of notices in the affected streets. In addition to these, adverts were placed in the newspaper. Contained in the street notices are details of the affected streets and the contact details to seek clarification, submit

comments, and/or raise formal objections. Details of all the proposals were also made available on the consultation page of our website.

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)?	
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There will be no negative impact by any of these proposals on any socio-economic group or individuals.	
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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](#)

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

	Negative	Neutral	Positive
Individuals			✓
Small businesses		✓	

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

The implementation of these proposals will improve road safety, reduce noise and environmental pollution, encourage walking and cycling and thereby promote better health. With reduced or zero road casualties, the likelihood of improved health, cleaner air, people will live healthier will be increased and the pressure on the NHS will be reduced.

The implementation of these proposals may slightly increase journey times within residential areas, but small businesses are not expected to experience any direct impact as a result.

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)?	
Not 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		✓	
Article 4: Prohibition of slavery and forced labour		✓	
Article 5: Right to liberty and security		✓	
Article 6: Right to a fair trial		✓	
Article 7: No punishment without law		✓	
Article 8: Right to respect for private and family life, home and correspondence		✓	
Article 9: Freedom of thought, belief and religion		✓	
Article 10: Freedom of expression		✓	
Article 11: Freedom of assembly and association		✓	
Article 12: Right to marry and start a family		✓	
Article 14: Protection from discrimination in respect of these rights and freedoms		✓	
Article 1 of Protocol 1: Right to peaceful enjoyment of your property		✓	
Article 2 of Protocol 1: Right to education		✓	
Article 3 of Protocol 1: Right to participate in free elections		✓	

5.2 In what way will the policy impact Human Rights?

These proposals are not expected to have any impact on human rights as they are made as a result of with complaints raised by stakeholders and are proffered as a form of service delivery in line with our commitment and statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians, on all roads within the City of Aberdeen.

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)?	
Not 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		✓	
Article 3: best interests of the child provision and protection		✓	
Article 5: parental guidance and a child's evolving capacities		✓	
Article 16: right to privacy		✓	
Article 17: access to information from the media		✓	
Article 18: parental responsibilities and state assistance		✓	
Article 22: refugee children		✓	
Article 23: children with a disability			✓
Article 24: health and health services			✓
Article 26: social security		✓	
Article 27: adequate standard of living		✓	
Article 28: right to education		✓	
Article 29: goals of education		✓	
Article 30: children from minority or indigenous groups		✓	
Article 31: leisure, play and culture		✓	
Article 39: recovery from trauma and reintegration		✓	
Article 40: juvenile justice		✓	
PROTECTION			
Article 6: life, survival and development		✓	
Article 7: birth registration, name, nationality, care		✓	
Article 8: protection and preservation of identity		✓	
Article 9: Separation from parents		✓	
Article 10: family reunification protection		✓	
Article 11: abduction and non-return of children		✓	
Article 15: freedom of association		✓	
Article 19: protection from violence, abuse and neglect		✓	
Article 20: children unable to live with their family		✓	
Article 21: adoption		✓	
Article 25: review of treatment in care		✓	
Article 33: drug abuse		✓	
Article 34: sexual exploitation		✓	
Article 35: abduction, sale and trafficking		✓	
Article 36: other forms of exploitation		✓	
Article 37: inhumane treatment and detention		✓	

Article 38: war and armed conflicts		✓	
Article 32: child labour		✓	
PARTICIPATION			
Article 12: respect for the views of the child		✓	
Article 13: freedom of expression		✓	
Article 14: freedom of thought, belief and religion		✓	
Article 42: knowledge of rights		✓	

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

These proposals, particularly the 20mph speed limits in residential areas as well as the ‘School Keep Clear’ road markings in front of schools, will positively impact children with disability and contribute towards the health and wellbeing of every child, as they will feel safe when going out and about in these areas.

Data from various local authorities where the 20mph speed limit has been implemented shows a decline in road accident casualty. For example, an estimate of 9.5% reduction in casualties were recorded following the 20mph pilot scheme in South Central Edinburgh.

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

“...there has been a small (but significant) increase in the proportion of survey respondents stating that they have increased their use of active travel modes. Some 5% of residents surveyed said that they are walking more, and 2% said that they are cycling more, since the introduction of the 20mph limits...In addition, a small proportion of households with children reported that their children are cycling locally more often since the introduction of 20mph limits (9% of households for children aged 6-10 years, 6% of households for children aged 11-14, and 6% of households for children aged 15-17) ...The results suggest that while the introduction of a 20mph limit is perceived as a largely positive measure for pedestrians and cyclists; infrastructure-related barriers to walking and cycling remain (see Chapter 9) and the change in reported levels of walking and cycling undertaken by residents in general appears to be small (but statistically significant).”

Please see reference below:

<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->

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)?	
Not 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			✓
Active and sustainable travel			✓
Facilities for local living		✓	
Resilience and adaptability to flooding and weather events		✓	
Biodiversity improvement and wildlife/habitat connectivity		✓	
Water consumption and drainage		✓	
Pollution (air, water, noise, light and land contamination)			✓
Impact on resource use and waste		✓	
Sustainable procurement of goods and services		✓	

7.2 In what way will the policy impact the environment?

The implementation of these proposals including the provision of areas or waiting prohibitions as well as 20mph speed limits will improve traffic management and road safety around the city in general, thereby encouraging more walking and cycling. This can in turn reduce car use, and hence air, noise and environmental pollution (carbon emissions). Furthermore, the rate and severity of accidents will also be reduced.

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?

Data provided by Transport Scotland states that lower speed limits (20 mph) in cities, towns and villages are internationally recognised as a key element in reducing road casualties and creating safe conditions for people to walk, wheel and cycle, with evidence suggesting that accident survival rates are between one and seven times higher when a pedestrian is hit by a car driving at 20 mph, compared to 30 mph.

In 2022, 69% of all pedestrian casualties, 54% of all pedal cyclist casualties, 33% of all motorcyclist casualties and 30% of all car casualties occurred on roads with a speed limit of 30 mph in Scotland. In total there was 2201 casualties on roads with a speed limit of 30 mph. Of these there was 623 people seriously injured and 31 fatalities.

Implementation of the strategy will have a positive impact on the perceptions of road danger whilst encouraging people to walk, wheel and cycle, creating more pleasant streets and neighbourhoods, supporting Scotland's health, road safety and active travel aspirations.

See more: https://framework.roadsafety.scot/info_hub/scotlands-national-strategy-for-20-mph-speed-limits/

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.

Statutory consultation was undertaken as a part of the traffic regulation order process necessary for the making of this restriction. Officers completed the initial statutory consultation period where the relevant Chief Officers, local Councillors, Community Councils, Police Scotland, local bus companies, Fire Service etc were consulted. Also, statutory public consultation where members of the public and residents in the affected streets was consulted was undertaken for a period of 21 days.

Consultation was done by the placement of notices in the affected streets. In addition to the street notices, newspaper adverts were prepared as well. Contained in the street notices are details of the affected streets and the contact details to seek clarification, submit comments, and/or objections. Details of these proposals are also available on the consultation page of our website.

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)?

Not 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?
There is no further positive or negative impact expected on individuals or groups.
Does the policy relate to the Council's Equality Outcomes? If yes, how.
No
Overall summary of changes made to the policy as a result of impact assessment.
No changes have been proposed as a result of impact assessment
Outline how the impact of policy will be monitored.
Any such impact of these proposals shall be monitored through surveys, comments and enquiries received through the 'Firmstep' portal, 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

Assessment Author	Nazif Abdullah
Date	17 December 2024
Chief Officer	Mark Reilly
Date	15 January 2025