

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

Bus Lane Enforcement Programme Update & Future Planning 2025/26

1.2 What does this policy seek to achieve?

The Bus Lane Enforcement (BLE) fund is generated from the net surplus of penalty charge notices from bus lane offences after operational costs. This funding can only be used for projects identified as helping to meet the objectives of the Local Transport Strategy, as per the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011.

The Low Emission Zone (LEZ) fund is generated from the net surplus of penalty charge notices after operational costs. This funding can only be used for projects identified to improve air quality, as per the requirements of the Transport (Scotland) Act 2019.

The purpose of this report is to provide an update on the status of the Bus Lane Enforcement (BLE) programme and to seek approval for a new structure to the (BLE) and (LEZ) programmes moving forward.

1.3 Is this a strategic programme/proposal/decision?

Programme

1.4 Is this a new or existing policy?

Existing policy

1.5 Is this report going to a committee?

Yes

1.6 Committee name and date:

Net Zero, Environment and Transport, 19th of March 2025

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

CR&E/25/055

1.8 Function and cluster:

City Regeneration and Environment, Strategic Place Planning

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
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?

It is unlikely that this policy will impact people with protected characteristics. The projects that will be delivered as a result of this policy programme have the potential to improve access to transport and facilities for all.

The purpose of BLE and LEZ Net Surplus is to fund projects that work towards delivering the Local Transport Strategy. Outcomes of the LTS include improving accessibility and providing greater opportunities for active and sustainable travel. Improved accessibility is likely to lead to positive outcomes for people of all ages and abilities.

As this policy is high level, with projects approved on an annual basis, there are no direct impacts from the outcomes of this policy or proposal. It is expected that individual projects within the approved programme will be required to undertake their own assessments as required.

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?

As this policy is high level, with projects approved on an annual basis, there are no direct impacts from the outcomes of this policy or proposal. It is expected that individual projects within the approved programme will be required to undertake their own assessments as required. The projects recommended for delivery must be appraised using a scoring mechanism based on their ability to meet LTS priorities, their alignment to delivering on LOIP outcomes and whether they contribute to the success of other priorities of the Council. There is also assessment of whether the project will provide positive impact to residents within an area of high SSID, which is used as evidence for developing project priority.

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

Projects within the programme have undergone their own consultation process with relevant officers as part of the project governance. The governance and scoring of BLE is an established policy, last approved by City Growth and Resources Committee meeting in November 2021 (Report Ref: COM/21/253).

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

Projects within the programme have undergone their own consultation process with relevant officers as part of the project governance. The governance and scoring of BLE is an established policy, last approved by City Growth and Resources Committee meeting in November 2021 (Report Ref: COM/21/253).

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)?

N/A

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 \(www.gov.scot\)](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?

The purpose of BLE and LEZ Net Surplus is to fund projects that work towards delivering the Local Transport Strategy and improving air quality. Outcomes of the LTS include improving accessibility and providing greater opportunities for active and sustainable travel. Improved accessibility is likely to lead to positive outcomes for people of all ages and abilities.

As this policy is high level, with projects approved on an annual basis, there are no direct impacts from the outcomes of this policy or proposal. It is expected that individual projects within the approved programme will be required to undertake their own assessments as required.

Scoring of the projects submitted includes an assessment of how the project meets the outcomes of the LOIP and whether the project will provide positive impact to residents within an area of high SSID, which is used as evidence for developing project priority.

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?

As this policy is high level, with projects approved on an annual basis, there are no direct impacts from the outcomes of this policy or proposal. It is expected that individual projects within the approved programme will be required to undertake their own assessments as required. The projects recommended for delivery must be appraised using a scoring mechanism based on their ability to meet LTS priorities, their alignment to delivering on LOIP outcomes and whether they contribute to the success of other priorities of the Council. There is also assessment of whether the project will provide positive impact to residents within an area of high SSID, which is used as evidence for developing project priority.

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

Projects within the programme have undergone their own consultation process with relevant officers as part of the project governance. The governance and scoring of BLE is an established policy, last approved by City Growth and Resources Committee meeting in November 2021 (Report Ref: COM/21/253).

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

Projects within the programme have undergone their own consultation process with relevant officers as part of the project governance. The governance and scoring of BLE is an established policy, last approved by City Growth and Resources Committee meeting in November 2021 (Report Ref: COM/21/253).

3.4 What mitigations can be put in place?

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

N/A

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			X
Small businesses			x

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

The purpose of BLE and LEZ Net Surplus is to fund projects that work towards delivering the Local Transport Strategy and to improve air quality. Outcomes of the LTS include improving accessibility and providing greater opportunities for active and sustainable travel. Improved accessibility is likely to lead to positive outcomes for people of all ages and abilities.

As this policy is high level, with projects approved on an annual basis, there are no direct impacts from the outcomes of this policy or proposal. It is expected that individual projects within the approved programme will be required to undertake their own assessments as required.

Improvements in access to transport and opportunities for active and sustainable travel has the potential to improve access to employment and businesses.

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)?

N/A

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 impact.

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).

There are 4 articles known as the "General Principles". They help to interpret the other articles. 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)

For ease, the articles have been grouped in three categories to support assessments against the Convention, those most directly related to the **PROVISION** of services, those most directly related to the **PROTECTION** of children and young people, and those to encourage their active **PARTICIPATION** in decision making. 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		X	
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?

The purpose of BLE Net Surplus is to fund projects that work towards delivering the Local Transport Strategy. Outcomes of the LTS include improving accessibility and providing greater opportunities for active and sustainable travel. Improved accessibility is likely to lead to positive outcomes for people of all ages and abilities.

As this policy is high level, with projects approved on an annual basis, there are no direct impacts from the outcomes of this policy or proposal. It is expected that individual projects within the approved programme will be required to undertake their own assessments as required.

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)?		
N/A		
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?

The purpose of BLE Net Surplus is to fund projects that work towards delivering the Local Transport Strategy. Outcomes of the LTS include improving accessibility and providing greater opportunities for active and sustainable travel. Projects that focus on providing or improving access to low or zero emission transport options are prioritised along with active travel focused projects. Transport projects funded in previous years have included projects to improve roads and footpaths so that they are more resilient, improving access to local facilities, therefore reducing the need to travel further afield and providing better access to bikes and cycling facilities.

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?

As this policy is high level, with projects approved on an annual basis, there are no direct impacts from the outcomes of this policy or proposal. It is expected that individual projects within the approved programme will be required to undertake their own assessments as required. The projects recommended for delivery must be appraised using a scoring mechanism based on their ability to meet LTS priorities, which includes environmental considerations.

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.

Projects within the programme have undergone their own consultation process with relevant officers as part of the project governance. The governance and scoring of BLE is an established policy, last approved by City Growth and Resources Committee meeting in November 2021 (Report Ref: COM/21/253).

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)?

N/A

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?
None
Does the policy relate to the Council's Equality Outcomes? If yes, how:
Yes. Whilst the proposal is high level and individual projects will be subject to their own assessments, the purpose of BLE and LEZ Net Surplus is to fund projects that work towards delivering the Local Transport Strategy and to improve air quality. Outcomes of the LTS include improving accessibility and providing greater opportunities for active and sustainable travel. Improved accessibility is likely to lead to positive outcomes for people of all ages and abilities.
Overall summary of changes made to the policy as a result of impact assessment.
None.
Outline how the impact of policy will be monitored.
It is expected that individual projects within the approved programme will be required to undertake their own assessments as required. Progress and monitoring on the projects within this programme will be undertaken by the Transport Programme Board.
If there are any remaining negative impacts after mitigation, what is the justification for why this policy should proceed.
N/A

Assessment Author	David Dunne
Date	12/01/2025
Chief Officer	David Dunne
Date	05/03/2025