

# 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

20mph Speed Limit Proposal (Central/South)

### 1.2 What does this policy seek to achieve?

The Scottish Government published a '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 perception 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 by providing a more equitable balance between different road users, thereby promoting inclusivity. Furthermore, there will be a change in social and cultural attitudes towards vehicular speed and road safety as 20mph speed limit will be the norm in urban areas.

### 1.3 Is this a strategic programme/proposal/decision?

Yes, 20mph speed limit proposal is a strategic measure that will aid the Scottish Government achieve its road safety vision whilst also assisting Aberdeen City Council reach its LOIP objective for PLACE.

### 1.4 Is this a new or existing policy?

The use of 20mph speed limit as a traffic management measure is not new in Aberdeen, however, its use in the proposed locations is new.

### 1.5 Is this report going to a committee?

Yes

**1.6 Committee name and date:**

Net Zero, Environment and Transport Committee  
10 June 2025

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

CR&E/25/112

**1.8 Function and Cluster:**

Function: City Regeneration and Environment  
Cluster: 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		
<a href="#">Age</a>					X
<a href="#">Disability</a>					X
<a href="#">Gender Reassignment</a>				X	
<a href="#">Marriage and Civil Partnership</a>				X	
<a href="#">Pregnancy and Maternity</a>				X	
<a href="#">Race</a>				X	
<a href="#">Religion or Belief</a>				X	
<a href="#">Sex</a>				X	
<a href="#">Sexual Orientation</a>				X	

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

Majority of the streets where 20mph speed limit is proposed are within residential areas which is home to various people including people of protected characteristics. The introduction of this speed restriction will reduce average vehicle speed and resultantly improve road safety. The 20mph speed limit is a national strategy targeted towards making Scottish roads the best performing in the world. Therefore, being a national strategy, we anticipate a new awareness of speed management among drivers. Where 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.

This initiative may however have a minimal impact on travel time. Journey times may slightly increase across the roads this restriction will be introduced. Difference in journey time is expected to be marginal since speed limit reduction applies mainly to residential areas. Some distributor roads are also included in this proposal, however using a temporary order. The temporary order will last for a period of 18 months giving residents and other users of the road time to experience the lower speed limit and, Officers will also have the opportunity to monitor compliance and practicality of 20mph speed limit on these roads.

### 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/](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.

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

Transport Scotland has been leading on this project, they provided the guideline for assessment and evaluation. Following their directive, an assessment of the city was conducted using a consultant who utilised the criteria provided by the Scottish Government. 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 includes, the affected community councils, Aberdeen Cycle Forum, Disability Equity Partnership, etc. Public consultation was carried out with the use of newspaper advert and placement of street notices in the affected streets.

During the public consultation period, we received a few comments and objections. Officers responded to the objectors explaining the reasoning behind the proposal and the benefits it offer. Their points and officer responses are included within the report. To view the 20mph Speed Limit Proposal (Central\_South) report, kindly refer to the internet link below.

<https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=685&MId=9529&Ver=4>

## **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)?**

A citywide speed limit assessment of Aberdeen roads was conducted to determine roads that meets the Scottish Government's criteria. Therefore, 20mph speed limit will only apply on roads that meets the guideline.

Successful implementation, monitoring and possible enforcement of the new speed limits in the affected roads in a prompt manner once approved.

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-to-the-guidance-for-public-bodies.aspx)

3.1 What impact could this policy have on people who experience the following aspects of socio-economic disadvantage?

	Negative	Neutral	Positive
<b>Low income</b> – those who have insufficient earnings to meet basic needs, such as food, clothing, housing, or utilities.		X	
<b>Low/ no wealth</b> – those who have no savings for unexpected spend or provision for the future.		X	
<b>Material deprivation</b> – 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	
<b>Area deprivation</b> – 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	
<b>Socio-economic background</b> – social class, parents’ education, employment, income.		X	

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

There should be no direct impact on the socio-economic status of people in this group. There may be a small positive impact on low-income groups, because with reduced vehicular speed, 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 \(www.gov.uk\)](https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-casualties-and-deprivation)

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 for 21 days. Consultation was done by the placement of notices in the affected streets, in addition to the street notices, there was newspaper advert. Contained in the street notice is

details of the affected streets and the contact details to seek clarification, submit comments, and/or objections. Details of the proposal was also available on the consultation page of our website

### 3.4 What mitigations can be put in place?

<b>What can be done to remove or reduce any negative impacts of this policy (if applicable)?</b>		
There will be no negative impact on any socio-economic group or individuals		
<b>If mitigations are in place, does this remove or reduce the negative impact?</b>	<b>No – negative impact remains</b>	
	<b>Yes – negative impact reduced</b>	
	<b>Yes - negative impact removed</b>	

## 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
<b>Individuals</b>			X
<b>Small businesses</b>	X		

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

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

The implementation of this proposal may slightly increase journey times, however, the speed limit reduction applies mainly to residential areas, many distributor roads are not included in this proposal, hence businesses may experience minimal or no impact.

### 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)?		
Officers will monitor the impact of this proposal on journey time particularly in distributor roads and decide the appropriate measure to reduce any negative impact the survey and monitoring process reveals.		
If mitigations are in place, does this remove or reduce the negative impact?	No – negative impact remains	
	Yes – negative impact reduced	X
	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: <a href="#">Right to life</a>		X	
Article 4: <a href="#">Prohibition of slavery and forced labour</a>		X	
Article 5: <a href="#">Right to liberty and security</a>		X	
Article 6: <a href="#">Right to a fair trial</a>		X	
Article 7: <a href="#">No punishment without law</a>		X	
Article 8: <a href="#">Right to respect for private and family life, home and correspondence</a>		X	
Article 9: <a href="#">Freedom of thought, belief and religion</a>		X	
Article 10: <a href="#">Freedom of expression</a>		X	
Article 11: <a href="#">Freedom of assembly and association</a>		X	
Article 12: <a href="#">Right to marry and start a family</a>		X	
Article 14: <a href="#">Protection from discrimination in respect of these rights and freedoms</a>		X	
Article 1 of Protocol 1: <a href="#">Right to peaceful enjoyment of your property</a>		X	
Article 2 of Protocol 1: <a href="#">Right to education</a>		X	
Article 3 of Protocol 1: <a href="#">Right to participate in free elections</a>		X	

### 5.2 In what way will the policy impact Human Rights?

The proposal will not affect the rights of anyone, it will rather serve everyone by providing a safe environment around the road network. Individuals will be able to choose their mode of transportation without fear or anxiety speeding vehicles could cause.

### 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
<b>PROVISION</b>			
<b>Article 2:</b> non-discrimination		X	
<b>Article 3:</b> best interests of the child provision and protection		X	
<b>Article 5:</b> parental guidance and a child's evolving capacities		X	
<b>Article 16:</b> right to privacy		X	
<b>Article 17:</b> access to information from the media		X	
<b>Article 18:</b> parental responsibilities and state assistance		X	
<b>Article 22:</b> refugee children		X	
<b>Article 23:</b> children with a disability			X
<b>Article 24:</b> health and health services			X
<b>Article 26:</b> social security		X	
<b>Article 27:</b> adequate standard of living		X	
<b>Article 28:</b> right to education		X	
<b>Article 29:</b> goals of education		X	
<b>Article 30:</b> children from minority or indigenous groups		X	
<b>Article 31:</b> leisure, play and culture		X	
<b>Article 39:</b> recovery from trauma and reintegration		X	
<b>Article 40:</b> juvenile justice		X	
<b>PROTECTION</b>			
<b>Article 6:</b> life, survival and development		X	
<b>Article 7:</b> birth registration, name, nationality, care		X	
<b>Article 8:</b> protection and preservation of identity		X	
<b>Article 9:</b> Separation from parents		X	
<b>Article 10:</b> family reunification protection		X	
<b>Article 11:</b> abduction and non-return of children		X	
<b>Article 15:</b> freedom of association		X	
<b>Article 19:</b> protection from violence, abuse and neglect		X	
<b>Article 20:</b> children unable to live with their family		X	
<b>Article 21:</b> adoption		X	
<b>Article 25:</b> review of treatment in care		X	
<b>Article 33:</b> drug abuse		X	
<b>Article 34:</b> sexual exploitation		X	
<b>Article 35:</b> abduction, sale and trafficking		X	
<b>Article 36:</b> other forms of exploitation		X	
<b>Article 37:</b> inhumane treatment and detention		X	
<b>Article 38:</b> war and armed conflicts		X	
<b>Article 32:</b> 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?

This proposal will positively impact children with disability and contribute towards the health and wellbeing of every child, as they will feel safe when around the road network.

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, see 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
<a href="#">Council or City-wide carbon emissions</a>			X
<a href="#">Active and sustainable travel</a>			X
<a href="#">Facilities for local living</a>		X.	
<a href="#">Resilience and adaptability</a> to flooding and weather events		X	
<a href="#">Biodiversity improvement</a> and <a href="#">wildlife/habitat connectivity</a>		X	
Water consumption and drainage		X	
Pollution (air, water, noise, light and land contamination)			X
Impact on resource use and <a href="#">waste</a>		X	
<a href="#">Sustainable procurement</a> of goods and services		X	

7.2 In what way will the policy impact the environment?

The implementation of this proposal will improve safety around the road network, thereby encouraging more walking and cycling. This can in turn reduce car use, and the rate of congestion and air pollution. It will also as a result reduce noise and environmental pollution. 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?

The result of an evaluation of 40 different cities across Europe where the speed limit was reduced to 30km/h shows a reduction in speed limits and improved road safety, thereby decreasing the likelihood of crash risk and the severity of crashes that do occur.

The study also evaluated the impact of lower speed limits on the environmental impact. The outcome revealed that emission rate decreased on average by 18%, noise pollution levels by 2.5 dB, and fuel consumption by 7%, indicating enhanced fuel efficiency and reduced environmental impact.

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

### 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.

This project is led by Transport Scotland, however, Aberdeen City Council conducted a statutory consultation 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. statutory public consultation period where members of the public and residents in the affected streets was consulted for a period of 21 days. Consultation was done by the placement of notices in the affected streets, in addition to the street notices, there was newspaper advert as well. Contained in the street notice is details of the affected streets and the contact details to seek clarification, submit comments, and/or objections. Details of the proposal was 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

<b>Any further positive or negative impacts on individuals or groups that have been considered?</b>
There are no further positive or negative impact on individuals or groups.
<b>Does the policy relate to the Council's <a href="#">Equality Outcomes</a>? If yes, how.</b>
No, this proposal does not relate to the Council's Equality Outcomes
<b>Overall summary of changes made to the policy as a result of impact assessment.</b>
No changes have been made to the proposal.
<b>Outline how the impact of policy will be monitored.</b>
Impact will be monitored through surveys, comments and enquiries received through firmstep, emails, phone calls etc.
<b>If there are any remaining negative impacts after mitigation, what is the justification for why this policy should proceed.</b>
Not applicable

Assessment Author	Tolu Olowoleru
Date	07/05/2025
Chief Officer	Mark Reilly
Date	4 June 2025