

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

Parking Prohibition Implementation Update

1.2 What does this policy seek to achieve?

On 11 June 2024, the Net Zero, Environment and Transport (NZET) Committee approved the enforcement of the parking prohibition throughout the city except for streets that have been identified for exemption and enforcement began on July 1, 2024. However, the committee instructed the Chief Officer – Operations to report to the Committee no later than July 2025 on the operations of the parking prohibition and to make any necessary recommendations.

The aim of this report is to therefore update the NZET Committee about the level of enforcement and schemes that have been promoted and implemented since the introduction of the parking prohibition in July 2024. It also seeks to update the committee about the feedback Officers received from pedestrians and wheelers across the city.

1.3 Is this a strategic programme/proposal/decision?

Yes, this 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. This proposal is a road safety strategy.

1.4 Is this a new or existing policy?

This is an update to an existing proposal.

1.5 Is this report going to a committee?

Yes

1.6 Committee name and date:

Net Zero, Environment and Transport Committee on 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		
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?

This parking restriction prohibits vehicular parking on pavements, double parking, and parking at crossing points. Thereby making the road network safer and more accessible for the aged, disabled and parents with babies/little children. With this prohibition, they can use the pavements and dropped kerbs without being impeded by parked vehicles.

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 is leading this project, according to them, illegal pavement parking is a danger particularly to those with mobility issues or visual impairments, or parents pushing prams and buggies. They interviewed a wheelchair user who said, "Vehicles on the pavement can be just a nuisance and they can be a severe obstacle. It increases my journey time, I'm often in danger of scratching my hands on a wall, or vegetation sticking out makes it difficult to get past. Once you're on the road, of course, you're more vulnerable, especially if the traffic is coming up behind me. The new enforcement will make it clear to people what is required and will make journeys safer and more convenient."

They also interviewed another individual who is blind and has hearing impairment, he said "As somebody who is completely blind, that's meant stepping out into the road. That's obviously quite dangerous, sometimes not being able to hear because of traffic noise. I also have to try and work out myself, without being able to see, where I can then step back onto the pavement. I hope the new

enforcement will make people understand that pavement parking is both unsafe and unfair. Without cars on the pavement it will be easier and safer for me to get around.”

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

Various engagements and communications have been had with the City Wardens and Parking Appeals team regarding enforcement and penalty charge notices that have been issued to drivers that contravened this prohibition since its introduction in July 2024

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

To understand the impact that the introduction of this prohibition has had on members of the public citywide, Officers conducted a survey to gauge the effectiveness of the prohibition in relation to pedestrians and wheelers movement across the city. The survey was aimed at finding out the level of improvement pedestrians and wheelers have experienced.

The survey was conducted using the Commonplace consultation page and as mentioned above, it was targeted towards pedestrians and wheelers who are the most affected by pavement parking. The Disability Equity Partnership were informed about this consultation and, individuals who have registered to our consultation page were also notified. The consultation was also posted on ACC social media accounts.

To view the Parking Prohibition Implementation Update 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)?

Assessment and implementation of exemption of pavements that meets the criteria. Also, adequate and effective enforcement of the prohibition citywide.

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?

There should be no direct impact on the socio-economic status of people in this group.
The implementation of a parking exemption in areas of high parking pressure (flatted, high density housing areas) will provide some benefit to those with a vehicle as they may still be able to park near to their home. [Reported road casualties Great Britain: Casualties and deprivation - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/reported-road-casualties-great-britain)

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?
Not applicable
What consultation and engagement has been undertaken with officers and partner organisations?
Not applicable
What consultation and engagement has been undertaken with people who may be impacted by this policy?
Not applicable

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)?		
There will be no negative impact on any socio-economic group or individuals		
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	
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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 implementation of this proposal will provide unimpeded access on footways and pavements. Individuals who use the footways will therefore feel safe around the road network.

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		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?

The policy does not affect Human Rights.

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		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?

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.

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		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 implementation of this proposal will encourage active travel, as wheelers and pedestrians will safer and more confident around the road network.

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?

It has been noted that the removal of pavement parking may not be possible in some streets as the use and layout of some roads might require pavement parking to maximise the carriageway width. To exempt a footway, it must allow for a width of 1.5 metres of unobstructed footway when any part of a vehicle is parked on it, and the layout or character of the carriageway associated with the footway must allow the passage of an emergency vehicle unimpeded by the presence of a vehicle parked on it.

1.5 metres is considered a sufficient width to aid safe passage and manoeuvre for wheelers and pedestrians.

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.

For roads that are to be exempted from the pavement parking prohibition, Aberdeen City Council will carry out the traffic regulation order process necessary for the exemption order. This process includes statutory consultation where the relevant Chief Officers, local Councillors, Community Councils, Police Scotland, local bus companies, Fire Service etc are consulted. This process also includes public consultation period where members of the public and residents in the affected streets are consulted for a period of 21 days.

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 are no further positive or negative impact on individuals or groups.
Does the policy relate to the Council's Equality Outcomes? If yes, how.
No, this proposal does not relate to the Council's Equality Outcomes
Overall summary of changes made to the policy as a result of impact assessment.
Continued assessment of pavements and their associated carriageways using the Scottish Government's guideline to identify roads suited for pavement parking exemption. Wider awareness, education and enforcement.
Outline how the impact of policy will be monitored.
Impact will be monitored through responses received during consultation, responses may also be received through firmstep, emails, phone calls etc. We will continue to work with our City Wardens and Parking Appeal team.
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	07/05/2025
Chief Officer	Mark Reilly
Date	4 June 2025