



# Appendix 8 - Integrated Impact Assessment Pre-screening

## Stage 1

The Integrated Impact Assessment (IIA) supersedes the previous Equality and Human Rights Impact Assessment (EHRIA) form.

The pre-screening (Stage 1) will determine if your proposal requires a full impact assessment (Stage 2). Stage 2 will look at details of your proposals, the impact and any mitigations in place.

**Note:** This form should be completed using the guidance contained in the document: 'Guide to Completing an Integrated Impact Assessment'. Please read the guidance before completing this form.

This assessment and accompanying guidance use the term 'policy' for any activity within Aberdeen City Council. Therefore 'policy' should be understood broadly to embrace the full range of your policies, provisions, criteria, functions, practices and activities including the delivery of services – essentially everything you do.

### Purpose:

Aberdeen City Council wants Aberdeen to be a place where all people can prosper. We want everyone in Aberdeen to have fair opportunities regardless of their background and circumstances. The aim of this assessment is to allow you to critically assess:

- the impact of the policy / proposal on different communities.
- whether Aberdeen City Council is meeting its legal requirements in terms of [Public Sector Equality Duty](#), [Equality Outcomes](#) and [Human Rights](#);
- whether [Children's Rights](#) have been impacted;
- whether [Socio-economic disadvantage](#) is reduced;
- whether any measures need to be put in place to ensure any negative impacts are eliminated or minimised which will be covered in Stage 2.

Title* Name your business case, policy, strategy or	Draft Aberdeen Local Transport Strategy (2023-2030)
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proposal (including budget proposals)	
Report no or Budget proposal number:	COM/23/235
Committee name and date :	Anticipated that the draft Aberdeen Local Transport Strategy (2023-2030) will be reported to the Net Zero, Environment and Transport Committee in August 2023 with the final reported by March 2024.
Is this a new or existing policy/ proposal?	The Aberdeen Local Transport Strategy (2023-2030) will replace the Aberdeen Local Transport Strategy (2016-2021)
Brief description of policy / proposal (including intended outcomes and purposes)	<p>A Local Transport Strategy (LTS) is a high-level transport plan which looks at the transport needs of a local authority area and sets out a series of actions to meet those needs over a set period of time.</p> <p>The Aberdeen Local Transport Strategy (2023-2030)</p> <p>Vision</p> <p>“A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our City”</p> <p>Objectives</p> <ul style="list-style-type: none"> <li>• TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen</li> <li>• TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare</li> <li>• TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.</li> <li>• TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.</li> <li>• TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive</li> <li>• TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather</li> <li>• TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.</li> <li>• TPO8 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen</li> </ul> <div style="text-align: center; border: 1px solid black; padding: 5px; margin-top: 10px;"><b>Outcomes up to 2030</b></div>

1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030	8. Improved journey time reliability for all modes in Aberdeen
2. A reduction in car km travelled in Aberdeen by 20% compared with 2015 baseline	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare
3. Reduce PM10s and NOx to enable the removal of Air Quality Management Areas in Aberdeen	10. Improved accessibility to transport in Aberdeen for all
4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline	11. Improved interchange opportunities between modes in Aberdeen
5. 20% of the total cars and vans in Aberdeen City being "zero emission"	12. Improved information about the Aberdeen transport network being available to users and planners
6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network	13. A transport network which is able to benefit from improvements in technology for Aberdeen
7. A more resilient transport network for Aberdeen	14. A transport network which is well maintained for Aberdeen

#### Outcomes beyond 2030

A. More journeys made by active travel and public transport together than by car in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network
B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
C. Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
H. A traffic reduction exceeding 20% in Aberdeen city centre compared with 2015 baseline	P. A transport network which is resilient and can cope with external disruptors

Policies

Topic Area	Policy
Climate Change mitigation and adaption	To contribute to Aberdeen’s target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement.
Air Quality	Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked.
Noise Quality	Reduce levels of noise from the transport network in Aberdeen.
Reducing the need to travel	Work with partners to create opportunities which allow people to access facilities, workplaces and information in Aberdeen without the need to travel.
Walking and Wheeling	To continue to enhance Aberdeen’s walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.
Cycling	To continue to enhance Aberdeen’s cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist.
Bus	To work with partners and, through the North East Scotland Bus Alliance, to increase public transport patronage in Aberdeen by taking forward measures to make bus travel a more attractive option to all users with speed, reliability, cost and convenience benefits to make people choose it over the car.
Aberdeen Rapid Transit	To work with partners including NESTRANS, Transport Scotland and the North east Scotland Bus Alliance to develop an integrated Mass Transit ‘step-change’ public transport solution offering quick, attractive access to, from and across the city.
Park and Ride	Work with partners to ensure that park and ride sites provide a range of attractive onward journey options, incentivise people to park on the edge of the city and continue their journey onwards by a more sustainable means and form part of the wider parking strategy in the city.

Strategic Rail Network	To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.
Community and Demand Responsive Transport	To continue to work with partners to deliver Demand Responsive Transport in Aberdeen for the benefit of the public.
Coaches	To ensure that coach travel remains an attractive and accessible alternative to car travel for those accessing the city, both for business and leisure.
Taxis and Private Hire Vehicles	To work in partnership with the Aberdeen taxi and private hire car trade to ensure an adequate supply of safe, clean, low-carbon and accessible vehicles and pick-up points.
Car Sharing	Continue to promote car sharing as a means of reducing emissions from transport and saving people money, and to create and support opportunities to encourage people to do so.
Car Clubs	Continue to encourage car clubs in Aberdeen as a means of giving people access to vehicles without needing to own one and to continue to work with the contracted operator in Aberdeen to expand and further develop the car club offering in the city.
Powered Two- Wheelers	To improve conditions for motorcyclists on Aberdeen's roads, particularly in terms of rider safety and encourage a shift to low carbon vehicles.
Zero Emission Vehicles	In line with National Targets, to lead by example in the Aberdeen and to encourage a shift to vehicles which are zero emission at the tailpipe and work with partners to ensure that users have good access to a growing network of high quality refuelling facilities.
Parking	To develop a parking regime for Aberdeen that supports the principle of the City Centre functioning as a destination, encourages people to access and move around the city sustainably, facilitates interchange between modes, enhances the economic vitality of the City Centre and district shopping centres and still supports people with restricted mobility in accessing facilities.
Demand Management	In addition to parking and traffic management, investigate, in partnership with Aberdeenshire Council and NESTRANS, the implications of introducing other demand management methods to Aberdeen.

	Road Improvements	In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options.
	Trunk Road Network	Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen
	Aberdeen Western Peripheral Route (AWPR)	To continue to “lock in” the benefits of the AWPR by encouraging strategic traffic to route from and to it, creating more space for sustainable travel on Aberdeen routes and allowing the city centre to function as a destination rather than a through route.
	Shipping and Ferry Services	To work with partners to ensure that Aberdeen’s Harbours remain world-class, able to grow their national and international trade, are well linked to the city and strategic transport network for all users and continue to attract freight, engineering and cruise traffic, as well as being the main port of call in Scotland for the Northern Isles ferry services with appropriate access for all users.
	Air Services	To support the future growth and improvement of Aberdeen International Airport, including surface access, in order to support the economic strength of the region and ensure continued connectivity to key businesses and leisure destinations.
	Freight	To work with partners to ensure the efficient movement of freight to, from and within Aberdeen and the wider North East of Scotland across different modes.
	Travel Awareness and Information	With partners, continue to ensure that there is adequate information available, via a range of means, to users of the transport network to help them make more informed transport choices. Continue to gather information from users to ensure that this best informs improvements to the transport network.
	Land Use Planning	To promote and enable development in Aberdeen that reduces the need to travel, minimises reliance on the private car, provides opportunities for sustainable travel and facilitates and encourages walking, wheeling and cycling for everyday trips.
	Travel Plans	To ensure that the transport impact of existing and new developments in Aberdeen are minimised by requiring workplaces, schools and developers to prepare Travel Plans and, where appropriate, Travel Packs for all sites in the City.

City Centre and Beach	Ensure that the transport network enables Aberdeen City Centre and Beach to function as high-quality, accessible destinations that people wish to live in, visit, use and spend time in. Promote the movement of people ahead of vehicles and ensure that people are encouraged to move between the two areas using sustainable transport.
Biodiversity and Green Space	Improve accessibility to open spaces in Aberdeen and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery.
Traffic Management and Road Safety	To create a transport network in Aberdeen where sustainable transport movements are actively encouraged and facilitated, there is a 50% reduction in adults killed and seriously injured and a 60% reduction in children killed and seriously injured.
Enforcement	To ensure the Council, and partners, manage and enforce the Aberdeen transport network to ensure safety and effectiveness for the benefit of all users.
School Travel and Young People	To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport, are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and that their parents and guardians are able to support them.
New Technologies and Initiatives	Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these.
Intelligent Transport Systems (ITS)	To expand the use of ITS in Aberdeen in order to improve the efficiency and understanding of the transport network in the City.
Road, Carriageway and Footway maintenance	To improve the condition of Aberdeen's road, footway and cycle networks and ensure that any improvements or new infrastructure are constructed so as to minimise future maintenance.
Winter Maintenance	To ensure the safe movement of users of Aberdeen's transport network on carriageways, footpaths, cycle paths and pedestrian precincts and to minimise delays caused by adverse winter weather.

	Structures	To ensure that all road related structures in Aberdeen that the Council is responsible for are managed and maintained, safe and fit for purpose and constructed to minimise future maintenance implications.
	Resilience	To ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather, works and other large disruptions.
	Lighting	Ensure that Aberdeen's lighting infrastructure remains fit for purpose and that appropriate lighting solutions are found which best fit the circumstances.
	Monitoring	To ensure that the objectives and outcomes of the LTS are monitored with suitable sources and indicators.

Do you consider this proposal to have any impact on the:

a. Human Rights of people?	Yes	No	Unsure
b. Rights of Children and Young people?	Yes	No	Unsure

What is your assessment of the impact on groups with:	H	High negative impact	H	M	L	N	P	U
	M	Medium negative impact						
L	Low negative impact							
N	No impact							
P	Positive impact							
U	Unsure							
a. Protected characteristics								
b. Children and young people							X	
c. Other							X	
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		
Children and young people							X	
Other								X

with no barriers.						
Socio-Economic Inequalities  Not every person / family has access to regular income or savings. Will your proposal have an adverse or high impact on them?	Yes	No - Although the proposals might make it more difficult to drive a vehicle with older technology (these are often the vehicles which are cheaper to buy) around Aberdeen, it proposes the facilitation of many improved alternatives which are cost effective (walking, cycling, car clubs)	Unsure			

What considerations did you have when making the above selections?

Internal or existing data Please detail your sources	Vision, Objectives and Policies of the draft Aberdeen Local Transport Strategy (2023-2030) and as detailed above.
Consultations with officers or partner organisations Please list your sources	<p>The Aberdeen Local Transport Strategy (LTS 2023-2030) main issues consultation was published online for responses for a period of 6 weeks from 4th October to 14th November 2021. This took place before work commenced on the LTS (2023-2030) as this information was vital in informing it. A total of 384 online responses were received. 15 questions were asked; of which 10 were in direct relation to the local transport strategy and the remaining 5 were demographic questions.</p> <p>The consultation was open to both members of the public and organisations. A range of key stakeholders were also contacted directly and were asked to respond to the questionnaire. In addition to the 384 online responses, 3 stakeholders also submitted written responses – NESTRANS, Aberdeenshire Council and The Aberdeen Cycle Forum. NESTRANS and Aberdeenshire Council both required committee/ board approval of their responses prior to submission so could not submit in the online survey format. The views of the Aberdeen Cycle Forum did not follow the questionnaire template but were consistent with other comments from the online survey concerning active travel, particularly around the issues.</p> <p>The following questions were asked;</p> <p>1: What do you think are the main transport problems facing Aberdeen currently and likely to be facing Aberdeen in the future?</p> <p>2: What do you think are the main transport opportunities for Aberdeen both currently and in the future?</p> <p>3: For transport, what do you think currently works well in Aberdeen?</p> <p>4: For transport, what do you think currently does not work well in Aberdeen?</p> <p>5: For things that don't work well for transport in Aberdeen, can you suggest any solutions?</p>

6: The 2016-2021 Local Transport Strategy vision is to develop “A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment”. Do you consider this Vision to still be appropriate?

7: The 2016-2021 Local Transport Strategy has 5 high level aims which are detailed below. Do you consider these aims to still be relevant for the next Local Transport Strategy?

8: The 2016-2021 Local Transport Strategy has 6 high level outcomes which are detailed below. Do you consider these outcomes to still be relevant for the next LTS?

9: As well as a means of moving people around, transport is also important in supporting other activities. From the following 7, how do you think they rank in terms of importance for the transport system to take account of? Please rank them from 1-7 with 1 the most important and 7 the least important. You may wish to allocate the same rank to some that you deem equally important. These were Land use, Economy, Environment, Physical Health, Mental health, Enabling communities/ people, Creating a Place

10: Do you have any other comments or issues that you think should be considered in the development of the next Local Transport Strategy for Aberdeen? Please provide any comments in the section below.

11: Do you live in the Aberdeen City local authority area?

12: Do you travel into/ within the Aberdeen City local authority area for any of the following purposes? Work, education, shopping, leisure, entertainment, other, I don't travel into Aberdeen

Respondents were then asked if they were responding on behalf of themselves or an organisation, for the first 4 digits of their postcode, which age bracket they fell into, which sex they were and whether they had a medical condition that affected their travel choices.

The following stakeholders, internal and external were contacted to make them aware of the consultation

### **Internal**

Chief Officer – Strategic Place Planning

Policy and Strategy Manager - Strategic Place Planning

Team Leader – Transport Strategy and Programmes

Senior Engineers and Senior Project Officer - Transport Strategy and Programmes

Traffic Engineering Manager (Operations and Enforcement)

Roads Operations Manager

Road Safety and Traffic Management

ITS and Lighting

Structures Projects

Roads Projects

Roadworks Co-ordination

Team Leader – Public Transport Unit

City Wardens

Environmental Health (Air Quality)

Environmental Health (Noise)

Aberdeen City Centre Masterplan

External Communications

Local Development Plan

Environmental Policy

Development Management

Masterplanning, Design and Conservation

Housing Strategy

Digital Infrastructure Lead  
City Growth (External Partnerships)  
City Growth (Hydrogen Projects)  
City Growth Economic Advisor  
City Growth (Events)  
Environmental Manager  
Education Quality Improvement Manager  
Outdoor Learning and Wider Achievement Manager  
Public Health Co-ordinator  
Communities and Housing Area Manager  
Corporate Landlord  
Licencing  
Equalities  
Community Planning  
Fleet  
Strategic Infrastructure Plan  
Finance  
Young People

**External**

Nestrans  
Head of Transport, Aberdeenshire Council  
Strategy Manager, Environment and Sustainability, Aberdeenshire Council  
Transportation Strategy Team, Aberdeenshire Council  
Public Transport Unit, Aberdeenshire Council  
Local Development Plan, Aberdeenshire Council  
Public Health Directorate, NHS Grampian  
Property and Asset Development, NHS Grampian  
Health and Transport Action Plan Team  
Strategic Development Planning Authority  
University of Aberdeen  
Centre for Transport Research, University of Aberdeen  
Aberdeen University Students Association  
Robert Gordon University  
Student President, RGU  
North East Scotland College  
Home Energy Scotland  
Police  
Fire  
Ambulance  
Transport Scotland  
  
Aberdeen Friends of the Earth  
SEPA  
Aberdeen Climate Action  
Historic Scotland  
Aberdeen City Heritage Trust  
Scottish Natural Heritage  
Noise Abatement Society  
Logistics UK (Formerly Freight Transport Association)  
Road Haulage Association  
First Bus

Stagecoach Bluebird  
Aberdeen Harbour  
Northlink Ferries  
Aberdeen Airport  
Airport consultative committee  
Bristow Helicopters  
National Federation of Bus Users  
Freightliner Intermodal  
Electric Vehicle Association Scotland  
Scottish Hydrogen and Fuel Cell Association  
Bon Accord Access Panel  
Aberdeen Cycle Forum  
Grampian Cycle Tourists Club  
Grampian Cycle Partnership  
CoMo  
Sharebike  
Co-wheels car club  
IAM Roadsmart  
Aberdeen Advanced Motorists  
RAC Foundation  
Sustrans  
Community Transport Association  
Confederation of passenger transport UK - Scotland  
Passenger focus - Now Transport Focus  
Aberdeen Airport Drivers  
Aberdeen Rail Taxi Drivers Association  
Aberdeen Taxi Group  
Licensed Taxi Offices  
Private Hire Trade (Taxi)  
British Transport Police Scotland  
Network Rail  
Scotrail  
LNER  
British Motorcycle Federation  
Motorcycle Action Group  
Rail Freight Group  
Transform Scotland  
Mobility and Access Committee Scotland  
Paths for All  
Living Streets  
Ramblers Association - Aberdeen  
Aberdeen Outdoor Access Forum  
NCP  
Aberdeen Car Parks  
Federation of Small Businesses  
Aberdeen Inspired  
Institute of Directors  
Scottish Enterprise  
Chamber of Commerce  
Scottish Council for Development and Industry  
CBI Scotland  
West End Business Group

	<p>Opportunity North East  Energy Transition Zone  Visit Aberdeenshire  Visit Scotland Aberdeen City and Shire  BP  Union Square  Bon Accord Centre  Trinity Centre  Disability Equality Partnership - Chairperson  Disability Equality Partnership - Council Liaison  North East Sensory Services  Aberdeen Action on Disability  Grampian Racial Equality Council  Shopmobility  Aberdeen Multicultural Centre  Aberdeen Women's Alliance  Ethnic Minority Forum Aberdeen  Aberdeen Civic Society  Aberdeen Civic Forum  Aberdeen Council of Voluntary Organisations  Aberdeen City Youth Council  Grampian Senior Citizens Forum  Aberdeen Dementia Resource Centre  Poverty Alliance</p> <p>All 44 Aberdeen City Elected Members were also made aware of the consultation and the plans for the LTS (2023-2030) and offered to attend two briefing sessions.</p> <p>All Community Councils were also contacted and a presentation was given at the Community Council forum in October 2021.</p> <p>Further public and stakeholder consultation is planned on the draft LTS (2023-2030) and supporting documents in September and October 2023 once they have been to committee in August 2023.</p>		
<p>Other:  Please list your sources</p>			
<p>Does this proposal contribute to the <a href="#">Public Sector Equality Duty</a> to eliminate discrimination, harassment and victimisation, advance equality of opportunity</p>	<p>Yes – The LTS (2023-2030) contains the following objectives which should help to deal with this.  TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare  TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.</p>	<p>No</p>	<p>Unsure</p>

and foster good relations?	TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather technological opportunities. TPO8 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen		
Does this proposal contribute to the Council's <a href="#">Equality Outcomes 2021-25</a> ?	Yes – As above	No	Unsure

**Please note for any high negative or medium negative impacts identified (red or amber), a full Integrated Impact Assessment will be required (stage 2).**

Please provide a brief high-level summary that your policy will bring about:

The LTS (2023-2030) should achieve the following outcomes by 2030;

Outcomes up to 2030	
1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030	8. Improved journey time reliability for all modes in Aberdeen
2. A reduction in car km travelled in Aberdeen by 20% compared with 2019 baseline	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare
3. Reduce PM10s and NOx to enable the removal of Air Quality Management Areas in Aberdeen	10. Improved accessibility to transport in Aberdeen for all
4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline	11. Improved interchange opportunities between modes in Aberdeen
5. 20% of the total cars and vans in Aberdeen City being "zero emission"	12. Improved information about the Aberdeen transport network being available to users and planners
6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network	13. A transport network which is able to benefit from improvements in technology for Aberdeen

7. A more resilient transport network for Aberdeen	14. A transport network which is well maintained for Aberdeen
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These should contribute towards the following longer-term outcomes by 2045 (Beyond the life of this LTS (2023-2030))

Outcomes beyond 2030	
A. More journeys made by active travel and public transport together than by car in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network
B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
C. Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
H. A traffic reduction exceeding 20% in Aberdeen city centre	P. A transport network which is resilient and can cope with external disruptors

Will a full assessment be required?	Yes	No	Unsure
Assessment completed by: Name and job title	Anthony Burns (Planner) Alan Simpson (Senior Planner)		
Date:	13/01/2022		

Signed and approved by Chief Officer (Name and signature)

Date:

If you have any queries or require this form in an alternative format, please contact

[equality\\_and\\_diversity@aberdeencity.gov.uk](mailto:equality_and_diversity@aberdeencity.gov.uk)

A fully completed and signed form should be mailed as a PDF to the above email address for publishing your assessment.



## Integrated Impact Assessment

### Stage 2

This stage should be completed following Stage 1 of the Integrated Impact Assessment where required.

In this stage, focus is on assessments that have a high or medium negative impact and the proposed mitigations. Please tick which areas it might affect and provide a summary of your mitigating actions for the negative impacts identified. You do not need to give a mitigation for each article.

#### Human Rights

Does the proposal have an impact on [Human Rights](#)? Identify the relevant Article and record the relevant impact and describe as a summary the mitigating steps proposed.

	<b>High / Medium Negative impact</b>	<b>Mitigations</b> Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
<b>Article 6</b> Right to a fair and public hearing	Neutral	
<b>Article 7</b> No punishment without law	Neutral	

<b>Article 8</b> Right to respect for private and family life, home and correspondence	Neutral	
<b>Article 9</b> Freedom of thought, conscience and religion	Neutral	
<b>Article 10</b> Freedom of expression	Neutral	
<b>Article 11</b> Freedom of assembly and association	Neutral	
<b>Article 12</b> Right to marry and to found a family	Neutral	
<b>Article 14</b> Right not to be subject to discrimination	Positive - The draft LTS (2023-2030) contains an Objective "TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive" and several policies which relate to this	
<b>Article 1 of Protocol 1</b> Protection of property	Positive - policy to reduce levels of noise from the transport network.  There may be some medium negative impact - - LTS (2023-2030) approval could lead to construction noise, compulsory purchase of	Ensure construction contractors are subject to and adhere to agreed permitted timings for works.  Ensure that correct procedures are followed for any compulsory purchase schemes and

	property for transport schemes, - Some traffic restrictions could cause increased traffic elsewhere.	consider options which would remove the need to compulsory purchase.  Work with e.g. bus companies to ensure that any required diversion routes minimise disruption and delay. Promote active travel, public transport use and, where cars are unavoidable, car sharing/pooling to reduce traffic on the road in first place.
<b>Article 2 of Protocol 1</b> Right to education	Positive - The draft LTS (2023-2030) contains a policy relating to School Travel and Young People	
<b>Article 3 of Protocol 1</b> Right to free elections	Neutral	

## Children and Young People’s Rights

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

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

Identify all Articles of the United Nations Convention on the Rights of the Child ([UNCRC](#)) and [Optional Protocols](#) which are relevant to your proposal and record the relevant impact and describe the mitigating steps.

Please tick which areas it might affect and provide a summary of your mitigating actions. You do not need to give a mitigating step for each article.

	<b>High / Medium Negative impact</b>	<b>Mitigations</b> Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
<b>Article 1</b> definition of the child	Neutral	
<b>Article 2</b> non-discrimination	Positive - The draft LTS (2023-2030) contains the following objective “TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the	

	user-friendliness of the Aberdeen transport network, making it more accessible and inclusive”	
<b>Article 3</b> best interests of the child	Positive – The draft LTS (2023-2030) contains a policy relating to School Travel and Young People	
<b>Article 4</b> implementation of the convention	Neutral	
<b>Article 5</b> parental guidance and a child's evolving capacities	Neutral	
<b>Article 6</b> life, survival and development	Positive – The draft LTS (2023-2030) contains the following objectives; TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	
<b>Article 7</b> birth registration, name, nationality, care	Neutral	
<b>Article 8</b> protection and preservation of identity	Neutral	
<b>Article 9</b> separation from parents	Neutral	
<b>Article 10</b> family reunification	Neutral	

<b>Article 11</b> abduction and non-return of children	Neutral	
<b>Article 12</b> respect for the views of the child	Neutral	
<b>Article 13</b> freedom of expression	Neutral	
<b>Article 14</b> freedom of thought, belief and religion	Neutral	
<b>Article 15</b> freedom of association	Neutral	
<b>Article 16</b> right to privacy	Neutral	
<b>Article 17</b> access to information from the media	Positive – The draft LTS (2023-2030) contains policies around the following; Travel Awareness and Information, School Travel and Young People, New Technologies and Initiatives .	
<b>Article 18</b> parental responsibilities and state assistance	Positive – In the draft LTS (2023-2030), the School Travel and Young People policy contains the wording “To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport, are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and that their parents	

	and guardians are able to support them”.	
<b>Article 19</b> protection from violence, abuse and neglect	Neutral	
<b>Article 20</b> children unable to live with their family	Neutral	
<b>Article 21</b> adoption	Neutral	
<b>Article 22</b> refugee children	Neutral	
<b>Article 23</b> children with a disability	<p>Positive – The draft LTS (2023-2030) contains Objective TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive.</p> <p>However, there is a policy in the draft LTS (2023-2030) around Zero Emission Vehicles. Although these bring benefits compared with petrol and diesel cars around air quality and thus health there can potentially be some concerns that, with these vehicles being silent or near silent, those who are deaf/hard of hearing may struggle to hear/be aware of such vehicles.</p>	Electric Vehicles are fitted with noise generating devices to ensure that pedestrians and other vulnerable road users are made aware of their presence.
<b>Article 24</b> health and health services	Positive – The draft LTS (2023-2030) contains Objective TPO2 – Health –	

	Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	
<b>Article 25</b> review of treatment in care	Neutral	
<b>Article 26</b> social security	Neutral	
<b>Article 27</b> adequate standard of living	Neutral	
<b>Article 28</b> right to education	Positive – The draft LTS (2023-2030) contains a policy relating to School Travel and Young People	
<b>Article 29</b> goals of education	Neutral	
<b>Article 30</b> children from minority or indigenous groups	Neutral	
<b>Article 31</b> leisure, play and culture	Positive – The draft LTS (2023-2030) contains Objective TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	
<b>Article 32</b> child labour	Neutral	
<b>Article 33</b> drug abuse	Neutral	
<b>Article 34</b> sexual exploitation	Neutral	
<b>Article 35</b>	Neutral	

abduction, sale and trafficking			
<b>Article 36</b> other forms of exploitation	Neutral		
<b>Article 37</b> inhumane treatment and detention	Neutral		
<b>Article 38</b> war and armed conflicts	Neutral		
<b>Article 39</b> recovery from trauma and reintegration	Neutral		
<b>Article 40</b> juvenile justice	Neutral		
<b>Article 41</b> respect for higher national standards	Neutral		
<b>Article 42</b> knowledge of rights	Neutral		
<b>Optional</b> Protocol on a Communications Procedure	Neutral		

## Protected Characteristics

Aberdeen City Council wants to ensure everyone is treated fairly. Identify the [protected characteristics](#) that your policy/ proposal affects and record the relevant impact and describe the mitigating steps.

	<b>High / Medium Negative impact</b>	<b>Mitigations</b> Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
<b>Age</b> A person belonging to a particular age (for example 32-year-olds) or range of ages (for example 18 to 30year olds).	Positive – The draft LTS (2023-2030) contains Objective TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen	

	transport network, making it more accessible and inclusive.	
<b>Disability</b> people with disabilities / long standing conditions	<p>Positive – The draft LTS (2023-2030) contains Objective TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive.</p> <p>However, there is a policy in the draft LTS (2023-2030) around Zero Emission Vehicles. Although these bring benefits compared with petrol and diesel cars around air quality and thus health there can potentially be some concerns that, with these vehicles being silent or near silent, those who are deaf/hard of hearing may struggle to hear/be aware of such vehicles.</p>	Electric Vehicles are fitted with noise generating devices to ensure that pedestrians and other vulnerable road users are made aware of their presence.
<b>Race (including Gypsy / Travellers)</b> people from minority ethnic communities and different racial backgrounds	Neutral	
<b>Religion or belief</b> people with different religion and belief to include those with no beliefs	Neutral	
<b>Sex - Gender identity</b>	Neutral	

men or women, boys and girls		
<b>Pregnancy and maternity</b> women who are pregnant and / or on maternity leave	Positive – The draft LTS (2023-2030) contains Objective TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare. It also includes Objective “TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive”	
<b>Sexual orientation</b> lesbian, gay, bisexual, heterosexual / straight	Neutral	
<b>Gender reassignment</b> anybody whose gender identity / expression is different to the sex assigned to them at birth	Neutral	
<b>Marriage and civil partnership</b> people who are married or in a civil partnership	Neutral	

## Socio-Economic Inequalities

Not every person / family has access to regular income or savings. You should therefore consider the impact of your proposal on people who might be unemployed, single parents, people with lower education or literacy, looked after children, those with protected characteristics are just some examples.

Identify the group that your policy/ proposal affects and record the relevant impact and describe the mitigating steps.

	<b>High / Medium Negative impact</b>	<b>Mitigations</b> Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
<p><b>Low income / income poverty</b> – those who cannot afford regular bills, food, clothing payments.</p>	<p><b>Positive – The following 5 draft LTS (2023-2030) objectives can help people with lower incomes to better access the transport network;</b>  <b>TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare</b>  <b>TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.</b>  <b>TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive</b>  <b>TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather</b>  <b>TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen</b></p>	
<p><b>Low and/or no wealth</b> – those who can meet basic living costs but have no savings for unexpected spend or provision for the future</p>	<p><b>Positive – The following 5 draft LTS (2023-2030) objectives will help people with low and/ or no wealth to better access the transport network;</b>  <b>TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives</b></p>	

	<p>and give access to healthcare</p> <p>TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.</p> <p>TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive</p> <p>TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather</p> <p>TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen</p>	
<p><b>Material deprivation</b> – those who cannot access basic goods and services, unable to repair/replace broken electrical goods, heat their homes or access to leisure or hobbies</p>	<p><b>Positive</b> – The following 5 draft LTS (2023-2030) objectives can help people who cannot access basic goods and services to better access the transport network;</p> <p>TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare</p> <p>TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.</p> <p>TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive</p>	

	<p>TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather</p> <p>TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen</p>	
<p><b>Area deprivation</b> – consider where people live and where they work (accessibility and cost of transport)</p>	<p><b>Positive – The following 5 draft LTS (2023-2030) objectives can help people better access the transport network;</b></p> <p>TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare</p> <p>TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.</p> <p>TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive</p> <p>TPO6 - Resilience - Ensure the transport network is more resilient and can react to unplanned circumstances and extreme weather</p> <p>TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen</p>	
<p><b>Socio-economic background</b> – social class, parents’ education, employment, income.</p>	<p><b>Positive – The following 5 draft LTS (2023-2030) objectives can help people better access the transport network;</b></p>	

	<p>TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare</p> <p>TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.</p> <p>TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive</p> <p>TPO6 - Resilience - Ensure the transport network is more resilient and can react to unplanned circumstances and extreme weather</p> <p>TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen</p>	
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## Consultation and monitoring

<p>Have you undertaken any of form of consultation with any of the affected groups?</p>	<p><b>Yes</b></p>	
<p>Describe the consultation processes/methods undertaken and the number of participants/respondents</p>	<p>A main issues consultation took place in October and November 2021. This was before the development of the draft LTS (2023-2030) and to inform the content and approach of it. As well as the consultation, an online questionnaire, being promoted to members of the public, the following relevant stakeholders were contacted directly.</p> <p><b>Internal</b></p> <ul style="list-style-type: none"> <li>- Education Quality Improvement Manager</li> <li>- Outdoor Learning and Wider Achievement Manager</li> <li>- Public Health Co-ordinator</li> <li>- Communities and Housing Area Manager</li> <li>- Equalities</li> <li>- Young People</li> </ul> <p><b>External</b></p> <ul style="list-style-type: none"> <li>- Public Health Directorate, NHS Grampian</li> </ul>	

	<ul style="list-style-type: none"> <li>- Health and Transport Action Plan Team</li> <li>- Robert Gordon University</li> <li>- Student President, RGU</li> <li>- North East Scotland College</li> <li>- Bon Accord Access Panel</li> <li>- Mobility and Access Committee Scotland</li> <li>- Disability Equality Partnership - Chairperson</li> <li>- Disability Equality Partnership - Council Liaison</li> <li>- North East Sensory Services</li> <li>- Aberdeen Action on Disability</li> <li>- Grampian Racial Equality Council</li> <li>- Shopmobility</li> <li>- Aberdeen Multicultural Centre</li> <li>- Aberdeen Women's Alliance</li> <li>- Ethnic Minority Forum Aberdeen</li> <li>- Aberdeen City Youth Council</li> <li>- Grampian Senior Citizens Forum</li> <li>- Aberdeen Dementia Resource Centre</li> <li>- Poverty Alliance</li> </ul> <p>The full list of stakeholders contacted can be found on pages 10-15 above</p> <p>In total 387 responses were received from members of the public and stakeholders. Of this, 373 (96%) responses were from individuals, while 12 (34%) responses were on behalf of an organisation.</p> <p>All 44 Aberdeen City Elected Members were also made aware of the consultation and the plans for the LTS (2023-2030) and offered to attend two briefing sessions.</p> <p>All Community Councils were also contacted and a presentation was given at the Community Council forum in October 2021.</p> <p>Further public and stakeholder consultation is planned on the draft LTS (2023-2030) and supporting documents in September and October 2023 once they have been to committee in August 2023.</p>
<p>Summarise the changes or improvements that have been made to the policy because of the consultation.</p>	<p>No changes or improvements have been made to the draft LTS (2023-2030) following the main issues consultation as the draft LTS had not yet been written at that point. However, the comments have informed the draft LTS (2023-2030).</p> <p>Once the draft LTS (2023-2030) goes out for consultation, currently planned for September and October 2023, all comments received will be considered and any required changes will be made as the document changes from draft to final LTS (2023-2030). This section will be populated following this.</p>

Set out what suggested changes or improvements that have not been made and why	This will be populated once the consultation on the draft LTS (2023-2030) has been undertaken				
What impact(s) has the consultation had upon your proposal?	<p>The Main Issues Consultation has provided valuable insight into the challenges and opportunities of the transport system in Aberdeen as well as what works well, what does not work so well and what suggested changes can be made to improve things. All of this has informed the draft LTS (2023-2030)</p> <p>The consultation planned for the draft LTS (2023-2030) in September and October 2023 will allow the Council to gauge public opinion on the document and provide the chance to make any changes based on the feedback.</p>				
How will this policy be monitored	<p>The LTS will be monitored annually against the 8 Transport Planning Objectives, the 14 Outcomes (2023-2030) and the 14 future outcomes.</p> <p>Objectives (2023-2030)</p> <p>TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen.  TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare  TPO3 – Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.  TPO4 – Economy – Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.  TPO5 – Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive  TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather  TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.  TPO8 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen</p> <p>Outcomes (2023-2030)</p> <table border="1" data-bbox="568 1753 1275 1968"> <thead> <tr> <th colspan="2">Outcomes up to 2030</th> </tr> </thead> <tbody> <tr> <td>1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030</td> <td>8. Improved journey time reliability for all modes in Aberdeen</td> </tr> </tbody> </table>	Outcomes up to 2030		1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030	8. Improved journey time reliability for all modes in Aberdeen
Outcomes up to 2030					
1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030	8. Improved journey time reliability for all modes in Aberdeen				

	2. A reduction in car km travelled in Aberdeen by 20% compared with 2015 baseline	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare
	3. Reduce PM10s and NOx to enable the removal of Air Quality Management Areas in Aberdeen	10. Improved accessibility to transport in Aberdeen for all
	4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline	11. Improved interchange opportunities between modes in Aberdeen
	5. 20% of the total cars and vans in Aberdeen City being "zero emission"	12. Improved information about the Aberdeen transport network being available to users and planners
	6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network	13. A transport network which is able to benefit from improvements in technology for Aberdeen
	7. A more resilient transport network for Aberdeen	14. A transport network which is well maintained for Aberdeen
	These should contribute towards the following <u>longer-term outcomes by 2045 (Beyond the life of this LTS (2023-2030))</u>	
	<b>Outcomes beyond 2030</b>	
	A. More journeys made by active travel and public	I. Zero fatalities on the Aberdeen road network and

	transport together than by car in Aberdeen	an even greater feeling of safety for users of the transport network
	B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
	C Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
	D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
	E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
	F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
	G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
	H. A traffic reduction exceeding 20% in Aberdeen city centre compared with 2015 baseline	P. A transport network which is resilient and can cope with external disruptors
Use this section to justify why your proposal should go ahead despite the negative impacts identified.	<p>The negative impacts identified were in relation to Human Right Article 1 of Protocol 1 of the Human Rights Act (1998) - Protection of property</p> <p>It was identified that there may be some medium negative impact as the draft LTS (2023-2030) approval could lead to construction noise, compulsory purchase of property for transport schemes, while some traffic restrictions could cause increased traffic elsewhere. However, this could be mitigated by ensuring construction contractors are subject to and adhere to agreed permitted timings for works, by ensure that correct</p>	

	<p>procedures are followed for any compulsory purchase schemes and options considered which would remove the need to compulsory purchase.</p> <p>Working with operators such as bus companies to ensure that any required diversion routes minimise disruption and delay. Promote active travel, public transport use and, where cars are unavoidable, car sharing/pooling to reduce traffic on the road in first place.</p> <p>Of relevance to Article 23, “Children with a disability”, in the United Nations Convention on the Rights of the Child (UNCRC) and Optional Protocols, and to people with a disability in the Protected Characteristics section, there is a policy in the draft LTS (2023-2030) around Zero Emission Vehicles. Although these bring benefits compared with petrol and diesel cars around air quality and thus health there can potentially be some concerns that, with these vehicles being silent or near silent, those who are deaf/hard of hearing may struggle to hear/be aware of such vehicles. In terms of mitigation though, modern electric vehicles are fitted with noise generating devices to ensure that pedestrians and other vulnerable road users are made aware of their presence.</p> <p>Given that these potential negative impacts can be mitigated and that the LTS (2023-2030) has demonstrated many positive impacts, it should be permitted to proceed.</p>
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**Authorisation and sign off: for Stage 2:**

<b>Title of Policy / proposal:</b>		
<b>Directorate and Cluster:</b>		
<b>Policy and assessment author (s)</b>	Name: Job title: Date:	Name: Job title: Date:
<b>Authorised and approved by Director or Chief Officer</b>	Name: Job title: Date:	Name: Job title: Date:

Following completion and approval, please email your completed assessment to:  
[equality\\_and\\_diversity@aberdeencity.gov.uk](mailto:equality_and_diversity@aberdeencity.gov.uk)