

# Aberdeenshire Council

## Integrated Impact Assessment

### Budget Savings 2026/27 - Road Safety

Assessment ID	IIA-003472
Lead Author	Martin Hall
Additional Authors	Chris Menzies
Service Reviewers	Andrew Wilkinson
Subject Matter Experts	Suzanne Rhind, Susan Forbes, Shona Campbell, Kakuen Mo, Jane Wilkinson, Jade Fitzpatrick, Ricki Lyon, Annette Johnston, Christine McLennan, Kay MacDonald
Approved By	Ewan Wallace
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# 1. Overview

This document has been generated from information entered into the Integrated Impact Assessment system.

A proposed budget saving of £47,000 has been made for the Road Safety line.

The budget saving will see a reduction of 1 FTE from the team of 4 Road Safety Engineers. The post to be removed is currently vacant and there will be no redundancy costs associated with this saving. So a 25% reduction.

The reduction of staffing will have a detrimental impact on the capacity of the team to respond to road safety concerns and reduce the ability to be proactive in applying measures. This comes at a time where there is increasing demand on the team due to the number of injury collisions on our network, the increase in demand for safety audits at schools and the increase in capital grant funding from Scottish Government.

The main objectives of a road safety team are to reduce the number of injuries and fatalities on the roads. The Road Safety Unit plays a critical role in promoting public safety by preventing accidents, raising awareness about safe road behaviours, improving infrastructure, and using data-driven approaches to address road safety issues. These efforts contribute to creating safer road environments, reducing injuries and fatalities, and improving overall public safety on the roads.

The safety of all road users is a key priority for Aberdeenshire Council. Improvements in local road safety is an important element helping to achieve Council Plan:

- Sustainable Economy - Attract and retain people of working age to the region.

A safe and efficient transport network can attract and retain people of working age to the region.

- Connected Communities - Collaborate with partners and communities to attract investment to enhance travel and transport connections between our towns and villages

A safe and efficient transport network enhances travel and transport connections in the area.

- Connected Communities - Encourage and promote active travel – supporting healthier, more sustainable and environmentally friendly travel options

Safety is often highlighted as a significant barrier to active travel and road safety interventions through engineering, education and enforcement supports active travel.

- Living Well Locally - Work with and support opportunities for residents to be healthy and active

Safety is often highlighted as a significant barrier to active travel and road safety interventions through engineering, education and enforcement supports residents to be active.

Aberdeenshire Council have adopted the Safe System as detailed in the Aberdeenshire Road Safety Plan to 2030 and aligns with the strategic objectives of both 'Scotland's Road Safety Framework to 2030' and Local Government, and links into the guiding principles of the Local Transport Strategy.

The Council's Road Safety Unit work together with our partner organisations to evaluate the potential risks and mitigate them by means of engineering and education measures undertaken to reduce their risk or likelihood.

This approach allows the RSU to use techniques that will identify high risk locations and assist the area roads teams to prioritise road safety countermeasure treatments within the roads maintenance programme, our local safety schemes, and planned road upgrades and ensure that resources are being utilised to implement the schemes that will have the greatest benefit for casualty reduction to our road users.

Aberdeenshire Council has a Statutory Requirement under the '1988 Road Traffic Act – Section 39', to investigate, design and promote engineering and educational measures, giving road safety information and training resulting from road traffic collisions to prevent further injury. The Road Safety Unit, comprising of engineers and transport safety education practitioners fulfil this statutory requirement.

As part of the statutory duty, Aberdeenshire Council must:

- a) Prepare and carry out a programme of measures designed to promote road safety.
- b) Carry out studies into accidents arising out of the use of vehicles. In light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for the maintenance of which they are responsible and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

Creating safer roads infrastructure is critical for our longer-term goals and facilitating safe active travel. Areas of concern across our network should be identified through a robust risk assessment process. Mitigating measures should be implemented to reduce the risk of collisions occurring and resultant injuries or reduce their likelihood and/or severity.

Effective road safety not only saves lives and prevents injuries but can also prevent the resultant emotional and psychological trauma, saving a substantial amount of public money, which in turn reduces the burden on over-stretched public services such as health and social care.

During screening 7 of 12 questions indicated that detailed assessments were required, the screening questions and their answers are listed in the next section. This led to 4 out of 5 detailed impact assessments being completed. The assessments required are:

- Childrens' Rights and Wellbeing
- Equalities and Fairer Scotland Duty
- Health Inequalities
- Town Centres First

In total there are 0 positive impacts as part of this activity. There are 7 negative impacts, of these negative impacts, 0 have been mitigated and 7 cannot be mitigated satisfactorily.

A detailed action plan with 2 points has been provided.

This assessment has been approved by [ewan.wallace@aberdeenshire.gov.uk](mailto:ewan.wallace@aberdeenshire.gov.uk).

The remainder of this document sets out the details of all completed impact assessments.

## 2. Screening

Could your activity / proposal / policy cause an impact in one (or more) of the identified town centres?	Yes
Would this activity / proposal / policy have consequences for the health and wellbeing of the population in the affected communities?	Yes
Does the activity / proposal / policy have the potential to affect greenhouse gas emissions (CO2e) in the Council or community and / or the procurement, use or disposal of physical resources?	No
Does the activity / proposal / policy have the potential to affect the resilience to extreme weather events and / or a changing climate of Aberdeenshire Council or community?	No
Does the activity / proposal / policy have the potential to affect the environment, wildlife or biodiversity?	No
Does the activity / proposal / policy have an impact on people and / or groups with protected characteristics?	Yes
Is this activity / proposal / policy of strategic importance for the council?	Yes
Does this activity / proposal / policy impact on inequality of outcome?	Yes
Does this activity / proposal / policy have an impact on children / young people's rights?	No
Does this activity / proposal / policy have an impact on children / young people's wellbeing?	Yes
Does the activity / proposal / policy relate to budget proposals?	Yes
Does this activity / proposal / policy impact on consumers of Council services?	No

## 3. Impact Assessments

Children's Rights and Wellbeing	No Negative Impacts Can Be Mitigated
Climate Change and Sustainability	Not Required
Equalities and Fairer Scotland Duty	No Negative Impacts Can Be Mitigated
Health Inequalities	No Negative Impacts Identified
Town Centre's First	No Negative Impacts Can Be Mitigated

## 4. Childrens' Rights and Wellbeing Impact Assessment

### 4.1. Wellbeing Indicators

Indicator	Positive	Neutral	Negative	Unknown
Safe			Yes	
Healthy			Yes	
Achieving		Yes		
Nurtured		Yes		
Active			Yes	
Respected		Yes		
Responsible		Yes		
Included		Yes		

### 4.2. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Active	<p>The reduction in Road Safety Unit Capacity will have an impact on the availability to complete and implement road safety audits at Schools.</p> <p>Can be mitigated                      No</p> <p>Justification                      There is little that can be mitigated as the remaining Road Safety Unit team will be prioritising activities at locations where there are injury collisions occurring which will reduce the availability of staff to be proactive in other areas.</p>
Healthy	<p>The reduction in Road Safety Unit Capacity will have an impact on the availability to complete and implement road safety audits at Schools.</p> <p>Can be mitigated                      No</p> <p>Justification                      There is little that can be mitigated as the remaining Road Safety Unit team will be prioritising activities at locations where there are injury collisions occurring which will reduce the availability of staff to be proactive in other areas.</p>

Impact Area	Details and Mitigation
Safe	<p>The reduction in Road Safety Unit Capacity will have an impact on the availability to complete and implement road safety audits at Schools.</p> <p>Can be mitigated                      No</p> <p>Justification                      There is little that can be mitigated as the remaining Road Safety Unit team will be prioritising activities at locations where there are injury collisions occurring which will reduce the availability of staff to be proactive in other areas.</p>

### 4.3. Evidence

Type	Source	It says?	It Means?
Internal Data	Aberdeenshire Council Road Safety Plan	<a href="https://abshirepublications.blob.core.windows.net/acblobstorage/8b874948-a03e-4e6e-b101-68a20a2b9d3c/aberdeenshire-council--road-safety-plan-2021--2030-min-1.pdf">https://abshirepublications.blob.core.windows.net/acblobstorage/8b874948-a03e-4e6e-b101-68a20a2b9d3c/aberdeenshire-council--road-safety-plan-2021--2030-min-1.pdf</a>	It is noted that between were 140 pedestrian casualties accounted for 8% of all traffic casualties, of these pedestrian casualties had b. 25% of all pedestrian the months of January a of these casualties were

### 4.4. Accounting for the Views of Children and Young People

No consultation has been undertaken due to short notice of the propose budget saving.

### 4.5. Promoting the Wellbeing of Children and Young People

Reducing the road safety budget does not help safeguard, support and promote children/young people's wellbeing.

### 4.6. Upholding Children and Young People's Rights

Reducing the budget to Road Safety does not uphold childrens and young people's rights.

### 4.7. Overall Outcome

No Negative Impacts Can Be Mitigated.

Reducing the road safety budget will remove capacity from the service.

There is a need to provide a balanced budget for financial year 2026/27

## 5. Equalities and Fairer Scotland Duty Impact Assessment

### 5.1. Protected Groups

Indicator	Positive	Neutral	Negative	Unknown
Age (Younger)			Yes	
Age (Older)			Yes	
Disability		Yes		
Race		Yes		
Religion or Belief		Yes		
Sex		Yes		
Pregnancy and Maternity		Yes		
Sexual Orientation		Yes		
Gender Reassignment		Yes		
Marriage or Civil Partnership		Yes		

### 5.2. Socio-economic Groups

Indicator	Positive	Neutral	Negative	Unknown
Low income		Yes		
Low wealth		Yes		
Material deprivation		Yes		
Area deprivation			Yes	
Socioeconomic background		Yes		

### 5.3. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Age (Older)	<p>Older people are disproportionately represented in road casualty figures and are a Priority Group in the Road Safety Plan</p> <p>Can be mitigated No</p> <p>Justification A reduction in budget will result in a reduction in capacity within the Road Safety Unit.</p>
Age (Younger)	<p>Younger Drivers are disproportionately represented in road casualty figures and are a Priority Group in the Road Safety Plan</p> <p>Can be mitigated No</p> <p>Justification A reduction in budget will result in a reduction in capacity within the Road Safety Unit.</p>

Impact Area	Details and Mitigation
Area deprivation	<p>data consistently shows that individuals living in Scotland's most deprived areas are at a significantly higher risk of road safety accidents</p> <p>Can be mitigated                      No</p> <p>Justification                      A reduction in budget will result in a reduction in capacity within the Road Safety Unit.</p>

## 5.4. Evidence

Type	Source	It says?	It Means?
Internal Data	Aberdeenshire Council Road Safety Plan	<a href="https://abshirepublications.blob.core.windows.net/acblobstorage/8b874948-a03e-4e6e-b101-68a20a2b9d3c/aberdeenshire-council---road-safety-plan-2021---2030-min-1.pdf">https://abshirepublications.blob.core.windows.net/acblobstorage/8b874948-a03e-4e6e-b101-68a20a2b9d3c/aberdeenshire-council---road-safety-plan-2021---2030-min-1.pdf</a>	Highlights that younger are more likely to be involved in collisions.
External Data	Monitoring and Evaluating Report - National Transport Strategy	<a href="https://www.transport.gov.scot/publication/monitoring-and-evaluation-report-2024-national-transport-strategy/improves-our-health-and-wellbeing/">https://www.transport.gov.scot/publication/monitoring-and-evaluation-report-2024-national-transport-strategy/improves-our-health-and-wellbeing/</a>	Highlights that people living in deprived areas are more likely to be involved in injury collisions

## 5.5. Engagement with affected groups

No consultation on the budget saving has been carried out.

## 5.6. Ensuring engagement with protected groups

N/A

## 5.7. Evidence of engagement

N/A

## 5.8. Overall Outcome

No Negative Impacts Can Be Mitigated.

The budget saving will result in a reduction in capacity in the Road Safety Unit

There is a need to provide a balance budget for 2026/27

## 5.9. Improving Relations

Positive communications as part of the wider budget setting process to highlight that despite the reduction in budget, Road Safety is still a key priority for the Council

## 5.10. Opportunities of Equality

The budget saving does not create opportunities for advancing equality of opportunity.

## 6. Health Inequalities Impact Assessment

### 6.1. Health Behaviours

Indicator	Positive	Neutral	Negative	Unknown
Healthy eating		Yes		
Exercise and physical activity		Yes		
Substance use – tobacco		Yes		
Substance use – alcohol		Yes		
Substance use – drugs		Yes		
Mental health		Yes		

### 6.2. Evidence

Type	Source	It says?	It Means?
Internal Data	Aberdeenshire Council Road Safety Plan	<a href="https://abshirepublications.blob.core.windows.net/acblobstorage/8b874948-a03e-4e6e-b101-68a20a2b9d3c/aberdeenshire-council--road-safety-plan-2021--2030-min-1.pdf">https://abshirepublications.blob.core.windows.net/acblobstorage/8b874948-a03e-4e6e-b101-68a20a2b9d3c/aberdeenshire-council--road-safety-plan-2021--2030-min-1.pdf</a>	Highlights that the budget cuts have an impact on the budget

### 6.3. Overall Outcome

No Negative Impacts Identified.

The budget saving does not have an impact on any of the listed areas.

## 7. Town Centre's First Impact Assessment

### 7.1. Local Factors

Indicator	Positive	Neutral	Negative	Unknown
Town centre assets		Yes		
Footfall		Yes		
Changes to road layouts		Yes		
Parking		Yes		
Infrastructure changes		Yes		
Aesthetics of the town centre		Yes		
Tourism		Yes		
Public safety			Yes	
Town centre business		Yes		
Cultural heritage and identity		Yes		
Social and cultural aspects		Yes		

### 7.2. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Public safety	<p>A reduction in capacity for the Road Safety Unit will impact their ability to impelment safety improvements in town centres such as traffic calming, pedestrian crossings or school safety audits (for schools that are in Town Centres)</p> <p>Can be mitigated                      No</p> <p>Justification                      The budget saving will result in a reduction in the capacity of the Road Safety Unit.</p>

### 7.3. Evidence

Type	Source	It says?	It Means?
Internal Data	Aberdeenshire Council Road Safety Plan	<a href="https://abshirepublications.blob.core.windows.net/acblobstorage/8b874948-a03e-4e6e-b101-68a20a2b9d3c/aberdeenshire-council---road-safety-plan-2021---2030-min-1.pdf">https://abshirepublications.blob.core.windows.net/acblobstorage/8b874948-a03e-4e6e-b101-68a20a2b9d3c/aberdeenshire-council---road-safety-plan-2021---2030-min-1.pdf</a>	Highlights the important Road Safety Unit in having an efficient road network and reducing casualties from road traffic.

### 7.4. Overall Outcome

No Negative Impacts Can Be Mitigated.

There will be a reduction in the capacity of the Road Safety Unit following the budget saving.

There is a need to produce a balanced budget for 2026/27

## 8. Action Plan

Planned Action	Details
<p>Continue to Monitor the Road Traffic Collison data and priortise available resource to achieve a reduction in the number of people injured or killed on our road network.</p>	<p><b>Lead Officer</b> Martin Hall</p> <p><b>Repeating Activity</b> No</p> <p><b>Planned Start</b> Wednesday April 01, 2026</p> <p><b>Planned Finish</b> Wednesday March 31, 2027</p> <p><b>Expected Outcome</b> There will be a focus on areas where injury collisions are occuring rather than working proactively to make others areas feel safer through interventions such as school audits, pedestrian crossing assessments and traffic calming at sites where there are no injury collisions occuring.</p> <p><b>Resource Implications</b> This action can be accomodated within the remaining resource in the Road Safety Unit.</p>
<p>Continue to monitor progress of the Road Safety Action Plan and consider reviewing aims and objectives if the reduced capacity will now mean the Service is unable to deliver.</p>	<p><b>Lead Officer</b> Martin Hall</p> <p><b>Repeating Activity</b> No</p> <p><b>Planned Start</b> Wednesday April 01, 2026</p> <p><b>Planned Finish</b> Wednesday March 31, 2027</p> <p><b>Expected Outcome</b> It is anticpated that the Road Safety Plan will not required amendment, but timescales may be required to be adjusted.</p> <p><b>Resource Implications</b> This action can be accomodated within the remaining resource within the Road Safety Unit</p>