

## INTEGRATED IMPACT ASSESSMENT COVERING

- EQUALITIES & SOCIO ECONOMIC DUTIES
- HUMAN RIGHTS AND RIGHTS OF THE CHILD

### STAGE 1 - DO I NEED AN INTEGRATED IMPACT ASSESSMENT?

<b>Name of policy or proposal:</b>	
Is this a	Mark X below
New activity, programme or policy?	
Change to an existing activity, programme or policy?	X
Budget proposal?	

Duties: tick the boxes you think apply	No	Maybe	Yes
<b>Equalities:</b> Will your proposal have an impact on groups with protected characteristics?  <i>Consider the impact of your proposal on people and how they access your services and information without barriers.</i>			X
<b>Socio-economic</b>  <i>Not every person/family has access to regular income or savings. Will your proposal have an adverse impact on them</i>	X		
Does your proposal impact on the <b>human rights</b> of people?	X		
Does your proposal impact on the <b>rights of children</b> and young people	X		

<p><b>Reasoning</b></p> <p>Briefly describe your reasoning for the responses given above:</p> <p><b>The actions from the Road Safety Plan to 2030 include providing infrastructure for vulnerable road users, which include children and persons with impaired mobility/senses. The provision of such infrastructure will be to the benefit of these groups.</b></p>
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**There would be no adverse socio-economic impact from the actions within the plan as provision of active travel infrastructure will also support travel for low income groups who often do not have access to a vehicle.**

**Likewise the Plan does not have any implications on Human Rights or the Rights of Children.**

**If you have answered “maybe” or “yes” to any of the Stage 1 questions above then proceed to complete the Stage 2 Integrated Impact Assessment questions below.**

**If you have answered “no” to the Stage 1 questions above then provide the details below and submit to [email]**

Lead Officer for developing the contract	Diane Anderson
Other people involved in the screening (this may be council staff, partners or others i.e. contractor or community)	Elaine Penny
Date	16 October 2023

## **STAGE 2: INTEGRATED IMPACT ASSESSMENT**

### **Brief description of the affected service**

1. Describe what the service does:

The Transportation Service is responsible for Road Safety. Road Safety is a statutory duty and the Council is obliged under the Road Traffic Act 1988 (Section 39) to prepare and carry out a programme of measures designed to promote road safety and prevent accidents. It is further recommended that each Local Authority produce a Road Safety Plan which sets out the strategy for improving safety and identifies clear targets. In this instance the targets are informed by the Scottish Government Road Safety Framework to 2030.

This is the seventh Road Safety Plan for Moray.

<p>2. Who are your main stakeholders?  Road users, by all modes of transport, across Moray.  Road safety partners - Police Scotland, Fire and Rescue Service, NHS Grampian, Transport Scotland</p>
<p>3. What changes as a result of the proposals? Is the service reduced or removed?   There are no changes to the service resulting from the new Road Safety Plan.</p>
<p>4. How will this affect your customers?  As there is no change to service, there will be no impact on customers.</p>
<p>5. Impact on staff providing the service – None duties with respect to Road Safety remain unchanged.</p>

<b>6. Please indicate if these apply to any of the protected characteristics</b>	
<b>Protected groups</b>	<b>Potential impacts and considerations</b>
Race	
Disability	An action of plan is to provide more active travel infrastructure to support movement by walking, wheeling and cycling. The needs of mobility and visually impaired road users will be taken into account in the design of this infrastructure.
Carers (for elderly, disabled or minors)	
Sex	
Pregnancy and maternity (including breastfeeding)	
Sexual orientation	
Age (include children, young people, midlife and older people)	An action of plan is to provide more active travel infrastructure to support movement by walking, wheeling and cycling. The needs of road user, (children, young people, midlife and older people) will be taken into account in the design of this infrastructure.
Religion, and or belief	
Gender reassignment	
Inequalities arising from socio-economic differences	An action of plan is to provide more active travel infrastructure to support movement by walking, wheeling and cycling. This is a benefit as persons with a low income are less likely to have access to a vehicle.

## Human rights

List of convention rights	Describe, where applicable, if and how specific rights are engaged
Article 5: Right to liberty and security	
Article 6: Right to a fair trial	
Article 8: Right to respect for private and family life, correspondence and the home	
<i>Article 10: Freedom of expression</i>	
<i>Article 11: Freedom of assembly and association</i>	
<i>Article 12: Right to marry</i>	
<i>Article 14: Prohibition of discrimination (in relation to the convention rights)</i>	
<i>Article 1 of Protocol 1: Protection of property</i>	
<i>Article 2 of Protocol 1: Right to education</i>	
<i>Article 3 of Protocol 1: Right to free elections by secret ballot</i>	

## Children's Rights and Wellbeing

Relevant articles – UNCRC	
Article 2 – Non discrimination	
Article 12 – Respect of the views of the child	
Article 3.1 – Best interest of the child	
Article 6.2 – Right to survival and development	

**7. Evidence.** What information have you used to make your assessment?

<b>Performance data</b>	
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<b>Internal consultation</b>	This is the seventh Road Safety Plan for Moray. Internal consultation and consultation with key stakeholders/partners (e.g. Police Scotland) has been part of the development of this plan.
<b>Consultation with affected groups</b>	No direct consultation has been undertaken. However the provision of active travel infrastructure is part of the Active Travel Strategy which has been the subject of public and stakeholder consultation.
<b>Local statistics</b>	Accident data
<b>National statistics</b>	Accident data
<b>Other</b>	

**8. Evidence gaps**

Do you need additional information in order to complete the information in the previous questions?

No

**9. Mitigating action**

*Can the impact of the proposed policy/activity be mitigated? Please explain*

Proposed active travel infrastructure will support travel by foot, cycle, wheeling by vulnerable road users including mobility/visually impaired persons, children and young people, midlife and older people.

The design of this infrastructure will take into consideration the needs of these groups.

**10. Justification**

If nothing can be done to reduce the negative impact(s) but the proposed policy/activity must go ahead, what justification is there to continue with the change?

## SECTION 3 CONCLUDING THE IIA

### Concluding the IIA

1. No potential negative impacts on any of the protected groups were found.	X
2. Some potential negative impacts have been identified.  The impacts relate to:	
Reducing discrimination, harassment, victimisation or other conduct prohibited under the Equality Act 2010	
Promoting equality of opportunity	
Fostering good relations	
3. The proposals interfere with human rights and/or the rights of the child	
4. Negative impacts can be mitigated the proposals as outlined in question 8	
5. The negative impacts cannot be fully mitigated but are justified as outlined in question 9.	
6. Further consultation with affected groups is needed.	
7. It is advised not to go ahead with the proposals.	

**Decision:**

Set out the rationale for deciding whether or not to proceed with the proposed actions: An action in the Road Safety is to provide active travel infrastructure which would be utilised by users with protected characteristics (Disability and Age). An individual Equalities Impact Assessment will be undertaken as individual schemes are developed to seek to maximise the benefits of each scheme for these user groups.

**Date of Decision:** 16 October 2023

**Sign off and authorisation:**

<b>Service</b>	Transportation
<b>Department</b>	Economic and Commercial Services
<b>Policy/activity subject to IIA</b>	
We have completed the integrated impact assessment for this policy/activity.	Name: Diane Anderson Position: Senior Engineer Transportation Date: 16 October 2023
Authorisation by head of service	Name: Nicola Moss Position: Head of Environmental and Commercial Services Date: 16 October 2023
Permission to publish on website -	
Please return this form to the Equal Opportunities Officer, Chief Executive's Office.	