

EQIA-01679

## **Action being taken**

**EQIA Directorate**

**EQIA Service**

**EQIA Team**

## **Details of person undertaking assessment**

### **Your name**

Barry Wylie

### **Your job title**

Assets Strategy Manager

### **Your directorate**

Place and Sustainability Directorate

### **Your service**

Asset Management, Design & Delivery

### **Your team**

Asset Strategy Team

### **Proposal being assessed**

Prioritisation of Highways Capital Programme

### **Business plan proposal number**

N/A

## **Proposal details**

### **What is the name and description of the policy being assessed?**

This EqIA relates to the Prioritisation of the Highways Capital Programme. It sets out the processes by which schemes are prioritised for inclusion in the programmes of highway maintenance capital schemes.

Previously, officers have formulated these programmes of work based upon asset management principles, the use of objective condition data and a range of other factors, including member and public reports, insurance claims, accident records and other relevant factors.

This EqIA sets out a more transparent process for the formulation of these programmes, based upon

weighted scoring of a range of factors relevant to the importance of differing treatment types for each asset type. Potential schemes will all be put through these scoring systems, effectively providing a clear process whereby “long lists” of schemes are assessed and “short lists” derived, which will ultimately be the programmes put before this committee for approval.

The key outcome will be transparency of programme formulation, providing members and the public with assurance that all schemes have been considered alongside other potential schemes via objective scoring criteria.

A further outcome will be programmes of work that demonstrably align with the Council’s approved highways asset management policies. The scoring mechanisms will reflect these policies and will produce programmes of work that are appropriate for the long-term stewardship of the highway network for which the Council is responsible.

### **What type of policy is this?**

Major change

### **Is this EqlA supporting a committee paper/business case?**

Yes

## **Identifying impact on affected groups**

**Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?**

Yes

**If no, provide an explanation as to why this proposal will not have an impact on each of the following characteristic/group of people**

## **Affected groups and impact**

### **Age**

Positive impact

### **Disability**

Positive impact

### **Gender reassignment**

Neutral impact

### **Marriage/Civil Partnership**

Neutral impact

### **Pregnancy and maternity**

Neutral impact

**Race**

Neutral impact

**Religion/Belief**

Neutral impact

**Sex**

Neutral impact

**Sexual orientation**

Neutral impact

**Care experience**

Neutral impact

**Other identified groups**

Positive impact

**You identified positive/negative impacts – please explain each one and supporting evidence**

This EqIA builds on the previous EQqIA for the Highway Maintenance Capital Programme – ref CCC575754520, noting that this is a change to existing policy, not a new policy.

There are no negative impacts to any protected characteristics.

All positive impacts to those identified will be that these processes will ensure that programmes are developed in accordance with approved Council policy, specifically the asset management approach as set out in the Highway Operational Standards (HOS). The policy will show how we adhere to the Councils 7 Ambitions, particularly 1,2,3 and 6.

The HOS sets out that highway repairs and treatments may be prioritised where those with protected characteristics might be adversely impacted.

These processes contribute to the provision of an inclusive highway network, as a number of key criteria are identified that may positively benefit those protected characteristics identified above, examples include a higher weighting to locations served by public transport, locations where there are higher numbers of vulnerable users or sites generating more vulnerable users visiting.

Key data that is used in formulating highway policy and the development of the capital programme include the National Highways and Transport (NHT) public satisfaction survey results, the maintenance hierarchies of roads and footways (soon to be replaced by the Active Travel Hierarchy), which are based upon the level of usage, and measured Highway Condition data.

The positive impacts are applicable to the following protected characteristics:

Age

Disability

Other identified groups

#### POSITIVE IMPACT – AGE & DISABILITY

The Highways Capital Programme prioritisation method promotes schemes where public transport routes, access to local amenities, general levels of use and locations where a higher number of vulnerable users may be present.

#### POSITIVE IMPACT – OTHER GROUPS

Lower income groups are less likely to have access to a private car and are therefore more reliant upon public transport and active travel modes to reach services or places of employment. When considering how to prioritise schemes the location of Public Transport routes and Active Travel routes are both a key consideration in the scheme prioritisation.

Rurality is identified as a form of geographic inequality. When considering how to prioritise capital schemes the location of Public Transport routes and Active Travel routes are both a key consideration in the scheme prioritisation.

## **Evidence and analysis**

**State if any mitigating actions are required to alleviate negative impacts. If positive equality impacts have been identified, consider what actions you can take to enhance them. If you have decided to justify and continue with the policy despite negative equality impacts, provide your justification. If you are to stop the policy, explain why. Briefly describe the actions then please insert actions to be taken on to the given action plan**

## **Action plan**

### **Identified Impact Protected Characteristic or non-legislative factor**

Positive impact – Age (younger and older people)

The scoring criterion for access to public transport for relevant treatment/asset types is double weighted to demonstrate our commitment to our Ambition 1,2 and 6

Positive impact – Disability

The scoring criterion for access to public transport for relevant treatment/asset types is double weighted to demonstrate our commitment to our Ambition 1,2 and 6.

The inclusion of a specific criterion for the proximity of vulnerable users facility will enhance the condition of highway assets near facilities such as residential centres and day centres, etc

Positive impact – low income groups

The scoring criterion for access to public transport for relevant treatment/asset types is double weighted to demonstrate our commitment to our Ambition 1,2 and 6.

Positive impact – rurality

The scoring criterion for access to public transport for relevant treatment/asset types is double weighted to demonstrate our commitment to our Ambition 1,2 and 6.

**Action**

Detailed above against each protected group

**Expected outcomes**

**Officer**

Barry Wylie

**Completion date**

2025-03-31

**Did you engage with an EqlA super-user when developing your EqlA?**

No

**Approval details**

**Head of service**

Joshua Rutherford (he/him)

**Head of service email**

Joshua.Rutherford@cambridgeshire.gov.uk

**Status**

Approved