

EQUALITY IMPACT ASSESSMENT



Highway Asset Prioritisation for Capital Maintenance Schemes

1. Topic of assessment

EIA title:	Highway Asset Prioritisation for Capital Maintenance Schemes
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EIA author:	Amanda Richards, Asset Systems and Strategy Team Manager
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2. Approval

	Name	Date approved
<u>Approved by</u>¹	Jan Haunton	31/3/13

3. Quality control

Version number	2	EIA completed	31/3/13
Date saved	31/3/13	EIA published	TBA

4. EIA team

Name	Job title (if applicable)	<u>Organisation</u>	Role
Amanda Richards	Asset Systems and Strategy Team Manager	E & I	Lead Officer
Peter Agent	Asset Planning Group Manager	E & I	Group Manager
Samantha Cunningham	Highway Transformation Team	E& I	Project Coordinator – Delivering Road Maintenance a New Approach
Jan Haunton	Equalities Group (DEG)	E& I	Support, acting as critical friend and EAI approver

5. Explaining the matter being assessed

What policy, function or service is being introduced or reviewed?	<p>The policy for prioritising schemes for the capital maintenance programmes for Roads, Footways, Drainage, Safety Barriers and Structures has until this point been dealt with in isolation by the individual strategy teams dealing with each asset.</p> <p>This policy will be an overarching policy for these five highway assets which will in time cover the prioritisation of works on other highway assets. The Policy aims to;</p> <ul style="list-style-type: none"> • Provide clarity to officers, members and the public on how capital schemes are prioritised.
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¹ Refer to earlier guidance for details on getting approval for your EIA.

	<ul style="list-style-type: none"> • Provide a consistent mechanism for prioritising of capital maintenance works • Ensure that best practice and national guidance are used to prioritise works on all of these assets.
<p>What proposals are you assessing?</p>	<p>Rather than having disparate methods of prioritisation, the policy proposes 5 broad areas of value management that prioritisation criteria for roads, footways, drainage, safety barriers and structures should be classified under.</p> <ol style="list-style-type: none"> 1. Highway Maintenance/Improvement Issues 2. Network Hierarchy 3. Risk 4. Value for Money 5. Network Management <p>Value management is a process of assessing schemes against each other using defined, consistent criteria.</p> <p>Benchmarking with other local authorities indicates that they are increasingly using consistent methods of managing their assets rather than managing each asset independently as was the case in the past.</p>
<p>Who is affected by the proposals outlined above?</p>	<p><i>The proposals will affect the Surrey Highways staff that carry out or input into the prioritisation process as the policy will require a change in the way they create programmes of schemes, however this is being seen as an opportunity to streamline processes and make better use of available technology.</i></p> <p><i>The proposals will affect county council members who under the previous policy were able to nominate 3 roads for maintenance which were each given points. In line with criteria for other assets, this is no longer included as a criterion; however local committees have instead been given an allocation which they can spend on capital works on any of the 5 main highway assets which will allow them to be more reactive to priorities in their areas.</i></p> <p><i>All users of the highway will be affected by the changes which will see value for money and network management being added to the more traditional criteria like condition, usage and safety considerations. While these traditional criterion are still important and therefore are still included, the new criteria aim to help us make best use of available funds and to programme works more effectively in order to cause less disruption to the public.</i></p> <p>By revising the lists of schemes using the requirements of the new policy, previously published prioritised lists will change. This could have a negative effect on people who use or are affected by the poor quality of specific assets as they may find that schemes that were previously near the top of a maintenance list are not going to be treated during the timescales they expected based on the new priority policy. However conversely people may be positively affected when schemes they were not expecting to be carried</p>

out feature on the programme or are brought forward. Overall it is envisaged that more schemes will be carried out.

Influences on other policies and strategies

Introduction of the proposed Highway Asset Prioritisation Policy will impact on other Highway functions and activities.

Reactive Maintenance Review

Development of priority lists for Roads, Footways, Drainage, Safety Barriers and Structures will enable reactive maintenance to be planned more proactively. By knowing if and when capital maintenance will be taking place on an asset, the level of reactive maintenance required can be planned accordingly

Operation Horizon

1. The development of programmes of work will provide Operation Horizon with the required 5 year scheme lists which will enable more efficient and effective planning and programming of schemes.

6. Sources of information

Engagement carried out
<p>The development of the project has included the following consultation:</p> <ul style="list-style-type: none"> • Review of previous reviews/documentation • Review of available data • Desktop study with Maintenance and Operations and Project Engineers • Identification of existing policy shortcomings • Identification of solutions in consultation with Member task group • Benchmarking with highway authorities including Hampshire, East Sussex and TfL • Report to ETSC Meeting, March 2012 • Draft documentation for Cabinet Member/Assistant Director Review July 2012 • Review with Maintenance Prioritisation Task Group (MPTG) December 2012 • Addition of glossary of terms following (MPTG)
Data used
<ul style="list-style-type: none"> • National Code of Practice for “Well Maintained Highways” • National Code of Practice for “Well Maintained Structures” • National Code of Practice for “Provision of Vehicle Restraint Systems for Local Authorities” • Benchmarking with other Highway Authorities • Asset valuation and deterioration data produced for HM Treasury Whole of Government Accounts

7. Impact of the new/amended policy, service or function

7a. Impact of the proposals on residents and service users with protected characteristics

Protected characteristic ²	POTENTIAL POSITIVE IMPACTS	POTENTIAL NEGATIVE IMPACTS	EVIDENCE
<p>Age</p>	<p>The policy will promote the improvement of assets over time (providing adequate budget is provided.)</p> <p>Better condition of assets will improve access for residents and businesses and will enhance quality of life for Surrey residents.</p> <p>The Highway Prioritisation Policy is high level and aimed at providing a positive benefit to everyone in Surrey.</p>	<p>A negative impact can be identified on those assets that are not part of the prioritised lists.</p> <p>By prioritising on criteria other than just condition, some assets in poor condition could stay in poor condition for longer periods of time.</p>	<p>An asset management strategy that includes value management – the process of prioritising the competing needs of highway schemes – provides a structured, consistent, quality approach for assessing the benefits of undertaking maintenance and the risks of not undertaking maintenance.</p>
<p>Disability</p>	<p>The policy will promote the improvement of assets over time (providing adequate budget is provided.)</p> <p>Better condition of assets will improve access for residents and businesses and will enhance quality of life for Surrey residents.</p> <p>The Highway Prioritisation Policy is high level and aimed at providing a positive benefit to everyone in Surrey.</p>	<p>A negative impact can be identified on those assets that are not part of the prioritised lists.</p> <p>By prioritising on criteria other than just condition, some assets in poor condition could stay in poor condition for longer periods of time.</p>	<p>An asset management strategy that includes value management – the process of prioritising the competing needs of highway schemes – provides a structured, consistent, quality approach for assessing the benefits of undertaking maintenance and the risks of not undertaking maintenance.</p>

² More information on the definitions of these groups can be found [here](#).

ANNEX 4

Gender reassignment	none	none	The project covers a materials asset which would not have an impact on gender reassignment
Pregnancy and maternity	<p>The policy will promote the improvement of assets over time (providing adequate budget is provided.)</p> <p>Better condition of assets will improve access for residents and businesses and will enhance quality of life for Surrey residents.</p> <p>The Highway Prioritisation Policy is high level and aimed at providing a positive benefit to everyone in Surrey.</p>	<p>A negative impact can be identified on those assets that are not part of the prioritised lists.</p> <p>By prioritising on criteria other than just condition, some assets in poor condition could stay in poor condition for longer periods of time.</p>	<p>An asset management strategy that includes value management – the process of prioritising the competing needs of highway schemes – provides a structured, consistent, quality approach for assessing the benefits of undertaking maintenance and the risks of not undertaking maintenance.</p>
Race	none	none	The project covers a material assets which would not have an impact on race
Religion and belief	none	none	The project covers a material assets which would not have an impact on religion and belief
Sex	none	none	The project covers a material assets which would not have an impact on sex
Sexual orientation	none	none	The project covers a material assets which would not have an impact on sexual orientation
Marriage and civil partnerships	none	none	The project covers a material assets which would not have an impact on marriage and civil partnership

ANNEX 4

7b. Impact of the proposals on staff with protected characteristics

Protected characteristic	POTENTIAL POSITIVE IMPACTS	POTENTIAL NEGATIVE IMPACTS	EVIDENCE
Age	none	none	The project covers a material asset which would not have an impact on age
Disability	none	none	The project covers a material asset which would not have an impact on disability
Gender reassignment	none	none	The project covers a material asset which would not have an impact on gender reassignment
Pregnancy and maternity	none	none	The project covers a material asset which would not have an impact on pregnancy and maternity
Race	none	none	The project covers a material asset which would not have an impact on race
Religion and belief	none	none	The project covers a material asset which would not have an impact on religion and belief
Sex	none	none	The project covers a material asset which would not have an impact on sex
Sexual orientation	none	none	The project covers a material asset which would not have an impact on sexual orientation
Marriage and civil partnerships	none	none	The project covers a material asset which would not have an impact on marriage and civil partnership

8. Amendments to the proposals

Change	Reason for change

9. Action plan

Potential impact (positive or negative)	Action needed to maximise positive impact or mitigate negative impact	By when	Owner
Asset Condition can change due to effects such as weather, damage through road traffic accidents, changes to traffic levels	1. Update the lists of schemes annually so that newly deteriorated assets are assessed for addition to the maintenance programmes	Annual	APG
Prioritising using criteria other than condition can lead to some assets staying in a poor condition for a long period of time.	2. Although an assets condition may be poor, safety will be maintained via the Safety Inspection regime.	Ongoing	Operations Group

10. Potential negative impacts that cannot be mitigated

Potential negative impact	Protected characteristic(s) that could be affected
n/a	n/a

11. Summary of key impacts and actions

Information and engagement underpinning equalities analysis	We are changing our classification of the network to reflect the current Code of Practice. This will lead to changes in a number of maintenance activities to reflect the new network (inspections and safety defects, winter service, replacement of markings etc.) The anticipated benefits are; improved risk management; improved safety; reduced insurance claims.
Key impacts (positive and/or negative) on people with protected characteristics	The Prioritisation Policy will ensure consistent, structured prioritisation of Roads, Footways, Drainage, Safety Barrier and Structures capital maintenance programmes to provide best value schemes.

ANNEX 4

Changes you have made to the proposal as a result of the EIA	The EIA review has reaffirmed the approach taken by the Maintenance Prioritisation task group. No changes are proposed.
Key mitigating actions planned to address any outstanding negative impacts	<p>Asset Condition can change due to effects such as weather, damage through road traffic accidents, changes to traffic levels so it is important that the prioritised list produced using this policy are reviewed annually.</p> <p>Good communication of the prioritisation criteria and programmes are key to giving the members and the public understanding of why things happen as they do. All information relating to how Highway Assets are managed will be available on the public website under an "Asset Management" webpage which will form part of Surreys' third "Local Transport Plan" (LTP).</p>
Potential negative impacts that cannot be mitigated	n/a

7