

# EqIA Initial assessment

## Introduction

## Details

Title of strategy, policy, project or service: Highway Infrastructure Asset Investment Strategy 2018/19

Type of strategy: New or proposed

Is this an internal or external EqIA?: Internal

Officers involved in the screening: Mike Hansford

## About you

Your name: Michael W Hansford

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Directorate or service: Environment & Economy

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calc\_ApprovalGroup: USERGROUP-0759996c-98e1-4765-a035-5a2427e6a3b8

## Aims

What are the aims of your strategy, policy, project or service?:

The aim of the strategy is to put increase emphasis on the 'Safe' corporate objective through promoting safe travel. This will see increased investment targeting parts of the carriageway network where skid resistance issues have been identified as high risk.

What is the background or context to the proposal?:

Dorset County Council's Highway Asset Management Plan Volumes 1 and 2, outline the strategic approach adopted in managing the highway network across the County. The Department for Transport (DfT) recommends a Highway Authority's Asset Management Plan, and any subsequent amendments, should be ratified by Cabinet Members, and to date all relevant Highway Maintenance have followed this process. The proposal is to invest a proportion (£1million) of our capital funding for 2018/19 to address high risk skid sites, which would otherwise be used to target carriageways based on superficial carriageway surface condition.

## **Intelligence & comms**

What data, information, evidence and research was used in this EqIA and how has it been used to inform the decision making process?:

Data used is based on collected carriageway condition (SCRIM and SCANNER) and data collected and benchmarked against other Highway Authorities.

What data do you already have about your service users, or the people your proposal will have an impact on?:

The proposal will impact on all highway users, who were represented as part of the NHT and member/parish council surveys.

What engagement or consultation has taken place as part of this EqIA?:

Public engagement has been conducted through NHT public satisfaction surveys and member and parish council surveys, which identifies road safety as one of the most important factors we should be considering. Consultation has also taken place with Daryl Turner, as our Portfolio Holder.

Is further information needed to help inform this proposal?: No.

How will the outcome of consultation will be fed back to those who you consulted with?: This will be reflected in our Highways Service Plan for 2018/19.

## Assessment

Age: Positive impact

Please provide details: This proposal can only have a positive impact on all age groups.

What age bracket does this affect?: All

Disability: Positive impact

Please provide details: This proposal will have a positive impact on all, regardless of disability.

Does this affect a specific disability group?: All

Gender identity: Positive impact

Please  
provide  
details:

The proposal positively impacts on everyone who uses the highway.

Pregnancy  
and maternity:

Positive impact

Please  
provide  
details:

The proposal will have a positive impact to all.

Race and  
ethnicity:

Positive impact

Please  
provide  
details:

The impact of the proposal will have a positive effect on all races and ethnic groups, who use the carriageway.

Religion or  
belief:

Positive impact

Please  
provide  
details:

The proposal will have a positive impact to all highway users regardless of religion of beliefs.

Sex:

Positive impact

Please  
provide  
details:

It will positively impact all highway users.

Sexual  
orientation:

Positive impact

Please  
provide  
details:

The proposal will have positive impacts on all highway users regardless of sexual orientation.

Other socially  
excluded  
groups:

Unclear

Please  
provide  
details:

The targeting of capital investment into high risk skid sites which will sit nearer the top of our hierarchy, depending on confirmation of DfT funding for 2018/19, may mean investment in rural unclassified roads be reduced, therefore potentially impacting on rural isolated groups. This is part of a larger strategy to protect network resilience on the higher use strategic network. The Cabinet report sets out risks of under investment across the highway network, which will impact on the condition of some highway assets. This risk is being mitigated through trials of lower cost treatment options on our unclassified network which will also include the treatment of urban unclassified estate roads which could potentially have a positive impact on deprived areas.

## **Summary**