

Equality Impact Assessment: conversation screening tool

[Use this form to prompt an EIA conversation and capture the output between officers, stakeholders and interested groups. This completed form or a full EIA report will be published as part of the decision-making process]

Policy/Service under development/review:	Highway Asset Management Policy and Strategy
What changes are being made to the policy/service?	<p>Highway Asset Management principles enable informed decisions to be made about investment and maintenance funding; assist in the targeting of resources to where they can be most effective and enables the identification and management of the risks associated with our statutory duties to manage and maintain public infrastructure.</p> <p>It is a requirement of the Highway Infrastructure Asset Management Guidance and Well-Managed Highway Infrastructure produced by the Department for Transport, that highway authorities have an Asset Management Policy and Strategy.</p> <p>Each legacy authority had its own policy and strategy. In producing a new BCP Policy and Strategy for Highway Asset Management, we have reviewed these legacy documents against current best practice and produced a set of documents that can be adopted and will shape the way we deliver our highway maintenance programmes for the next 5 years.</p>
Service Unit:	Growth and Infrastructure.
Persons present in the conversation and their role/experience in the service:	Lynne Wait, Asset Engineering Manager, Gary Powell, Head of Engineering, Richard Barnes, Service Unit Equalities Champion
Conversation dates:	4 March 2021
Do you know your current or potential client base? Who are the key stakeholders?	Residents, businesses and visitors from the basis of the key stakeholders. Others include – Public Health Dorset, Bus Operators – More Bus and Yellow Buses, Beryl Bikes.
Do different groups have different needs or experiences in relation to the policy/service?	The Policy and Strategy relate to the maintenance of the BCP Highway Asset and as such cover practically all of the local population so all the following groups potentially will have different needs or experiences– age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, members of the armed forces community, any other factors/groups e.g. socio-economic status, carers. Different groups will vary in their needs and experiences of how they use the highway network and this is unlikely to change as result of the adoption of the Policy and Strategy as they set out how the asset will be maintained rather than make any changes to it.
Will the policy or service change affect any of these service users?	The policy and Strategy will be applied to the whole of the Highway Asset and relate to maintaining it rather than changing or creating new assets. It sets out how maintenance will be prioritised based on condition data and how that data will be used.
[If the answer to any of the questions above is 'don't know' then you need to gather more evidence and do a full EIA. The best way to do this is to use the Capturing Evidence form]	

What are the benefits or positive impacts of the policy/service change on current or potential service users?	By adopting the principles set out in the Highway Asset Management Policy and Strategy, this would enable informed decisions to be made about investment and maintenance funding; assist in the targeting of resources to where they can be most effective and enable the identification and management of the risks associated with the Council's statutory duties to manage and maintain public infrastructure. This will be used to inform the proposed highway maintenance programme and ensure that BCP Council are able to fully utilise funding awarded.
What are the negative impacts of the policy/service change on current or potential service users?	None, each legacy authority had its own policy and strategy. In producing a new BCP Policy and Strategy for Highway Asset Management, we have reviewed these legacy documents against current best practice and produced a set of documents that can be adopted by the Council. The overall impact is negligible, as the new Policy and Strategy mirror those already in place for the legacy authorities. The Policy and Strategy set out how the asset will be maintained rather than make any changes to it.
Will the policy or service change affect employees?	No
Will the policy or service change affect the wider community?	Yes – both residents and visitors to our area, businesses, schools and higher education establishments, as all are users of the Highway Asset. However, the overall impact is negligible, as the new Policy and Strategy mirror those already in place for the legacy authorities. The Policy and Strategy set out how the asset will be maintained rather than make any changes to it.
What mitigating actions are planned or already in place for those negatively affected by the policy/service change?	The full extent of any negative impacts will be assessed on an individual scheme/initiative basis.
Summary of Equality Implications:	<p>The Policy and Strategy sets out the way in which the BCP Highway Asset will be maintained. It defines how resources will be allocated to make best use of funding available.</p> <p>By adopting the principles set out in the Highway Asset Management Policy and Strategy, the Council are better placed to be able to demonstrate that it is meeting its statutory duties</p> <p>Therefore, on the whole the Equalities Implications of the proposed programme are positive or neutral</p>

For any questions on this, please contact the Policy and Performance Team by emailing performance@bcpcouncil.gov.uk