



**EQUALITY IMPACT ASSESSMENT**

Stage 1: Title and aims of the activity (“activity” is an umbrella term covering policies, procedures, guidance and decisions).	
Service	Infrastructure Services
Section	Roads and Landscape Services
Title of the activity etc.	Winter Maintenance Budget
Aims of the activity	<p>To fund the delivery of the Winter Maintenance Operational Plan, namely:</p> <p>“The Council’s policy objective in relation to winter maintenance is defined as the reduction as far as practicable of the effects of adverse weather conditions on the movement of people and vehicles to permit safe travel in Aberdeenshire.</p> <p>In order to achieve this objective it is recognised that a priority treatment system is required, which will concentrate initially on the more important routes and then be extended to the less important routes when practicable.</p> <p>Within these overall parameters the Director of Infrastructure Services is requested to try to curtail the level of expenditure within the sum provided in the annual budget bearing in mind the conditions which pertain and the overall policy objective.”</p>
Author(s) & Title(s)	<div style="background-color: #cccccc; width: 100px; height: 20px; display: inline-block;"></div> Head of Roads and Landscape Services

Stage 2: List the evidence that has been used in this assessment.	
Internal data (customer satisfaction surveys; equality monitoring data; customer complaints).	Citizen’s Panel, Accident Database, Complaints Database, NHT Survey
Internal consultation with staff and other services affected.	<p>Working Group with other Services (namely EL&amp;L and H&amp;SW) has been established to review the current provision and interface of winter maintenance with these other front line services.</p> <p>Pre Winter and Post Winter Operational Review meetings where the performance of the previous winter is considered and the changes in the “new” plan are considered before winter season commences.</p>

<p>External consultation (partner organisations, community groups, and councils).</p>	<p>Regular review of Operational Plans of other similar Roads Authorities.  Participant in the SCOTS Annual Winter Services Questionnaire.  Results from 32 Scottish Local Authorities are then shared.  Membership of the SCOTS Winter Sub Group.  Budget Simulator online tool.</p>
<p>External data (census, available statistics).</p>	<p>APSE Performance Networks, SCOTS Asset Management Data, NHT Survey</p>
<p>Other (general information as appropriate).</p>	

Stage 3: Evidence Gaps.	
Are there any gaps in the information you currently hold?	Yes

Stage 4: Measures to fill the evidence gaps.		
What measures will be taken to fill the information gaps before the activity is implemented? These should be included in the action plan at the back of this form.	Measures:	Timescale:
	Review information held within Scottish Government Equality Evidence Finder in relation to Sexual Orientation and Gender Reassignment .	Annually

Stage 5: Are there potential impacts on protected groups? Please complete for each protected group by inserting "yes" in the applicable box/boxes below.				
	Positive	Negative	Neutral	Unknown
Age – Younger	Yes			
Age – Older	Yes			
Disability	Yes			
Race – (includes Gypsy Travellers)			Yes	
Religion or Belief				Yes
Gender – male/female	Yes			
Pregnancy and maternity	Yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)				Yes
Gender reassignment – (includes Transgender)				Yes

Marriage and Civil Partnership			Yes	
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Stage 6: What are the positive and negative impacts?

Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
<p>Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.</p>	<p>Priority 1 footways receive the highest level of treatment. The determination of a footway's priority takes into account a number of protected characteristics, as described below:</p> <p>“Priority 1 footways will be those in the central areas of urban communities where shopping, commercial facilities, and transport interchanges are concentrated, including accesses to public car parks, and those footways with gradients so steep as to be dangerous if covered in ice or hard packed snow. Footways in the vicinity of medical or community facilities providing an essential public service and where numbers of infirm, elderly, accompanied infants and young children are likely to congregate will also be considered as priority 1 footways.”</p> <p>The percentage of people who classify their health as “good” or “very good” declines as age increases. Providing additional focus on routes to medical communities is therefore positive in terms of Age characteristic.</p> <p>Directing resources to access to public services, medical and community facilities is positive in terms of Pregnancy and Maternity characteristics.</p>	

	<p>Primary Road Treatment routes set taking account of various factors, namely:</p> <p>“will be principal roads or other classified roads serving as the main routes between communities or major traffic distributors within communities. They should also carry heavy traffic flows or act as public service bus routes or give access to public services or emergency facilities providing an essential public service.”</p> <p>Men are more likely to drive daily, and also drive longer distances. The prioritisation regime outlined above give additional emphasis to roads that serve as commuting routes and is therefore positive in terms of the Gender characteristic.</p> <p>Statistics show that as people get older the percentage that drive to work increase. Directing priority towards this part of the road network is therefore positive in terms Age characteristic.</p>	
	<p>Elderly and the young are more likely to use public transport. Taking account of bus routes in the classification of Priority Treatment Routes is therefore positive in terms of Age characteristic.</p> <p>Adults with a disability are more likely to use local bus services. The prioritisation regime outlined above gives additional emphasis to bus routes and is therefore positive in terms of Disability characteristic.</p> <p>Women are more likely to use bus services. The prioritisation regime outlined above gives additional emphasis to bus routes and is therefore positive in terms of Gender characteristic</p>	

While the Winter Operational Plan directs operations during set hours, it also provides guidance on appropriate emergency response outwith these periods. It states:

“While it is not possible to define what constitutes an emergency in absolute terms, the following should be used as guidance:

- Any “blue-light” emergency where the Emergency Services require assistance in responding to an incident
- Attendance at road traffic accidents to assist the police in relation to the provision of road closures and traffic diversion routes;
- Assisting the medical profession to make urgent home visits to patients”

The percentage of people who classify their health as “good” or “very good” declines as age increases. Providing additional support to “blue light” services and the medical profession to make urgent home visits is therefore positive in terms of Age characteristic.

Directing resources to support “blue light” services and the medical profession to make urgent home visits is positive in terms of Pregnancy and Maternity characteristic.

Male drivers are more likely to be involved in a road traffic accident. Providing additional resources to assist the police in the event of road traffic accidents is positive in terms of Gender characteristic.

**Stage 7: Have any of the affected groups been consulted?**

<p>If yes, please give details of how this was done and what the results were. If no, how have you ensured that you can make an informed decision about mitigating steps?</p>	<p>No</p>
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**Stage 8: What mitigating steps will be taken to remove or reduce negative impacts?**

	Mitigating Steps	Timescale
<p>These should be included in any action plan at the back of this form.</p>	<p>N/A</p>	

**Stage 9: What steps can be taken to promote good relations between various groups?**

<p>These should be included in the action plan.</p>	<p>By providing the Winter Maintenance service to the community this will ensure the roads and pavements are as accessible and safe as possible. We will look to consult on the wider winter operational plan in the future when appropriate.</p>
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**Stage 10: How does the policy/activity create opportunities for advancing equality of opportunity?**

The activity provides the financial resources necessary to deliver winter maintenance in line with the approved Winter Maintenance Operational Plan. The Operational Plan sets out the hierarchal context under which winter maintenance resources are deployed on the road network (including footways). As part of the determination of the hierarchy various factors are taken into consideration including the impact on local health services, educational establishment, public transport routes and local commercial districts.

A number of the protected characteristic groups rely more heavily on these services, and the added priority that these features provide within the hierarchy impact positively on the resultant level of service providing opportunities to advance equality of opportunity.

**Stage 11: What equality monitoring arrangements will be put in place?**

These should be included in any action plan (for example customer satisfaction questionnaires).

Citizen's Panel Survey

**Stage 12: What is the outcome of the Assessment?**

Please complete the appropriate box/boxes	1	No negative impacts have been identified –please explain.
	The activity provides the financial resources to support the delivery of the Winter Maintenance Operational Plan. The plan takes account of the relevant importance of certain aspects of the road network in setting the appropriate hierarchy of winter maintenance treatment. These assessment take account of the relative importance of certain road network features to those within the protected characteristic groupings.	
	2	Negative Impacts have been identified, these can be mitigated - please explain. * Please fill in Stage 13 if this option is chosen.
	None	
	3	The activity will have negative impacts which cannot be mitigated fully – please explain. * Please fill in Stage 13 if this option is chosen
	N/A	

\* Stage 13: Set out the justification that the activity can and should go ahead despite the negative impact.

N/A

Stage 14: Sign off and authorisation.

Sign off and authorisation.	1) Service and Team	Road and Landscape Services	
	2) Title of Policy/Activity	Winter Maintenance Budget Page (if appropriate)	
	3) <b>Authors:</b> I/We have completed the equality impact assessment for this policy/activity.	Name: <input type="text"/>	Name:
		Position: Head of Roads and Landscape Services	Position:
		Date: 18/10/13	Date:
		Signature:	Signature:
		Name:	Name:
		Position:	Position:
	Date:	Date:	
	Signature:	Signature:	
4) Consultation with Service Manager	Name:		
	Date:		
5) Authorisation by Director or Head of Service	Name:	Name:	
	Position:	Position:	
	Date:	Date:	
6) If the EIA relates to a matter that has to go before a Committee, Committee report author sends the Committee Report and this form, and any supporting assessment documents, to the Officers responsible for monitoring and the Committee Officer of the relevant Committee. e.g. Social Work and Housing Committee.	Date:		
7) EIA author sends a copy of the finalised form to: eia@abdshire	Date:		
(Equalities team to complete) Has the completed form been published on the website? YES/NO	Date:		

Action Plan					
Action	Start	Complete	Lead Officer	Expected Outcome	Resource Implications
Citizen's Panel Survey	Summer 2014	Spring 2014		Citizen Satisfaction Information	Not clear at this time