

Revised February 2015

Department: Community and Environmental Services Directorate

Team or Service Area Leading Assessment: Highways and Traffic Services Team

Title of Policy/ Service or Function: Digital inspector – vehicle mounted survey cameras camera mounted

Proposals to introduce policy, service, expenditure etc:

Date of proposals: February 2018

Committee/Team:

Lead Officer: Will Britain: Head of Highways and Traffic Services

STEP 1 - IDENTIFYING THE PURPOSE OR AIMS

1. What type of policy, service or function is this?

Existing New/ proposed Changing/ updated

2. What is the aim and purpose of the policy, service or function?

A project successfully concluded would boost and update the council’s road and footway condition data, bringing it to a state of the art condition by adopting cutting edge connected vehicle technology. More efficient repair programmes would both save resources to be spent on more works and improve quality of life in Blackpool.

3. Please outline any proposals being considered.

Using money from the DfT’s Connected Vehicles fund, vehicles and bicycles would be fitted with hi-definition cameras. As these moved around Blackpool systematically, road and footway data would be collected.

4. What outcomes do we want to achieve?

Saving resources to be invested in more works. Reduced tripping and any damage to vehicles. Surfaces in better condition, having a better aesthetic appearance and reducing tripping claims. Assisting disabled persons moving around the urban environment. Helping the council maintain its single most valuable asset to the highest possible standard within the resources available.

5. Who is the policy, service or function intended to help/ benefit?

The entire Blackpool economy and its communities.

6. Who are the main stakeholders/ customers/ communities of interest?

All people in Blackpool will benefit, also the wider Fylde Coast economy

7. Does the policy, service or function have any existing aims in relation to Equality/ Diversity or community cohesion?

Walking surfaces will be better maintained, which will assist disabled persons' mobility. It is hoped that disabled persons will feel more confident in participating in Blackpool society outside their homes.

STEP 2 - CONSIDERING EXISTING INFORMATION AND WHAT THIS TELLS YOU

8. Please summarise the main data/ research and performance management information in the box below.

<i>Data/ information</i>
The existing road asset management strategy (RAMS) has collected a vast amount of complementary data. As the connected vehicles data started to be collected, this would overlay and improve the data available. There is an ongoing need to improve data quality as new technology becomes available.
<i>Research or comparative information</i>
Not applicable.
<i>Key findings of consultation and feedback</i>
This relates to an ongoing engineering and programme need for the best quality data and consultation is not relevant in this context..

9. What are the impacts or effects for Key Protected Characteristics

Age
Older drivers will benefit. Pedestrians will benefit from a better maintained urban environment.
Disability
Disabled drivers will benefit. The urban environment will be better maintained with reduced trip hazards and easier to access.
Gender Reassignment
No relevant impacts.
Marriage and Civil partnership
No relevant impacts.
Pregnancy and Maternity
No relevant impacts.
Race
No relevant impacts.
Religion and Belief
No relevant impacts.
Sex
No relevant impacts.
Sexual Orientation
No relevant impacts.

10. What do you know about how the proposals could affect community cohesion?

Persons affected by poor highway quality would be able to participate in community life more readily as the public realm will be easier to navigate. This will have a beneficial effect on community cohesion.

11. What do you know about how the proposals could impact on levels of socio –economic inequality, in particular Poverty?

Improved highway and footway surface quality improvements have recognised economic benefits. An example would be a better impression for potential inward investors; road condition is likely to provide the first impression for such persons driving into the resort. There is a long-term and ongoing benefit for employment generation and therefore poverty reduction.

STEP 3 - ANALYSING THE IMPACT

12. Is there any evidence of higher or lower take-up by any group or community, and if so, how is this explained?

Not relevant.

13. Do any rules or requirements prevent any groups or communities from using or accessing the service?

Not relevant. Professionals will use the technology, but the benefits will be community-wide.

14. Does the way a service is delivered/ or the policy create any additional barriers for any groups of disabled people?

No such barriers would be created, only removed.

15. Are any of these limitations or differences “substantial” and likely to amount to unlawful discrimination?

Yes No

If yes, please explain (referring to relevant legislation) in the box below

NA.

16. If No, do they amount to a differential impact, which should be addressed?

Yes No

If yes, please give details below.

STEP 4 - DEALING WITH ADVERSE OR UNLAWFUL IMPACT

17. What can be done to improve the policy, service, function or any proposals in order to reduce or remove any adverse impact or effects identified?

No adverse impacts.

18. What would be needed to be able to do this? Are the resources likely to be available?

NA

19. What other support or changes would be necessary to carry out these actions?

NA

STEP 5 - CONSULTING THOSE AFFECTED FOR THEIR VIEWS

20. What feedback or responses have you received to the findings and possible courses of action? Please give details below.

This is professionally led initiative that would have no direct negative impacts, to gain data required for effective asset management. There is no need for consultation in this context.

21. If you have not been able to carry out any consultation, please indicate below how you intend to test out your findings and recommended actions.

NA

STEP 6 - ACTION PLANNING

Please outline your proposed action plan below.

Issues/ adverse impact identified	Proposed action/ objectives to deal with adverse impact	Targets/Measure	Timeframe	Responsibility	Indicate whether agreed
No equalities plan necessary.	No adverse impacts anticipated. Repairs works scheduled using the scheme's data will have a mind to equality impacts.				

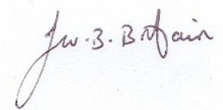
STEP 7 - ARRANGEMENTS FOR MONITORING AND REVIEW

Please outline your arrangements for future monitoring and review below.

Agreed action	Monitoring arrangements	Timeframe	Responsibility	Added to Service Plan etc.
In the event of a successful bid, a project board will be established, as per the application form's undertakings.	The project board will monitor the works for any equal opportunities issues that might arise.	Throughout the implementation period.	Project Manager	Pending successful bid application, whereupon a project board will be formed.

Date completed: 5th February 2018

Signed:



Name: Will Britain

Position: Head of Highways and Traffic Services