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| Title: Gully Cleansing Plan | Date: 26.02.21 |
| | Stage: Draft |
| | Service Area: Place |
| | Lead Officer: Sue Stevenson |

Stage 1: Do you need to complete an Equality Impact Assessment (EIA)?

Not all policies will require an EIA: these key questions will help you to decide whether you need to conduct an EIA (see guidance notes at the end of this form).

Yes

Stage 2: What do you know?

An EIA should be based upon robust evidence. This stage will guide you through potential sources of information and how to interpret it. Understanding the current context is a key stage in all policy making and planning (see guidance notes at the end of this form).

The Policy looks at the way the Council manages its highway gullies and includes information on how they are inspected, assessed, prioritised and maintained.

The Highway Authority, Under Section 41A(1) of the Highways Act 1980, are responsible for the maintenance of highways maintainable at the public expense.

The policy outlines how areas of concern will be identified and dealt with, for the benefit of all highways users.

The policy affects all people in the borough as they potentially all face some risk when traversing highways or coming to harm due to a highways defect. The policy aims to reduce this risk through the adoption of risk management principles.

The policy has been updated to reflect the changes set in place by the new Code of Practice. The results of the service will be monitored for ongoing improvement.

People of different ages

The population of Stockport is growing and is expected to continue to do so:

- There are currently more births than deaths
- The population is living longer, although since the last JSNA the rate of improvement in life expectancy has slowed meaning the projections for the growing older population are now very slightly lower. JSNA 2020

Physical access for pedestrians and vehicle users, including young or elderly people, depends on adequate provision of a footway and routes clear of obstacles including flooded areas and trip hazards/ other defects. The new policy should improve the quality of maintenance regimes and improve access

for people of all ages. There will be no worsening of the current service. The improvements to the prioritisation of response to reported defects should increase the safety of the council's highway. The results of the service will be monitored for ongoing improvement.

Gender

The confidence that different genders have with use of highways differs depending on their nature and the individuals' confidence in that environment. The maintenance and inspection regimes identified in the policy should ensure that the routes do not become less appealing to users due to poor maintenance. There will be no worsening of the current service. The results of the service will be monitored for ongoing improvement.

People with disabilities

The 2001 Census of population identified more than 48,400 people in private homes Stockport who had a limiting long-term illness, an overall crude rate of 17.1%. Unsurprisingly rates increase with age, and for those aged 65+ almost half of all people reported having a long-term condition. If populations change as expected and the patterns of limiting long-term illness remain the same we can expect in total around 51,100 people to have such a condition by 2011, an increase of 1,200 from 2006 estimates; this increase is almost exclusively for the older age group.

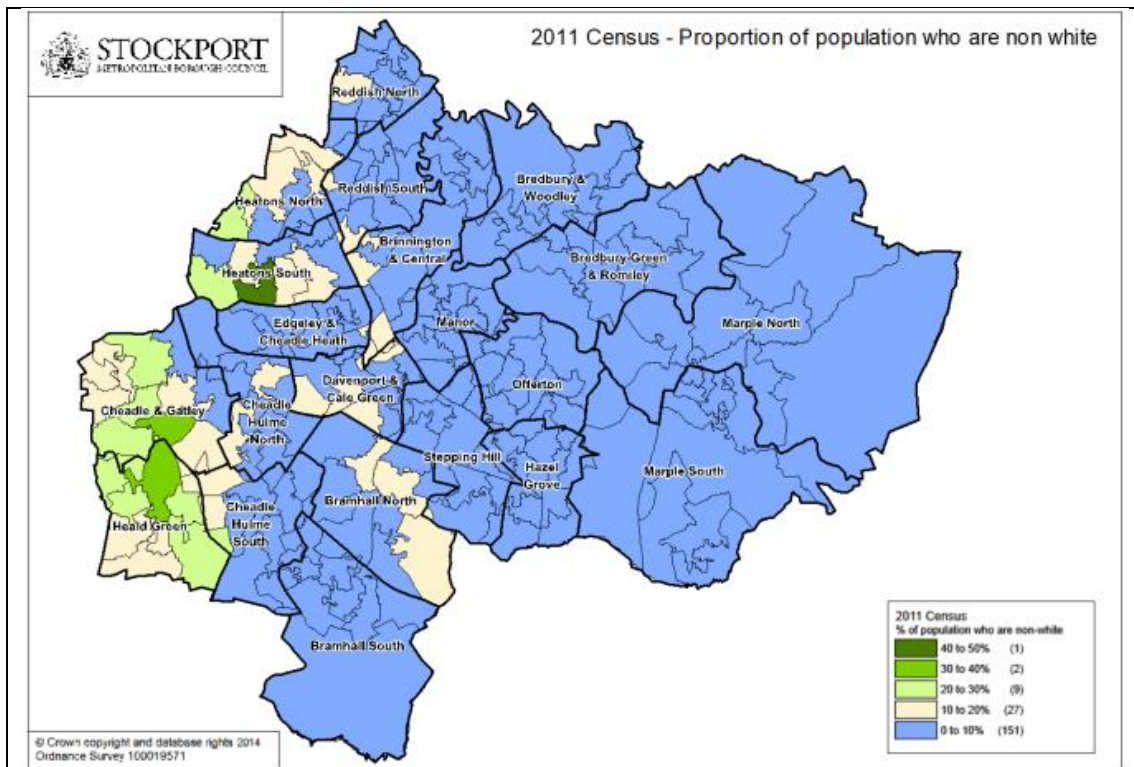
Physical access for people with mobility or visual impairments depends on adequate provision of a footway and routes clear of obstacles. The new policy should be more proactive than reactive and result in a lower frequency of obstruction. This should reduce the length of time footways or carriageways are blocked due to flooding or other defects. There will be no worsening of the current service. The results of the service will be monitored for ongoing improvement.

Race

The population of Stockport continues to become more ethnically diverse, especially in younger populations to the west of the borough.

JSNA 2020

There is no evidence that this would be a relevant issue for drainage maintenance. Highways are prioritised on risk and so there would be no positive or negative decisions taken based on the residential population.



Religion or belief

The distribution of the BAME population across Stockport is not even; the areas of Heald Green, Cheadle & Gatley and Heaton South are particularly diverse. In each of these areas there are particularly high rates of the population who identify themselves as from an Asian Pakistani or Indian background, the total BME population in these wards approached 20% in 2011. These areas are also those with higher than average rates of people whose religion is Muslim; 50% of Muslims in Stockport live in one of these three wards. Gatley also has a community of residents whose religion is Jewish. JSNA 2020

There is no evidence that this would be a relevant issue for drainage maintenance. Highways are prioritised on risk.

Sexual orientation

There is no evidence that this would be a relevant issue for drainage maintenance. Highways are prioritised on risk.

Marriage and civil partnership

There is no evidence that this would be a relevant issue for drainage maintenance. Highways are prioritised on risk.

Pregnancy and maternity

Where highways are not well maintained there could be an increased

likelihood of women who are heavily pregnant tripping and/or falling as they may be unsteady on their feet. The new maintenance policy should improve the quality of maintenance regimes and reduce the likelihood of slips and trips from occurring. There will be no worsening of the current service.

Stage 2a: Further Data and Consultation

If you feel that the data and past consultation feedback you have is not sufficient to properly consider the impact before a decision is made then you may wish to supplement your evidence base with more data or further consultation. This should be proportionate to the scale of the decision and will depend on the gaps in your current understanding (see guidance notes at the end of this form).

Based on the above information and the results and measures below combined with the nature of the policy we do not believe that we need further data at this time.

Stage 3: Results and Measures

As a result of what you have learned in Stage 2 what will you do to ensure that no group is unfairly and unlawfully impacted upon as a result of the proposed change(s)? (see guidance notes at the end of this form)

Based on the information above the proposed policy has not been changed.

The policy is based on the new code of practice with a focus on minimising risk to all users.

This should not result in a lower quality of service for any group of residents.

Stage 4: Decision Stage

Once your plan/policy is fully developed it will need to go through the correct scrutiny and approval channels: the EIA should be included as part of this (see guidance notes at the end of this form).