

Birmingham City Council

Report to Cabinet

14 December 2021



Subject: Highway Maintenance and Management PFI Contract
Report of: Managing Director, City Operations
Relevant Cabinet Members: Councillor Waseem Zaffar, Transport and Environment
Councillor Tristan Chatfield, Finance and Resources
Relevant O&S Chairs: Councillor Liz Clements, Sustainability and Transport
Councillor Mohammed Aiklaq, Resources
Report author: Kevin Hicks, Assistant Director, Highways and Infrastructure, Telephone No: 0121 303 7939
Email Address: kevin.hicks@birmingham.gov.uk

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 009037/2021		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Exempt Appendix: Appendix A. Exempt information paragraph 3. Information relating to the financial or business affairs of any particular person (including the council)		

1 Executive Summary

- 1.1 The Council is continuing to progress towards long-term restructuring of its Highway Maintenance and Management PFI contract. This restructuring remains subject to approval by Government of a revised business case, which will be required to confirm retention of the Council's £50.311m per annum PFI grant.
- 1.2 As requested by Department for Transport (DfT), a Strategic Outline Business Case (SOBC) was submitted on 9 August 2021, which was approved on 27 September 2021. An Outline Business Case (OBC) was submitted on 6 December 2021 and remains under consideration by DfT.
- 1.3 While the long-term restructuring of the contract progresses, the Council is also:
 - 1.3.1 Continuing to make investment in its highway infrastructure to improve its condition; and
 - 1.3.2 Ensuring that services to keep the Council's highway network safe and available continue through to the implementation of a long-term maintenance and management solution.
- 1.4 This report seeks approvals to ensure that these matters can continue to progress.

2 Recommendations

That Cabinet:

- 2.1 Notes the submission to Department for Transport (DfT) of the Outline Business Case (OBC) contained in Appendix A: Exempt Information.
- 2.2 Delegates authority to the Managing Director, City Operations, in conjunction with the Director of Council Management and in consultation with the Cabinet Members for Transport and Environment and Finance and Resources to continue to negotiate a commercial agreement to determine the future approach to the contract that is within the parameters of the acceptable terms (as described in Appendix A: Exempt Information).
- 2.3 Authorises the Assistant Director, Highways and Infrastructure to:
 - 2.3.1 negotiate and approve further extension(s) to the Restructuring Period initially to 29 April 2022 and then as necessary to ensure that the procurement of a long-term replacement subcontractor can be completed on acceptable terms to the Council; and
 - 2.3.2 develop and implement further programmes of capital investment works of up to £50.75m, as described in paragraphs 3.18 to 3.28, which will be funded from existing Highways PFI reserves.

3 Background

- 3.1 Since settlement of disputes was reached in June 2019, continuation of PFI credit in relation to the contract has been subject to DfT approving a revised business case. Since June 2019 the Council has continued to receive its PFI grant while working with its contractor Birmingham Highways Ltd (BHL) to restructure the contract in a way that enables BHL to procure a long-term replacement subcontractor.
- 3.2 This “Restructuring Period” was originally anticipated to end on 29 June 2021. As advised to Cabinet on 16 March 2021, this period was insufficient to complete the restructuring.
- 3.3 Pursuant to Cabinet’s decisions of 16 March 2021 and 8 June 2021, on 29 June 2021 the Council extended the Restructuring Period to 3 December 2021 by commercial agreement with BHL and its lenders and with the support of DfT.
- 3.4 The Council submitted an Updated Business Case for the project on 1 March 2021. Subsequent to that submission, DfT has requested the Council to submit a Strategic Outline Business Case (SOBC), an Outline Business Case (OBC) and a Full Business Case (FBC). Submission and acceptance by DfT of these business cases is necessary to ensure that the project remains classified as a PFI project and that the Council continues to receive a PFI grant.
- 3.5 The SOBC was submitted on 9 August 2021 and accepted by DfT on 27 September 2021. The OBC was submitted on 6 December 2021. The FBC is scheduled for submission prior to the award of the long-term replacement subcontract (anticipated to be March 2023, but no later than April 2023).

Governance

- 3.6 To strengthen the internal governance regarding the project, from August 2021 a project governance structure (shown in Appendix B) has been introduced, consisting of:
 - 3.6.1 A *Sponsoring Board*, whose role is to provide political and strategic leadership, accountability, direction and oversight for the project;
 - 3.6.2 A *Programme Board*, which implements the strategy determined by the Sponsoring Board and makes recommendations to the Sponsoring Board on direction; and
 - 3.6.3 Five *thematic groups*, coordinated by the Programme Board, which progress specific projects related to their themes (contract management, procurement, asset management, legal and finance and commercial).

Progress with Business Cases and procurement

- 3.7 The SOBC required by DfT was submitted on 9 August 2021 and DfT responded formally with approval on 27 September 2021. The OBC has the key requirement to work with BHL to develop the subcontract for BHL to procure, together with

appropriate changes to the Project Agreement (the contract between the Council and BHL).

- 3.8 As reported to Cabinet on 16 March 2021, the original highway asset condition levels expected from the investment under the contract are now not achievable within the available financial resources in the remaining contract period. This will necessitate changes in specification and requirements, although this is not likely to mean the Council cannot deliver its statutory duties to keep the highway safe and available. The Council needs to demonstrate value for money and is seeking to obtain the best level of investment and service standards that can be achieved in the circumstances.
- 3.9 Further detail on the nature of changes is contained within Appendix A: Exempt Information. Alongside this, the development of the commercial position relating to the overall project business case is also detailed in Appendix A: Exempt Information.
- 3.10 BHL published a Prior Information Notice (PIN) on 12 October 2021, notifying the market of its intention to publish a contract notice in January 2022.
- 3.11 BHL also published a Memorandum of Information (MoI) and Market Engagement Questionnaire (MEQ), specifically bringing these to the attention of previously interested parties. The market engagement period was from 15 to 31 October 2021 and was supported by the Council.
- 3.12 The OBC was submitted on 6 December 2021 and is included within Appendix A: Exempt Information. Subject to confirmation from DfT formal procurement is expected to commence in January 2023 and DfT will be kept apprised of this. The procurement is expected to be completed by 30 April 2023, with a three- to four-month period of handover / mobilisation and full service commencement by the appointed long-term replacement subcontractor commencing on 1 September 2023.

Interim Services Contract and Restructuring Period extension

- 3.13 Pursuant to Cabinet's decision of 16 March 2021, the Interim Services Contract with Kier Highways Ltd is anticipated to be extended by BHL in early December 2021 to 31 August 2023. This extension will ensure that the Council has provision for essential services to ensure that its highway network is safe and available through to the anticipated commencement date for a long-term replacement subcontractor.
- 3.14 As the period to which the extension applies covers the 2022 Commonwealth Games, these requirements have been incorporated within the proposed extension.
- 3.15 Alongside this, BHL's lenders have agreed to extend the Restructuring Period referred to in paragraphs 3.2 to 3.3 above to 29 April 2022. As this falls short of the anticipated date by which a long-term replacement subcontractor will be commence (September 2023), a further extension will need to be agreed with BHL's lenders (as per recommendation 2.3.1 above).

Progress with Programmed Maintenance

- 3.16 It is acknowledged that there is some way to go with addressing the condition of the city's highway infrastructure. However, in the two years since the 2019 Settlement Agreement investment has re-commenced positively. Given the scale of the highway asset and the starting point of its condition, sustained investment over several years is needed to improve condition.
- 3.17 Continuing programmed maintenance through to the appointment of a long-term replacement subcontractor is important to ensure that the Council continues to make progress in addressing the condition of its highway infrastructure. Delaying investment may also increase future maintenance cost, with more extensive works being required. Therefore, subject to the Council remaining in receipt of its PFI grant, further programmed maintenance is proposed as part of this decision.

Surfacing (Carriageway and Footway)

- 3.18 Cabinet was updated in June 2021 regarding progress of the £50m investment in Carriageway and Footway works agreed as part of the June 2019 Settlement Agreement. Cabinet also approved a further £40m of capital investment in surfacing and £3m in street lighting for 2021-22, with the delivery programme commencing in November 2021. It should be emphasised that this programmed maintenance continues to be in addition to services to inspect highway infrastructure and carry out routine and reactive maintenance and repairs, which is undertaken under the Interim Services Contract with the current subcontractor, Kier Highways Ltd.
- 3.19 The 2021-22 programme is in an early stage of delivery but progress with this programme is shown in Table 1 below.

Table 1: Surfacing Programmed Maintenance delivered (to 31 October 2021)

Asset / component	Schemes	Planned Works (£m)	Value completed on site ¹ (£m)	Quantity Delivered
Carriageway	80	21.45	2.51	6
Footway	46	15.25	1.37	4
Surfacing Design		3.30	0.44	
Total	126	40.00	4.32	10
Notes:				
¹ The Council is invoiced upon certification of completion of works. In an ongoing programme the amount paid to date will therefore always be less than the volume of work completed on site.				

- 3.20 To continue investment in surfacing, as part of this decision, Cabinet is asked to approve a further £40m of investment in carriageway and footway surfacing in 2022-23. As with the 2021-22 programme, a list of potential schemes will be developed,

then validated with video survey data and site visits. This will then be prioritised from analysis of survey information, condition maps, complaints, recommendations from Local Engineers and highway stewards and other Council priorities.

Street lighting

- 3.21 A £4.3m programme of replacement of 1,931 street lighting columns was approved for 2020-1, which has now been completed. A further £3m programme for 2021-22 replacing 329 columns but including major schemes on the Aston Expressway and Five Ways Underpass was approved by Cabinet on 8 June 2021 (awaiting delivery).
- 3.22 In addition, further requirements to replace and upgrade street lighting during 2021-22 have been identified, with an estimated additional cost of £1.5m. These works include replacement of columns in poor condition, opportunities to reduce energy consumption / carbon footprint and luminaire only upgrades. Details are shown in Appendix C.
- 3.23 To continue investment in street lighting, as part of this decision, Cabinet is asked to approve a further £3m of investment in street lighting in 2022-23. The programme will be developed based on priorities for asset replacement and delivering specific energy and carbon reductions.

Traffic signals

- 3.24 Programmed traffic signal and controller replacement has not been undertaken since the significant replacements completed under the PFI contract concluded in 2015. A provisional list of sites for review for programmed maintenance in 2022-23 has been identified on the basis of the age of the controllers, which is shown in Appendix D.
- 3.25 Not all sites are anticipated to require a full replacement of equipment. The provisional list will therefore be reviewed on a site by site basis to take opportunities to avoid unnecessary replacement of equipment.
- 3.26 To enable investment in traffic signals to take place, as part of this decision, Cabinet is asked to approve a maximum £5.5m of investment in traffic signals and Traffic Signal Controllers in 2022-23.

City Centre Tunnels

- 3.27 Operational review of the city centre tunnels have identified essential works to replace safety equipment. To enable these works to take place, Cabinet is asked to approve £2.25m to design and carry out these works in 2022-23.

Summary of approvals sought

- 3.28 The further approvals sought in paragraphs 3.20, 3.22, 3.23 and 3.27 above can therefore be summarised as shown in Table 2 below.

Table 2: Summary of further approvals

Asset	2021-22 (£m)	2022-23 (£m)
Surfaces (Carriageway and Footway)		40.00
Street Lighting	1.50	3.00
Traffic Signals		Up to 5.50
Tunnels		2.25
Total	1.50	50.75

Programme development

3.29 Consultation on provisional schemes for the works described in paragraphs 3.20, 3.22, 3.23 and 3.27 above will then be undertaken with Council Members and Local Engineers. An indicative programme will then be developed. There may be changes in this indicative programme due to other activity on the network and Cabinet is asked to note specifically that the Commonwealth Games will affect this. The estimated timeline for the development of this programme is given in Table 3 below.

Table 3: 2022-3 programme development

Activity	Period	Output
Consultation with Councillors on provisional list	End - February 2022	Revised provisional list of schemes
Confirm construction feasibility of provisional list	Mid-March 2022	Indicative programme / Draft Forward Planning Notice
Amendments / confirmation of the provisional list	Early April 2022	Provisional programme
Book road space	Early April 2022	Traffic orders etc.
Commence design	Mid-April 2022	Design programme
Commence construction	Early May 2022	Construction programme (3-month forecast)

4 Options considered and Recommended Proposal

4.1 The recommended proposal is that the Council:

- 4.1.1 continues to negotiate a commercial agreement to determine the future approach to the contract that is within the parameters of the acceptable terms (as described in Appendix A: Exempt Information);
- 4.1.2 extends the Restructuring Period to ensure that the procurement of a long-term replacement subcontractor can be completed on acceptable terms to the Council; and
- 4.1.3 undertakes capital investment as described in described in paragraphs 3.20, 3.22, 3.23 and 3.27 above.

- 4.2 The alternative to negotiating a commercial agreement and extending the Restructuring Period is that the Restructuring Period is not extended and / or the project is not restructured. In this position, the contract will end and the Council would lose its £50.311m per annum PFI grant. This would necessitate a full restructuring of how the Council delivers its Highways services, based on a significantly reduced budget.
- 4.3 The alternative to investing in capital works is that the Council's highway asset will continue to deteriorate significantly and there is a risk that either the cost of keeping the Council's Highways safe increases or that the Council may not be able to comply with its statutory duties.

5 Consultation

- 5.1 As set out in paragraph 3.5, a revised governance structure has been implemented, which strengthens internal consultation and engagement.
- 5.2 A steering group regarding the way forward with the project has been in place since 2019. Senior officers from the Council have continued to work with DfT, advisors to project lenders, BHHL's administrator and the chairman of BHL as part of this group.
- 5.3 External legal advice, including expert financial and commercial advice, has been obtained from DLA Piper.
- 5.4 DfT, as the Council's sponsoring Government department for the project, have been consulted directly throughout discussions and have supported the development of the SOBC and OBC.

6 Risk Management

- 6.1 An analysis of risks is contained in Appendix A (Exempt Information – specifically section 4 and Appendix A4).

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The Council has adopted the *Council Plan 2018 to 2022 (2019 update)*. This identifies six outcomes for the city, the first of which is "*Birmingham is an entrepreneurial city to learn, work and invest in.*" Priority 4 under this outcome is that "*We will develop our transport infrastructure, keep the city moving through walking, cycling and improved public transport.*"
- 7.1.2 This decision directly affects investment in and maintenance of the Council's 2,500km highway network and Council-owned infrastructure on it. Such investment will directly reduce the percentage of carriageways that should be considered for structural maintenance; this is a measure for Outcome 1 / Priority 4 of the Council Plan.

- 7.1.3 Citizens' priorities also reflect that road and pavement repairs are the fourth highest priority in the city for citizens.

7.2 Legal Implications

- 7.2.1 The Council has a statutory duty to maintain highway infrastructure, primarily under the Highways Act 1980 and the New Roads and Street Works Act 1991.
- 7.2.2 Under Section 111 of the Local Government Act 1972 the Council has power to do anything that is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions.
- 7.2.3 The information contained within Appendix A (Exempt Information) is considered exempt under Schedule 12A of the Local Government Act 1972, as it relates to the financial / business affairs of parties to the Highway Maintenance and Management PFI contract, including the Council.
- 7.2.4 Disclosure of the information within Appendix A would adversely affect the Council's ability to negotiate the best value outcome in relation to the contract by disclosing its strategy to those with whom it is negotiating. It is therefore not in the public interest to make this information available publicly.

7.3 Financial Implications

- 7.3.1 The Council has an annual revenue budget for highways maintenance of £50.69m which is currently supplemented by Government PFI grant of £50.31m. Continued provision of this grant is subject to Government determination of the Council's revised business case (as detailed in paragraph 3.1 above).
- 7.3.2 The Council has, as part of the original PFI business case proposal, ring-fenced its highways revenue budget and has accumulated a revenue reserve of £168.44m at 30 September 2021 which is ringfenced to support future investment and facilitate the restructuring of the contract.
- 7.3.3 The resources for the project described in 7.3.1 and 7.3.2 above therefore fund the current service provision and programmed maintenance / investment taking place on the highway network.
- 7.3.4 The further programme of capital investment works of up to £50.75m as described in paragraphs 3.18 to 3.28 will be funded from existing Highways PFI reserves.
- 7.3.5 Ongoing receipt of annual PFI grant is dependent on a number of factors including the Council reaching an agreement with the DfT on the business case and the Council, BHL and its stakeholders entering into a commercial agreement.
- 7.3.6 The loss of PFI grant would be replaced by annual bidding for capital grants from Government (in addition to block grant allocation, paid to all local

authorities on a formula basis), which could result in a significantly reduced amount of funding for investment in the City's highways network. Whilst this potential of reduced funding would have an impact on the Council's ability to invest in the network, the Council would still have available its existing revenue budget and reserves to ensure a safe network but at a reduced level of investment. It would however also require the Council to consider potentially increasing the resource it allocates to bidding.

7.4 Procurement Implications

- 7.4.1 Implications for the wider procurement are set out in paragraph 5.3 of Appendix A (Exempt Information).

7.5 Public Sector Equality Duty

- 7.5.1 An Equality Impact Assessment (EQUA760) has been undertaken and is shown in Appendix E.

8 Appendices

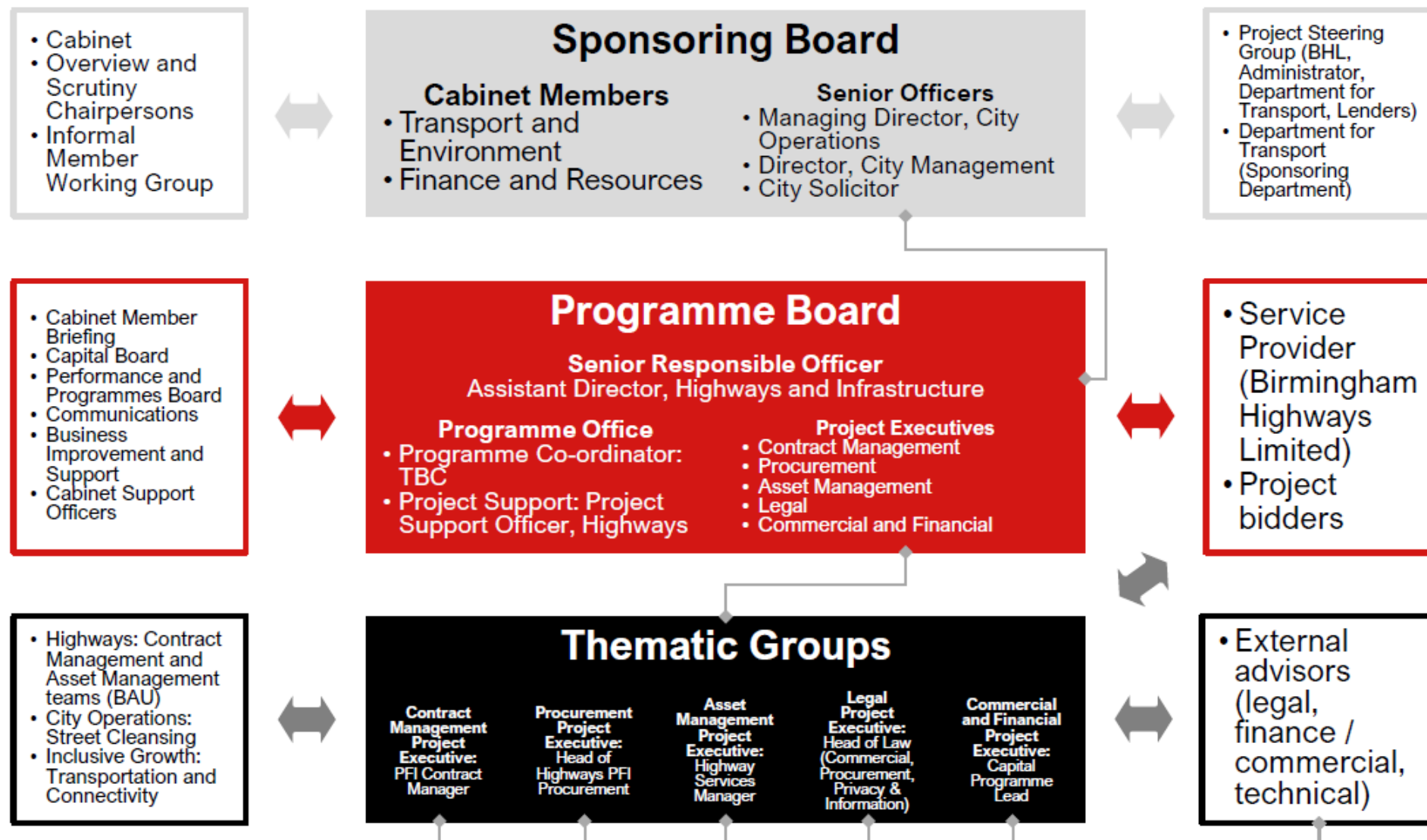
- 8.1 Appendix A: Exempt Information
- 8.2 Appendix B: Project Governance Structure
- 8.3 Appendix C: Additional 2021-22 Street Lighting Programmed Maintenance
- 8.4 Appendix D: Traffic Signals Programmed Maintenance
- 8.5 Appendix E: Equality Impact Assessment

9 Background Documents

- 9.1 Report of the Acting Director, Inclusive Growth and Interim Chief Finance Officer to Cabinet, 16 March 2021: Highway Maintenance and Management PFI Contract.
- 9.2 Report of the Acting Director, Inclusive Growth and Interim Director of Council Management to Cabinet, 8 June 2021: Highway Maintenance and Management PFI Contract.

Appendix A Exempt Information

Appendix B Project Governance Structure



Appendix C Additional 2021-22 Street Lighting Programmed Maintenance

Street	Ward	Column Replacements	Column and Luminaire replacement	Luminaire replacement only	Notes
Albion Street, B1	Soho and Jewellery Quarter	18	18	0	4, 6
Alcester Street, B12	Bordesley and Highgate	31	31	0	1
Berkley Street (part), B1	Ladywood	0	0	10	4, 6
Birch Croft, B24	Erdington	6	6	0	1
Bishopsgate Street (part), B1	Ladywood	1	1	3	4, 6
Boldmere Road (part), B73	Sutton Vesey	18	0	18	4, 6
Bromford Drive, B36	Hodge Hill	81	81	0	1
Caroline Street, B3	Soho and Jewellery Quarter	19	19	0	4, 6
Colmore Square, B4	Ladywood	14	14	0	3, 6
Cuckoo Road, B7	Nechells	64	0	64	4, 6
Dartmouth Middleway, B7	Nechells	48	48	0	1
Farquhar Road East, B15	Edgbaston	6	6	0	3
Farquhar Road, B15	Edgbaston	34	34	0	1
Fort Parkway, B24	Pype Hayes	102	0	102	4, 6
Gas Street (part), B1	Ladywood	0	0	10	4, 6
Gospel Lane, B27	Acocks Green	84	84	0	1
Granville Street (part), B1	Ladywood	9	9	0	4, 6
Heartlands Parkway, B7	Nechells	96	0	96	4, 6
Hermitage Road, B15	Edgbaston	11	11	0	1
Ludgate Hill, B3	Soho and Jewellery Quarter	10	10	0	4, 6
Nelson Road, B6	Aston	13	14	0	2
Olton Boulevard East, B27	Acocks Green	107	107	0	1
Olton Boulevard West, B11	Hall Green North	35	35	0	1
Pershore Road (part), B30	Stirchley / Bournville and Cotteridge	92	92	0	4
Poppy Lane, B24	Erdington	6	6	0	5
St Andrews Close, B32	Harborne	3	3	0	1
Stronsay Close, B45	Frankley Great Park	7	7	0	1
Thornbridge Avenue, B42	Perry Barr	19	19	0	1
Tyndall Walk, B32	Bartley Green	8	8	0	1
Vale Close, B32	Harborne	2	2	0	1
Wentworth Way, B32	Harborne	14	14	0	5
Worcester Lane, B75	Sutton Roughley	37	37	0	1
Total		985	706	280	




Notes

- 1 Column condition
- 2 Non-compliant luminaires
- 3 Electrical condition
- 4 Energy / carbon reduction
- 5 Lighting quality
- 6 Non-standard columns to be retained

Appendix D Traffic Signals Programmed Maintenance

Location	Programme
Alcester Rd nr Park Rd	2022/3
Alcester Rd S nr Addison Rd	2022/3
Aldridge Rd nr Old Horns Crescent	2022/3
Boldmere Rd / Jockey Rd	2021/2
Bordesley Green Rd / Ash Rd / Arden Rd	2021/2
Broad St / Sheepcote St	2022/3
Bromford Gyratory North Side	2022/3
Camp Hill / Bradford St	2021/2
Camp Hill / Coventry Rd	2021/2
City Road nr Winbourne Road.	2021/2
Colmore Circus nr Steelhouse Lane	2021/2
Digbeth / Park St / St Martins Lane	2022/3
Dudley Rd / City Rd / Heath Green Rd	2021/2
Dudley Rd / Western Rd	2021/2
East Meadway / Mackadown Lane	2021/2
East Meadway nr Mackadown Lane nr Kyngsford Rd	2021/2
Great Stone Road / Church Road / Bunbury Road	2022/3
Hagley Rd nr Stirling Rd	2021/2
High St nr Institute Rd, King Heath	2022/3
High St nr Station Rd, Kings Heath	2022/3
Highgate Middleway / Conybere Street.	2021/2
Highgate Middleway / Moseley Road	2021/2
James Watt Queensway nr Ryder Street	2022/3
Lordswood Rd / Croftdown Rd	2021/2
Maypole Lane nr Alcester Rd S	2022/3
Old Walsall Rd / Rocky Lane	2021/2
Park Lane nr Upper Sutton St	2021/2
Perry Common Road near Turfpits Lane.	2021/2
Priory Queensway nr Priory Walk	2022/3
Redditch Rd nr Alborn Crescent I/Bd	2021/2
Station Rd / Gravelly Lane	2022/3
Stoney Lane nr Stoney Lane Service Rd	2022/3
Stratford Rd nr Green Rd	2022/3
Tyburn Rd / Wheelwright Rd I/Bd	2021/2
Warwick Rd / Knights Rd	2022/3
Warwick Rd nr Dudley Park Rd	2022/3
Warwick Road nr Shirley Road.	2022/3
Washwood Heath Rd nr Bromford Lane	2021/2
Westley Road nr Shirley Road.	2022/3
Witton Lodge Road nr Maxted Road.	2021/2

Appendix E Equality Impact Assessment

Title of proposed EIA	Highway Maintenance and Management PFI Contract
Reference No	EQUA760
EA is in support of	Amended Function
Review Frequency	Annually
Date of first review	14/12/2022
Directorate	Inclusive Growth
Division	Highways & Infrastructure
Service Area	PFI Contract Mngement
Responsible Officer(s)	 Jenny Bent
Quality Control Officer(s)	 Karen Huxtable
Accountable Officer(s)	 Ravinder Sahota
Purpose of proposal	The Highway Maintenance and Management PFI Contract delivers investment, maintenance and management services for the Council's highway and infrastructure to June 2035. This is a decision regarding the commercial management of the contract.
Data sources	relevant research
Please include any other sources of data	Relevant reports / strategies, relevant research
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Not Applicable
Age details:	Not applicable There is no specific adverse impact on any of the protected groups and therefore this will not be applicable.
Protected characteristic: Disability	Not Applicable
Disability details:	Not applicable There is no specific adverse impact on any of the protected groups and therefore this will not be applicable.
Protected characteristic: Sex	Not Applicable

Gender details:

Not applicable
There is no specific adverse impact on any of the protected groups and therefore this will not be applicable.

Protected characteristics: Gender Reassignment

Not Applicable

Gender reassignment details:

Not applicable
There is no specific adverse impact on any of the protected groups and therefore this will not be applicable.

Protected characteristics: Marriage and Civil Partnership

Not Applicable

Marriage and civil partnership details:

Not applicable
There is no specific adverse impact on any of the protected groups and therefore this will not be applicable.

Protected characteristics: Pregnancy and Maternity

Not Applicable

Pregnancy and maternity details:

Not applicable
There is no specific adverse impact on any of the protected groups and therefore this will not be applicable.

Protected characteristics: Race

Not Applicable

Race details:

Not applicable
There is no specific adverse impact on any of the protected groups and therefore this will not be applicable.

Protected characteristics: Religion or Beliefs

Not Applicable

Religion or beliefs details:

Not applicable
There is no specific adverse impact on any of the protected

groups and therefore this will not be applicable.

Protected characteristics: Sexual Orientation

Not Applicable

Sexual orientation details:

Not applicable
There is no specific adverse impact on any of the protected groups and therefore this will not be applicable.

Socio-economic impacts

Not Applicable

Please indicate any actions arising from completing this screening exercise.

Please indicate whether a full impact assessment is recommended

NO

What data has been collected to facilitate the assessment of this policy/proposal?

Consultation analysis

Adverse impact on any people with protected characteristics.

Could the policy/proposal be modified to reduce or eliminate any adverse impact?

How will the effect(s) of this policy/proposal on equality be monitored?

What data is required in the future?

Are there any adverse impacts on any particular group(s)

No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

This is a proposed change to the arrangements under which highway maintenance and management services will be delivered. The means by which those services are delivered in so far as they might impact upon protected characteristics is unchanged.

Consulted People or Groups

Consultation has taken place with Cabinet Members and elected members, senior officers and Department for Transport, as described in the decision report.

Informed People or Groups

Summary and evidence of findings from your EIA

The Highway Maintenance and Management PFI contract delivers investment, maintenance and

management services for the council's highway infrastructure to discharge the council's statutory duties to maintain and manage the public highway and ensure that it remains available. This decision affects the way in which these services are contracted for and does not change how they are delivered in respect of the potential impact on anyone with a protected characteristic.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

There are jno further queries that I have in relation to this Equalities Impact assessment.

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Yes

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

28/10/2021

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

Julie Bach

Person or Group

Content Type: Item

Version: 65.0

Created at 20/10/2021 02:59 PM by  Jenny Bent

Last modified at 28/10/2021 10:59 AM by Workflow on behalf of  Ravinder Sahota

Close