

KCC – Highways Transportation and Waste (HTW).

Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service:

Highways Asset Management Plan 2021/22-2025/26 – An Investment Strategy and Action Plan for the next 5 Years

Brief description of policy, procedure, project or service

In KCC we have significantly developed our approach to asset management in highways in recent years, in order to maximise Department for Transport (DfT) funding, and this has led to the authority formally adopting and publishing various key documents. We have also introduced various measures to implement the Well-managed Highway Infrastructure (WMHI) code of practice, again resulting in the adoption and publication of certain documents. As a result we have been able to demonstrate consistently that we are a Band 3 DfT Incentive Fund authority, make the case for additional funding, and optimise our ability to defend claims. Collectively, [these published documents](#) form our existing Highways Asset Management Plan (HAMP).

Aims and Objectives

Despite making significant progress in recent years, we are in an increasingly challenging environment with deteriorating assets, increasing traffic volumes, uncertainty around future funding and, more recently, coronavirus impacts. We have therefore developed a new single and updated HAMP document, to forge a clear action plan and investment strategy for the future that is fit for purpose and recognises the challenges ahead.

The new document is a forward-looking document covering the next five years which:

- includes a vision statement
- sets out how highways asset management, as a key enabling service, contributes to achieving strategic outcomes and delivering Kent's interim strategic plan

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- describes how we go about asset management and risk-based decision-making
- explains what we know about the condition of our assets both now and going forward based on various investment levels
- sets out what our service levels are in terms of what we do and what we don't do, alongside an assessment of associated risks
- outlines our asset management and WMHI improvements and achievements in recent years
- includes a five-year forward works programme (for certain asset groups), and
- lists what actions we will take forward in the coming years to further improve our approach to asset management, maximise asset lifespans, reduce lifecycle cost and improve future maintainability.

In addition to being a HAMP in the traditional sense, the document essentially amounts to an Investment Strategy and Action Plan for the next five years. It seeks to move towards treating the management and maintenance of our highway assets as a multi-year endeavour, rather than an annual one. In that respect, the document highlights the importance of consistency of (broad levels of) funding and approach over that longer period, to enable us to deliver a more efficient service with better condition outcomes.

The main document also proposes new maintenance hierarchies for our road and footway assets, following detailed work during the last year in which we examined a number of options. The preferred hierarchies are based on those recommended in WMHI, as these provide sufficient granularity for our use given the scale and make-up of Kent's network. For roads, we have adjusted the WMHI hierarchy to include our Resilient Highway Network as a new top category. The proposed hierarchies also enable us to adjust our future inspection and maintenance approach, for example to move resource away from little used or impassable country tracks, so that higher risks can be targetted.

Adoption of this document setting out our carefully considered approach to highway maintenance helps us to demonstrate we are a competent highway authority and are fulfilling our duty to maintain a safe network under the Highways Act 1980. As the document also includes a detailed risk assessment of our services, it also makes the authority better prepared to defend claims.

JUDGEMENT

Set out below the implications you have found from your assessment for the relevant Protected Groups. If any negative impacts can be justified, please clearly explain why.

I have found the Adverse Equality Impact Rating to be Low

It is judged that the proposed Highways Asset Management Plan document does not disproportionately affect protected groups. Indeed, the approach outlined in the document better enables KCC to target resource, for example on footway maintenance in areas with higher populations of older and disabled residents.

GET Document Control

Revision History

Version	Date	Authors	Comment
V0.1	18/1/2021	Alan Casson	DRAFT
V0.2	8/6/21	Alan Casson	FINAL DRAFT
V1 (this should be assigned to the version the Director signs off)			

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation


I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Andrew Loosemore		Head of Service	8/6/21

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Simon Jones		Director	09/06/2021
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Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You <i>MUST</i> provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			
	High Negative Impact	Medium Negative Impact	Low Negative Impact	High/Medium/Low Favourable Impact
Age	None	None	None	Our approach to managing our pavement assets set out in the HAMP document will enable us to target future maintenance on areas with higher populations of older and disabled people. This will have a low favourable impact on groups who may be more

				adversely impacted by poor quality roads and footways due to mobility restrictions.
Disability	None	None	None	Our approach to managing our pavement assets set out in the HAMP document will enable us to target future maintenance on areas with higher populations of older and disabled people. This will have a low favourable impact on groups who may be more adversely impacted by poor quality roads and footways due to mobility restrictions.
Sex	None	None	None	None
Gender identity/ Transgender	None	None	None	None
Race	None	None	None	None
Religion and Belief	None	None	None	None

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Sexual Orientation	None	None	None	None
Pregnancy and Maternity	None	None	None	Our approach to managing our pavement assets set out in the HAMP document will enable us to target future maintenance on areas with higher populations of older and disabled people. This will have a low favourable impact on groups who may be more adversely impacted by poor quality roads and footways due to mobility restrictions.
Marriage and Civil Partnerships	None	None	None	None

Carer's Responsibilities	None	None	None	Our approach to managing our pavement assets set out in the HAMP document will enable us to target future maintenance on areas with higher populations of older and disabled people. This will have a low favourable impact on groups who may be more adversely impacted by poor quality roads and footways due to mobility restrictions.
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Part 2 - Full Equality Analysis /Impact Assessment

Not required

Part 3 - Action Plan

Not required