EQIA Submission – ID Number
Section A

EQIA Title
Contract CN260764 - Provision of CSAS resource

Responsible Officer
Stephanie Wadhams - GT TRA

Approved by (Note: approval of this EqIA must be completed within the EqIA App)
Toby Howe - GT TRA

Type of Activity

Service Change
No
Service Redesign
No
Project/Programme
No
Commissioning/Procurement
Commissioning/Procurement
Strategy/Policy
No
Details of other Service Activity
No

Accountability and Responsibility

Directorate
Growth Environment and Transport
Responsible Service
Highways and Transportation - Strategic Resilience
Responsible Head of Service
Toby Howe - GT TRA
Responsible Director
Simon Jones - GT CDO

Aims and Objectives

There is a continuing need to provide CSAS accredited resource in Kent to support the KMRF Operation Fennel suite of plans that manage traffic during periods of disruption at the Kent ports.

To date, this service has been procured both via the Council's previous Highways Term Maintenance Contract (HTMC), which ceased and expired on 30th April 2026, and currently via the CN260704 – Provision of CSAS Resource contract.

The existing CN260704 – Provision of CSAS Resource contract was procured via a Direct Award procurement process, approved by an internal waiver. This current contract was structured for 12 months, with no extensions included into the contract and therefore shall expire on 30th April 2027.

To ensure that this Service can be managed in the most cost-efficient manner, a longer-term strategy and contract is required; hence this new procurement of an extended Provision of CSAS Resource contract.

Using the risk matrix the level of risk and impact to KCC is low across all areas; legal, financial, people and reputation. The service is being procured by KCC on behalf of KMRF and is being funded by HMG via a section 31 grant.

As part of the procurement exercise, the Council's standard Procurement Specific Questionnaire (PSQ) will be used including the core Conditions of Participation around equality and diversity.

Due to the level of spend under the new contract, a key decision is required. However, the scope of the works remains unchanged; CSAS are required to resource the KMRF Operation Fennel suite of plans.

As such, no change is required. The evidence suggests that there is no potential for discrimination and all appropriate measures have been taken to advance equality and foster good relations between the protected groups.

Section B – Evidence

Do you have data related to the protected groups of the people impacted by this activity?

No

It is possible to get the data in a timely and cost effective way?

No

Is there national evidence/data that you can use?

Yes

Have you consulted with stakeholders?

No

Who have you involved, consulted and engaged with?

The award of the contract does not materially change the Fennel plans, any KCC policy or procedure, or the level of resource provided. Given that the process will not produce any discernible difference to the public or any other stakeholders or groups, there is no requirement for consultation.

Has there been a previous Equality Analysis (EQIA) in the last 3 years?

No

Do you have evidence that can help you understand the potential impact of your activity?

Yes

Section C – Impact

Who may be impacted by the activity?

Service Users/clients

Service users/clients

Staff

Staff/Volunteers

Residents/Communities/Citizens

Residents/communities/citizens

Are there any positive impacts for all or any of the protected groups as a result of the activity that you are doing?

Yes

Details of Positive Impacts

The service that we are procuring seeks to ensure traffic on both the strategic and local road networks in Kent, particularly in the Dover and Folkestone & Hythe area, keep flowing during times of congestion and disruption at Kent Ports.
This ensures that both Kent residents and those passing through the county can travel on Kent's road network by any means with the minimum of disruption. This also ensures everyone in the Dover and Folkestone and Hythe areas are able to access local amenities, attend appointments, receive care at home, and that services such as public transport, home deliveries, refuse collection etc. can continue unaffected.

These positive impacts will be most keenly felt by:

Age:
Bus routes are used frequently by older people and young people (particularly to and from school). Better management of traffic in the districts most affected by cross channel disruption will increase confidence in public transport and therefore, increase its use for learning, education, leisure, and health. Older people often rely on deliveries and care at home

Disability:
Public transport routes are often frequently used by disabled people with severe disabilities as private cars are not suitable for use by some disabilities. Better management of traffic will increase confidence in those routes, allowing use for learning, education, leisure, and health.

Negative impacts and Mitigating Actions

19.Negative Impacts and Mitigating actions for Age

Are there negative impacts for age?

No

Details of negative impacts for Age

Not Applicable

Mitigating Actions for Age

Not Applicable

Responsible Officer for Mitigating Actions – Age

Not Applicable

20. Negative impacts and Mitigating actions for Disability

Are there negative impacts for Disability?

No

Details of Negative Impacts for Disability

Not Applicable

Mitigating actions for Disability

Not Applicable

Responsible Officer for Disability

Not Applicable

21. Negative Impacts and Mitigating actions for Sex

Are there negative impacts for Sex

No

Details of negative impacts for Sex

Not Applicable

Mitigating actions for Sex

Not Applicable

Responsible Officer for Sex

Not Applicable

22. Negative Impacts and Mitigating actions for Gender identity/transgender

Are there negative impacts for Gender identity/transgender

No

Negative impacts for Gender identity/transgender

Not Applicable

Mitigating actions for Gender identity/transgender

Not Applicable

Responsible Officer for mitigating actions for Gender identity/transgender

Not Applicable

23. Negative impacts and Mitigating actions for Race

Are there negative impacts for Race
No
Negative impacts for Race
Not Applicable
Mitigating actions for Race
Not Applicable
Responsible Officer for mitigating actions for Race
Not Applicable
24. Negative impacts and Mitigating actions for Religion and belief
Are there negative impacts for Religion and belief
No
Negative impacts for Religion and belief
Not Applicable
Mitigating actions for Religion and belief
Not Applicable
Responsible Officer for mitigating actions for Religion and Belief
Not Applicable
25. Negative impacts and Mitigating actions for Sexual Orientation
Are there negative impacts for Sexual Orientation
No
Negative impacts for Sexual Orientation
Not Applicable
Mitigating actions for Sexual Orientation
Not Applicable
Responsible Officer for mitigating actions for Sexual Orientation
Not Applicable
26. Negative impacts and Mitigating actions for Pregnancy and Maternity
Are there negative impacts for Pregnancy and Maternity
No
Negative impacts for Pregnancy and Maternity
Not Applicable
Mitigating actions for Pregnancy and Maternity
Not Applicable
Responsible Officer for mitigating actions for Pregnancy and Maternity
Not Applicable
27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships
Are there negative impacts for Marriage and Civil Partnerships
No
Negative impacts for Marriage and Civil Partnerships
Not Applicable
Mitigating actions for Marriage and Civil Partnerships
Not Applicable
Responsible Officer for Marriage and Civil Partnerships
Not Applicable
28. Negative impacts and Mitigating actions for Carer's responsibilities
Are there negative impacts for Carer's responsibilities
No
Negative impacts for Carer's responsibilities
Not Applicable
Mitigating actions for Carer's responsibilities

Not Applicable
Responsible Officer for Carer's responsibilities
Not Applicable