

Kent County Council Equality Analysis / Impact Assessment (EqIA)

You need to start your Equality Analysis and data collection when you start to create or change any policy, procedure project or service

When developing high-level strategies under which other policies will sit, if those policies are jointly owned by KCC and partner organisations, they will need to take the partnership approach to EqIAs,

Please read the EqIA Guidance and the EqIA Flow Chart available on KNet.

Directorate	Growth, Environment & Transport
Name of policy/procedure/project/service	Provision of maintenance contract for existing traffic systems on the highway network.
What is being assessed?	The contract allows the contractor to maintain, repair and improve existing and new traffic systems equipment, including traffic lights.
Responsible Owner/ Senior Officer	Toby Butler, ITS Manager Highways, Transportation & Waste
Date of Initial Screening	20 August 2015
Date of Full EqIA	Not progressed

Version	Author	Date	Comment
1	Toby Butler	20 August 2015	Initial version

Appendix A

EqlA Screening Grid

Characteristic	Could this policy, procedure, project or service, or any proposed changes to it, affect this group less favourably than others in Kent? Yes/No – If yes, how?	Assessment of potential impact High/Medium Low or None Unknown		Provide details: a) Is internal action required? If yes, what? b) Is further assessment required? If yes, why?	Could this policy, procedure project or service promote equal opportunities for this group? Yes/No – Explain how good practice can promote equal opportunities.
		Positive	Negative	Internal action must be included in Action Plan	If yes you must provide detail
Age	Yes	Medium	None	All traffic lights with controlled crossing facilities for pedestrians include features to assist the young and elderly.	Yes – provide safe crossing opportunities for young and elderly pedestrians
Disability	Yes	Medium	None	All traffic lights with controlled crossing facilities for pedestrians include features to those with mobility impairments.	Yes – provide visual and tactile indications of safe crossing opportunities with wheelchair friendly dropped kerbs
Gender	No	None	None		No
Gender identity	No	None	None		No
Race	No	None	None		No
Religion or belief	No	None	None		No
Sexual orientation	No	None	None		No
Pregnancy and maternity	No	None	None		No
Marriage and Civil Partnerships	No	None	None		No
Carer's responsibilities	No	None	None		No

Part 1: INITIAL SCREENING

Proportionality – Based on the answers in the above screening grid what weighting would you ascribe to this function – see Risk Matrix

Based on judgements for the Risk Assessment Matrix impact and likelihood, this is a LOW risk project of limited relevance to the protected characteristics. There are some benefits to the young, elderly and those with sight and mobility impairments, although this is a direct replacement of an existing service.

Context

There is a need to procure a replacement maintenance contract for traffic systems equipment in order to provide the current level of service. The Authority has a statutory duty to look after highway assets provided at public expense and an obligation to ensure informed, reliable journeys for Kent Citizens by managing traffic flows, looking after transport systems and providing real time traffic and travel updates.

Aims and Objectives

The aim of the contract is to maintain existing traffic systems on the highway network.

Beneficiaries

The beneficiaries of the contract are the highway users in Kent using such traffic systems on a daily basis. To improve road safety and provide safe opportunities for pedestrians to cross highly trafficked roads. Every controlled crossing facility is equipped with:

- Dropped, flush kerbs with tactile paving to indicate the crossing location and direction.
- Rotating cones beneath the push button unit to allow those with visual impairments to use the crossing safely.
- Red/green man indicators to provide a visual reference.
- Additionally, some crossings monitor the pedestrians and adjust the timings to benefit those less mobile users.

Information and Data

This is an existing service and the contract will continue to maintain and operate the traffic system assets on the highway network.

Involvement and Engagement

No consultation has been undertaken as this project will maintain the current provision for essential service.

Adverse Impact

There are no adverse impacts for any of the protected characteristics.

Positive Impact

There are some benefits to the young, elderly and those with sight and mobility impairments, although this is a direct replacement of an existing service.

Judgement

Option 1 – Screening Sufficient **YES**

Following this initial screening our judgement is that no further action is required. This is a direct replacement of a current service which already delivers benefits for the young, elderly and disabled.

Option 2 – Internal Action Required **NO**

Option 3 – Full Impact Assessment **NO**

Action Plan

No specific actions have been identified for any of the protected characteristics. The contract will maintain the existing levels of service provision which aim to improve road safety and minimise congestion for all highway users.

Monitoring and Review

The contract will include performance measures which will be reported to senior management on a monthly basis. These will identify any weaknesses in the service provision and allow remedial actions to be taken. Monthly contract meetings will also be held to ensure the needs of KCC and the public continue to be met.

Sign Off

I have noted the content of the equality impact assessment and agree the actions to mitigate the adverse impact(s) that have been identified.

Senior Officer

Signed:	Toby Butler	Name:	Toby Butler
Job Title:	ITS Manager	Date:	20 August 2015

DMT Member

Signed:	Name:
Job Title:	Date:

Appendix A

Equality Impact Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age	None	Maintain functionality of existing equipment	Continuity of service	Toby Butler	Start date is 1 April 2016 for minimum of 5 years	Existing revenue and capital budgets
Disability	None	Maintain functionality of existing equipment	Continuity of service	Toby Butler	Start date is 1 April 2016 for minimum of 5 years	Existing revenue and capital budgets