

KENT COUNTY COUNCIL
EQUALITY ANALYSIS/ IMPACT ASSESSMENT (EqIA)

Directorate:

Growth Environment & Transport

Name of policy, procedure, project or service:

Our Approach to Asset Management in Highways

What is being assessed?

The impact of the proposed policy document

Responsible Owner/ Senior Officer:

Andrew Loosemore, Interim Deputy Director, Highways Transportation & Waste

Date of Initial Screening:

24th May 2016

Date of Full EqIA:

NA

Version	Author	Date	Comment
0.1	Kathryn Moreton	24 th May 2016	Draft

Equality Analysis/ Impact Assessment

Growth Environment & Transport

Highways Transportation & Waste – Our Approach to Asset Management in Highways

Responsible Owner: Roger Wilkin

Version: 1.0

Date: May 2016

Part 1: Initial Screening

Proportionality

Based on the answers in the screening grid at Appendix A what weighting would you ascribe to this function – see Risk Matix.

Low	Low relevance or insufficient information/ evidence to make a judgement	Medium	Medium relevance or insufficient information/ evidence to make a judgement	High	High relevance to equality or likely to have an adverse impact on a protected group
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Based on the individual assessments the overall assessment is **Low**.

Context

The County Council is responsible for the maintenance of 8,700km of roads and associated assets. These assets include 5,000km of footway, 250,000 roadside drains, 120,000 street lights, 2,700 highway structures and 500,000 trees. We have legal obligations to maintain the public highway in a safe condition and facilitate the movement of traffic around the County.

Our highway assets are estimated to be worth £11.5bn (excluding land value) making them one of the County Council's most valuable assets. The highway network provides a key strategic link between the Capital and mainland Europe and is the only alternative for motorists when the County's motorways are closed due to roads works, incidents or Operation Stack.

In recent years our approach to maintaining and improving highway assets has been driven by the ever increasing need to make savings against a back drop of high customer expectations and aging infrastructure. This has made us reactive in the way we work, "patching up" deterioration and responding to asset failures instead of utilising our asset knowledge and forward planning to take a more long term approach.

The rate at which our highway assets are deteriorating far exceeds the rate of investment and the Countywide maintenance backlog for our roads alone is estimated to be in excess of £200m. This excludes unfunded emergencies such as the road collapse in Leeds in 2013 which can run into millions of pounds each year.

Changes to DfT funding rules have brought asset management to the fore. In 2016/17 a phased implementation of the Incentive Fund will commence. By 2020/21, a little over 15% of the County Council's Capital Maintenance Grant will be dependent on the Authority being able to demonstrate that we are practicing good asset management.

Further savings are needed from both the capital and revenue budgets. Reactive maintenance will always be necessary but in future, we need to take a more balanced, long term approach, managing the network more efficiently and effectively now and for future generations.

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Aims and Objective

Our Approach to Asset Management in Highways is a short and concise document that describes the principles adopted in applying asset management to achieve the authority's strategic objectives detailed in "Increasing Opportunities, Improving Outcomes":

Children and young people in Kent get the best start in life

Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality life

Older and vulnerable residents are safe and supported with choices to live independently.

Information and Data

This assessment has been informed by Mosaic data.

Involvement and Engagement

Consultation with a Member Task & Finish Group has been undertaken.

Potential impact

Our Approach to Asset Management in Highways will impact on all service users.

Adverse Impact

There is not anticipated to be any adverse impact on service users.

Positive Impact

The beneficiaries of Our Approach to Asset Management in Highways are residents, road users and businesses in Kent.

Part 2: Judgement

Option 1 – Sufficient Screening

Yes

No

Justification: There is potential for adverse impact on older people and the disabled and scope to improve the documents has been found

Option 2 – Internal Action Required

Yes

No

Details of the internal action plan and mechanisms for monitoring and review can be found at Appendix A

Option 3 – Full Impact Assessment Required

Yes

No

A Full Impact Assessment is not required for the following reasons:

- The Approach does not have the potential to affect large numbers of residents in Kent
- The Approach do not have a significant impact on any groups or individuals with particular characteristics

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Action Plan

NA

Monitoring & Review

NA

Equality & Diversity Team Comments

Part 3: 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 and DMT Member

Signed:

Job Title:

Date:

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Appendix A – Screening Grid

Proportionality

Low	Low relevance or insufficient information/ evidence to make a judgement	Medium	Medium relevance or insufficient information/ evidence to make a judgement	High	High relevance to equality or likely to have an adverse impact on a protected group
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Screening Grid

Characteristic	Could this policy, procedure, project or service or any proposed changes to if affect this group less favourably than others in Kent?	Assessment of the potential impact: High/ Medium/ Low/ Unknown		Provide details Is internal information required? If yes what? Is further assessment required? If yes, why? Internal action plan must be included	Could this policy, procedure, project or service or any proposed changes promote equal opportunities of this group? Yes/ No – explain how good practice and promote equal opportunities If yes, detail must be provided
		Positive	Negative		
Age	Yes – Our Approach to Asset Management in Highways supports the County Council’s strategic objectives: <ul style="list-style-type: none"> Children and young people in Kent get the best start in life Older and vulnerable residents are safe and supported with choices to live independently 	Low	Low	Our Approach to Asset Management in Highways describes the principles adopted in applying asset management to achieve the authority’s strategic objectives detailed in “Increasing Opportunities, Improving Outcomes”. Asset Management describes a commons sense approach to highway maintenance and future investment decisions. Statutory service delivery will be protected.	No
Disability	Yes – Our Approach to Asset Management in Highways supports the County Council’s strategic objectives: <ul style="list-style-type: none"> Older and vulnerable residents are safe and supported with choices to live independently 	Low	Low	As above	No
Gender	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Gender Identity	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Race	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Religion or Belief	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No

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Sexual Orientation	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Pregnancy & Maternity	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Marriage & Civil Partnership	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Carers Responsibilities	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No