

**Kent County Council  
Equality Analysis/ Impact Assessment (EqIA)**

**Directorate/ Service:**

Growth, Environment & Transport

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

Management of Highway Infrastructure in Kent

**What is being assessed?**

The impact of Kent County Council adopting the recommendations in the National Code of Practice for Well Managed Highway Infrastructure (October 2016) coming in to effect October 2018. Whilst this is not a legislative requirement to adopt, failure to do so is likely to effect future government funding of KCC highways.

The code sets out a risk based whole asset approach to decision making and of itself will not change service standards and there are no immediate plans to change current service standards.

Any decisions on changes to service levels, the spend levels and what type of works are completed through a financial year, will not be included within this project. Additionally, any impact on the customer through policy changes and works affecting localised areas will be evaluated separately to this project and is the responsibility of the individual asset manager/head of service.

**Responsible Owner/ Senior Officer:** Andrew Loosemore

Version	Author	Status	Approved	Date
0.1	DL	Draft		May 2018
1.0	DL	Authorised by Andrew Loosemore Head of Service	Yes	14 June 2018
1.1	BD	Plain English amends	Yes	10 July

**Author:** David Latham

**Pathway of Equality Analysis:** DMT and Cabinet

**Summary and recommendations of equality analysis/impact assessment.**

- **Context**

The County Council is responsible for the maintenance of 8,700km of roads and 5,400km of footway. We have legal obligations to maintain the public highway in a safe condition and facilitate the movement of traffic around the County. We also have duties under the Equality Act 2010.

Our highway assets are estimated to be worth £12bn (excluding land value). Our highway assets are vital in supporting the delivery of the County Council's three strategic outcomes:

- Children and young people in Kent get the best start in life  
A safe and resilient highway network enabling reliable journeys will provide Kent's young people with access to work, education and training opportunities, supporting them to achieve their potential through academic and vocational education.
- Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality life  
Our highways play a vital role in Kent's economic prosperity. It provides safe and reliable access to shops, jobs, schools, friends, family and other opportunities. As well as connecting the County's towns and villages, Kent highways also provide a key strategic link between the Capital and ferry, air and rail services to mainland Europe.
- Older and vulnerable residents are safe and supported with choices to live independently.  
Safe and reliable roads provide valuable access to services, amenities and social activities for older and vulnerable people supporting them to live with greater independence.

Our highways enable safe and reliable journeys and in doing so support social and economic prosperity. They also facilitate the transport of services essential to health and wellbeing, including emergency services, medical services, food transportation etc.

Kent County Council currently uses documents and policies based on 'Well Maintained Highways – Code of Practice for Highway Maintenance Management' (2005) and amendments and taking note of 'Highway Risk and Liability Claims' (a practical guide to Appendix C of 'Well Maintained Highways' (2005) to ensure that a consistent approach is adopted countywide.

More recently the County Council has adopted an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment. The County's Highway Asset Management Framework develops this approach in three documents: a policy [Our Approach to Asset Management in Highways], and two strategy documents [Implementing Our Approach to Asset Management in Highways and Developing Our Approach to Asset Management in Highways]. These documents demonstrate our commitment to an Asset Management approach and clearly outline the funding required and the wider benefits to be achieved. The Environment and Transport Cabinet Committee have endorsed all three documents, which are published on the County Council's website.

- **Aims and Objectives**

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Kent County Council aims to adopt the recommendations in the 'Code of Practice for Well Managed Highway Infrastructure' (October 2016) coming in to effect October 2018. This supersedes the currently followed 'Well Maintained Highways – Code of Practice for Highway Maintenance Management', Management of Highway Structures and Well-lit Highways.

The new code of practice sets out a risk based whole asset approach to decision making and of itself will not change service standards and there are no immediate plans to change current service standards.

There are two documents explaining what Kent's objectives are and how these will be achieved. These are appended and are intended to be published, the documents are;

- Applying the Well-managed Highway Infrastructure in Kent outlines how the principles set out in the Code of Practice are shaping the services Kent County Council delivers in a way that supports and achieves the County Council's priorities.
- Well-managed Highway Infrastructure - Implementing the Code of Practice outlines how we will go about applying the principles in the Code of Practice to the way we work and measure our success to ensure continuous improvement and a focus on the County Council's Strategic Outcomes. Details of our approach will be actively communicated through engagement with stakeholders in setting requirements, making decisions and reporting performance. During this engagement protected characteristics will be taken into account such as offering the communication in different formats and media.

- **Summary of equality impact**

### **Adverse Equality Impact Rating Low**

#### **Attestation**

I have read and paid due regard to the Equality Analysis/Impact Assessment concerning Well Managed Highway Infrastructure. I agree with risk rating and the actions to mitigate any adverse impact(s) that have been identified.

#### **Head of Service**

Signed:

Name: Andrew Loosemore

Job Title: Head of Highways Asset Management Date: 14 June 2018

#### **DMT Member**

Signed:

Name:

Job Title:

Date:

Updated 23/01/2019

3



**Part 1 Screening**

**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?**

Protected Group	Please provide a <u>brief</u> commentary on your findings. Fuller analysis should be undertaken in Part 2.			
	High negative impact EqIA	Medium negative impact Screen	Low negative impact Evidence	High/Medium/Low Positive Impact Evidence
<b>Age</b>	No	No	Kent's approach to Management of Highway Infrastructure is being aligned to the Code of Practice for Well Managed Highway Infrastructure (October 2016), This sets out a risk based whole asset approach to decision making and of itself will not change service standards and there are no immediate plans to change current service standards.	Low; Age is primarily affected by trip hazards, as no changes to service are envisaged the same impacts will continue.  The Risk based approach advocated on the Code of Practice should allow greater opportunity to further protect vulnerable highway users.
<b>Disability</b>	No	No	As per Age	As per Age
<b>Gender</b>	No	No	No or very low impact	No or very low impact. Gender creates no additional challenges compared to normal highway users.
<b>Gender identity/ Transgender</b>	No	No	No or very low impact	No or very low impact As Gender
<b>Race</b>	No	No	No or very low impact	No or very low impact As Gender

Updated 23/01/2019

6

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<b>Religion and Belief</b>	No	No	No or very low impact	No or very low impact As Gender
<b>Sexual Orientation</b>	No	No	No or very low impact	No or very low impact As Gender
<b>Pregnancy and Maternity</b>	No	No	No or very low impact	No or very low impact Pregnancy and maternity is primarily affected by trip hazards, as no changes to service are envisaged the same impacts will continue.
<b>Marriage and Civil Partnerships</b>	No	No	No or very low impact	No or very low impact As Gender
<b>Carer's Responsibilities</b>	No	No	No or very low impact	No or very low impact As no changes are envisaged the same impacts will continue. Carer's responsibilities would fall into the same issues as disability and age

**Part 2****Equality Analysis /Impact Assessment****Protected groups**

As there are no plans to change current service levels for Highway users, no groups should additionally be directly or indirectly negatively affected from providing the current highway service.

However, the Equality Impact assessment for the Highways Asset Management and Incentive Fund report to Environment & Transport Cabinet Committee – 31 January 2018 does cover condition/outcome trends going forwards. It highlights that the rate at which local roads and footways in England are deteriorating far exceeds the rate of investment from central government. . The link to this document is listed in the appendices.

There is not an equality impact analysis available linked to the Code of practice for Well managed Highway Infrastructure available and the DfT state the following at the beginning of the document;

*‘Although this report was commissioned by the Department for Transport (DfT), the findings and recommendations are those of the authors and do not necessarily represent the views of the DfT. The information or guidance in this document (including third party information, products and services), is provided by DfT on an ‘as is’ basis, without any representation or endorsement made and without warranty of any kind whether express or implied.’*

**Information and Data used to carry out your assessment**

Please see section below

**Who have you involved consulted and engaged?**

There has been no specific consultation on the Code of Practice for Well Managed Highway Infrastructure which is a national code of practice which Kent is required to comply with by October 2018, however Kent’s Highways Tracker survey report for 2017 seeks the views of a sample of residents that are representative of Kent’s population which includes protected characteristics, and the views of County Members and Parish/Town Councils.

**Analysis**

Kent’s Highways Tracker survey report for 2017 seeks the views of a sample of residents that are representative of Kent’s population, and the views of County Members and Parish/Town Councils. Please see following link for Kent’s Highways Tracker survey report for 2017 <http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/highways-transportation-and-waste-tracker-survey-report>

**Adverse Impact,**

Updated 23/01/2019

8



As there are no plans to change current service levels for Highway users no groups should be additionally directly or indirectly negatively affected from providing the highway service.

**Positive Impact:**

The shift towards better decision recording and a greater emphasis on risk based approach should allow greater opportunity to further protect vulnerable highway users.

**JUDGEMENT**

- **No major change** - no additional potential for discrimination and all opportunities to promote equality have been taken due to service levels not being changed.

**Internal Action Required**                      **NO**

### Equality Impact Analysis/Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age	Trip hazards	None as not changing the service	Future asset management principles may allow greater freedom to investigate this further			
disability						
Carer's responsibilities						

Have the actions been included in your business/ service plan? (If no please state how the actions will be monitored)

Yes/No

Appendix

1. Kent's Highways Tracker survey report for 2017 <http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/highways-transportation-and-waste-tracker-survey-report>



Well Managed  
Highway Infrastructu

2. Applying the Well-managed Highway Infrastructure in Kent



Well Managed  
Highway Infrastructu

3. Well-managed Highway Infrastructure - Implementing the Code of Practice

4. Equality Impact assessment for the Highways Asset Management and Incentive Fund report to Environment & Transport Cabinet Committee – 31 January 2018 <https://democracy.kent.gov.uk/ielIssueDetails.aspx?IId=47495&PlanId=0&Opt=3>

Please forward a final signed electronic copy and Word version to the Equality Team by emailing [diversityinfo@kent.gov.uk](mailto:diversityinfo@kent.gov.uk)

If the activity will be subject to a Cabinet decision, the EqIA must be submitted to committee services along with the relevant Cabinet report. Your EqIA should also be published.

The original signed hard copy and electronic copy should be kept with your team for audit purposes.

Updated 23/01/2019

11

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