

## Equalities Comprehensive Impact Assessment v3 - Head of service review

Reference: ECIA579572005

Submitted: 31 January 2024 10:00 AM

### Executive summary

**Title of policy / decision:** New ECC Highways Maintenance and Inspections Strategies, and subsequent revision to current Highways Infrastructure Asset Management Plan (HIAMP)

**Policy / decision type:** Cabinet Member Action (CMA)

**Overview of policy / decision:** Agree to the approval of five new Strategies as well as their implementation from 1 April 2024, and also agree to the revision of the HIAMP to show it is comprised of supplementary strategic documents which include an additional five new Strategies. The five new Strategies are:

1. Essex County Council Essex Highways Decarbonisation Strategy (Appendix 1).

This document is at the heart of the Council's environmental planning for its Highway assets, supporting the Council's ambition for Net Zero by 2050.

2. Essex County Council Essex Highways Strategy for managing its Green Estate . (Appendix 2). This Strategy sets out how actions may be identified and implemented to improve green infrastructure and biodiversity, help restore local nature, alleviate flood risk, and manage water resources better.

3. Essex County Council Essex Highways Skid Resistance Strategy (Appendix 3).

This document sets out and describes the Council's risk-based approach to managing skid resistance on the road network.

4. Essex County Council Essex Highways Vehicle Restraint Systems Strategy (Appendix 4).

This document sets out and describes the Council's approach to assessing the requirements for Vehicle Restraints, as well as the Council's approach to designing, installing, inspecting, and maintaining Vehicle Restraints.

5. Essex County Council Essex Highways Road, Rail Incursion Risk Strategy (Appendix 5).

This document sets out and describes the Council's approach to assessing and mitigating the risk of the accidental incursion of road vehicles onto the railway.

6. Essex County Council Highways and Transportation Highways Infrastructure Asset Management Plan (HIAMP) (Appendix 6). This is the overarching document, which is comprised of supplementary strategic document which includes the five new Strategies under Appendices 1 -5 inclusive.

**What outcome(s) are you hoping to achieve?:** Implementation of the five new strategies will enhance the existing Highways Infrastructure Asset Management Plan (HIAMP) by providing additional supplementary strategic documents to address the following key priorities within 'Everyone's Essex':

- Environment, through setting out a Strategy for decarbonisation which supports the Council's ambition for Net Zero by 2050; and through supporting the growth of green infrastructure, promoting biodiversity and local nature recovery, and improving flood alleviation as well as promoting better management of water resources.

- Safety, through improving the management of key areas of risk across the road network, thereby complying with the requirements of the updated' Code of Practice: Well Managed Highway Infrastructure which was released in October 2016'.

In addition to the above, approval of the Essex County Council Essex Highways Decarbonisation Strategy (Appendix 1), and approval of the Essex County Council Essex Highways Strategy for managing its Green Estate

(Appendix 2), will help develop a culture of environmental awareness as well as promote measures to address climate change.

Furthermore, approval of the Essex County Council Essex Highways Skid Resistance Strategy (Appendix 3), Essex County Council Essex Highways Vehicle Restraint Systems Strategy (Appendix 4), and Essex County Council Essex Highways Road, Rail Incursion Risk Strategy (Appendix 5), will evidence compliance with the updated 'Code of Practice: Well Managed Highway Infrastructure' which was released in October 2016. It will also contribute to better management of these key areas of risk on the network, thereby contributing to road safety.

**Executive Director responsible for policy / decision:** Mark Ash (Climate, Environment and Customer Services)

**Cabinet Member responsible for policy / decision:** Cllr Tom Cunningham (Highways, Infrastructure and Sustainable Transport)

**Is this a new policy / decision or a change to an existing one?:** New policy / decision

**How will the impact of the policy / decision be monitored and evaluated?:** Evidence of the policy and HIAMP will need to be submitted to the Department for Transport (DfT) via its Annual Incentive Fund request. The Incentive Fund incentivises an element of the DfT capital maintenance funding allocations to each Authority based on the effectiveness of its asset management processes.

**Will this policy / decision impact on:**

**Service users:** No

**Employees:** No

**Wider community or groups of people:** No

**What strategic priorities will this policy / decision support?:** Strong, Inclusive and Sustainable Economy, High Quality Environment

**Which strategic priorities does this support? - Economy?:** Infrastructure, Green growth, Levelling up the economy

**Which strategic priorities does this support? - Environment:** Net zero, Transport and built environment, Green communities, Levelling up the environment

**What geographical areas of Essex will the policy / decision affect?:** All Essex

## Digital accessibility

**Is the new or revised policy linked to a digital service (website, system or application)?:** No

## Equalities - Groups with protected characteristics

### Age

**Nature of impact:** None

### Disability - learning disability

**Nature of impact:** None

### Disability - mental health issues

**Nature of impact:** None

## **Disability - physical impairment**

**Nature of impact:** None

## **Disability - sensory impairment**

**Nature of impact:** None

## **Sex**

**Nature of impact:** None

## **Gender reassignment**

**Nature of impact:** None

## **Marriage / civil partnership**

**Nature of impact:** None

## **Pregnancy / maternity**

**Nature of impact:** None

## **Race**

**Nature of impact:** None

## **Religion / belief**

**Nature of impact:** None

## **Sexual orientation**

**Nature of impact:** None

**Rationale for assessment, including data used to assess the impact:** As part of the creation of the HIAMP in April 2023, The Highways and Transportation Asset Management Policy and the Highways and Transportation Asset Management Strategy were reviewed to ensure they reflect the current strategic approach to delivering the Council's priorities.

The five new Strategies will contribute to Social Value and to aspirations for achieving sustainable long-term economic growth in Essex.

**What actions have already been taken to mitigate any negative impacts?:** We undertake annual customer satisfaction surveys and the information we receive back helps us to manage public expectation of the highway network. The documents within the HIAMP have been written in alignment with the priorities of the Authority over the short, medium, and long term.

## **Levelling up - Priority areas & cohorts**

### **Children and adults with SEND, learning disabilities or mental health conditions (taking an all-age approach)**

**Nature of impact:** None

## **Children on Free School Meals**

**Nature of impact:** None

## **Working families**

**Nature of impact:** None

## **Young adults (16-25 who have not been in education, training or employment for around 6-12 months)**

**Nature of impact:** None

## **Residents of Harlow**

**Nature of impact:** None

## **Residents of Jaywick and Clacton**

**Nature of impact:** None

## **Residents of Harwich**

**Nature of impact:** None

## **Residents of Basildon (Town) housing estates**

**Nature of impact:** None

## **Residents of Canvey Island**

**Nature of impact:** None

## **Residents of Colchester (Town) - Housing Estates**

**Nature of impact:** None

## **Residents of Rural North of the Braintree District**

**Nature of impact:** None

**Rationale for assessment, including data used to assess the impact:** Although there are no known impacts to the identified cohorts, the implementation of the risk based strategies will have a positive impact on the safety of residents across Essex by improving the management of key areas of risk across the road network, thereby complying with the requirements of the updated 'Code of Practice: Well Managed Highway Infrastructure' which was released in October 2016.

**What actions have already been taken to mitigate any negative impacts?:** We undertake annual customer satisfaction surveys and the information we receive back helps us to manage public expectation of the highway network. The documents within the HIAMP have been written in alignment with the priorities of the Authority over the short, medium, and long term.

## **Equalities - Inclusion health groups and other priority groups**

### **Refugees / asylum seekers**

**Nature of impact:** None

## **Homeless / rough sleepers**

**Nature of impact:** None

## **People who experience drug and alcohol dependence**

**Nature of impact:** None

## **Offenders / ex-offenders**

**Nature of impact:** None

## **Victims of modern slavery**

**Nature of impact:** None

## **Carers**

**Nature of impact:** None

## **Looked after children / care leavers**

**Nature of impact:** None

## **The armed forces community (serving personnel and their families, veterans, reservists and cadets)**

**Nature of impact:** None

## **People who are unemployed / economically inactive**

**Nature of impact:** None

## **People on low income**

**Nature of impact:** None

## **Sex workers**

**Nature of impact:** None

## **Ethnic minorities**

**Nature of impact:** None

## **Gypsy, Roma, and Traveller communities**

**Nature of impact:** None

## **People with multiple complex needs or multi-morbidities**

**Nature of impact:** None

**Rationale for assessment, including data used to assess the impact:** Although there are no known impacts to the identified cohorts, the implementation of the risk based strategies will have a positive impact on the safety of residents across Essex by improving the management of key areas of risk across the road network, thereby complying with the requirements of the updated 'Code of Practice: Well Managed Highway Infrastructure' which was released in October 2016.

**What actions have already been taken to mitigate any negative impacts?:** We undertake annual customer satisfaction surveys and the information we receive back helps us to manage public expectation of the highway network. The documents within the HIAMP have been written in alignment with the priorities of the Authority over the short, medium, and long term.

## **Equalities - Geographical Groups**

### **People living in areas of high deprivation**

**Nature of impact:** None

### **People living in rural or isolated areas**

**Nature of impact:** Positive

**Extent of impact:** Medium

### **People living in coastal areas**

**Nature of impact:** Positive

**Extent of impact:** Medium

### **People living in urban areas**

**Nature of impact:** None

**Rationale for assessment, including data used to assess the impact:** The implementation of the Essex County Council Essex Highways Strategy for managing its Green Estate (Appendix 2) could have a positive impact on people living in coastal and rural areas as it sets out how actions may be identified and implemented to improve green infrastructure and biodiversity, help restore local nature, alleviate flood risk, and manage water resources better.

Approval of the Essex County Council Essex Highways Decarbonisation Strategy (Appendix 1), will also help develop a culture of environmental awareness as well as promote measures to address climate change.

**What actions have already been taken to mitigate any negative impacts?:** We undertake annual customer satisfaction surveys and the information we receive back helps us to manage public expectation of the highway network. The documents within the HIAMP have been written in alignment with the priorities of the Authority over the short, medium, and long term.

**How could you strengthen any positive impact(s)?:** Continuing to monitor the impacts and measure customer satisfaction in relation to green infrastructure and biodiversity. Undertaking further planned maintenance on the network and maintaining its condition for residents and service users would require additional funding though.

## **Families**

### **Family formation (e.g. to become or live as a couple, the ability to live with or apart from children)**

**Nature of impact:** None

### **Families going through key transitions e.g. becoming parents, getting married, fostering or adopting, bereavement, redundancy, new caring responsibilities, onset of a long-term health condition**

**Nature of impact:** None

## **Family members' ability to play a full role in family life, including with respect to parenting and other caring responsibilities**

**Nature of impact:** None

## **Families before, during and after couple separation**

**Nature of impact:** None

## **Families most at risk of deterioration of relationship quality and breakdown**

**Nature of impact:** None

**Rationale for assessment, including data used to assess the impact:** Although there are no known impacts to the identified cohorts, the implementation of the risk based strategies will have a positive impact on the safety of residents across Essex by improving the management of key areas of risk across the road network, thereby complying with the requirements of the updated' Code of Practice: Well Managed Highway Infrastructure' which was released in October 2016.

**What actions have already been taken to mitigate any negative impacts?:** We undertake annual customer satisfaction surveys and the information we receive back helps us to manage public expectation of the highway network. The documents within the HIAMP have been written in alignment with the priorities of the Authority over the short, medium, and long term.

## **Crime & Disorder**

### **Crime and disorder**

**Nature of impact:** None

### **The misuse of drugs, alcohol and other substances**

**Nature of impact:** None

### **Re-offending**

**Nature of impact:** None

### **Serious violence**

**Nature of impact:** None

### **Rationale for assessment, including data used to assess the impact:**

Although there are no known impacts to the identified cohorts, the implementation of the risk based strategies will have a positive impact on the safety of residents across Essex by improving the management of key areas of risk across the road network, thereby complying with the requirements of the updated' Code of Practice: Well Managed Highway Infrastructure' which was released in October 2016.

**(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales:**

### **What actions have already been taken to mitigate any negative impacts?:**

We undertake annual customer satisfaction surveys and the information we receive back helps us to manage public expectation of the highway network. The documents within the HIAMP have been written in alignment with the priorities of the Authority over the short, medium, and long term.

**How could you strengthen any positive impact(s)?:**

# Climate

**Does your decision / policy involve development or re-development of buildings or infrastructure?:** No

**Does your decision / policy take place in, or make use of, existing buildings or infrastructure?:** No

**Does your decision / policy involve elements connected to transport, travel or vehicles? This includes travel needs / requirements of both service users and staff (including staff you're planning to recruit):** Yes

**Where are staff or service users coming from and how are they travelling?:** This will impact on all residents in Essex.

**If car travel is unavoidable, are you specifying electric cars and vehicles?:** Yes

**Are you undertaking a procurement exercise?:** No

**Does your decision / policy involve the purchase of goods or materials?:** No

**Will any waste be generated by this decision? This includes waste from construction, waste generated by service users / staff, and waste generated by replacing existing products / materials with new:** No

## Nature of impact

**Built Environment / Energy:** Positive

**Sustainable Transport / Travel:** Positive

**Waste:** None

## Extent of impact

**Built Environment / Energy:** Medium

**Sustainable Transport / Travel:** Medium

**Rationale for assessment, including data used to assess the impact:** The implementation of the Essex County Council Essex Highways Strategy for managing its Green Estate (Appendix 2) could have a positive impact on people living in coastal and rural areas as it sets out how actions may be identified and implemented to improve green infrastructure and biodiversity, help restore local nature, alleviate flood risk, and manage water resources better.

Approval of the Essex County Council Essex Highways Decarbonisation Strategy (Appendix 1), will also help develop a culture of environmental awareness as well as promote measures to address climate change.

**What actions have already been taken to mitigate any negative impacts?:** We undertake annual customer satisfaction surveys and the information we receive back helps us to manage public expectation of the highway network. The documents within the HIAMP have been written in alignment with the priorities of the Authority over the short, medium, and long term.

## Action plan to address and monitor adverse impacts

**Does your ECIA indicate that the policy or decision would have a medium or high adverse impact on one or more of the groups / areas identified?:** No

## Details of person completing the form

**I confirm that this has been completed based on the best information available and in following ECC guidance:** I confirm that this has been completed based on the best information available and in following ECC



guidance

**Date ECIA completed:** 23/01/2024

**Name of person completing the ECIA:** Deana James

**Email address of person completing the ECIA:** deana.james2@essex.gov.uk

**Your function:** Climate, Environment and Customer Services

**Your service area:** Essex Highways

**Your team:** Essex Highways Commissioning

**Are you submitting this ECIA on behalf of another function, service area or team?:** No

**Email address of Head of Service:** peter.massie@essex.gov.uk