

# EQUALITY IMPACT ASSESSMENT - CCC572919320

Which service and directorate are you submitting this for (this may not be your service and directorate):

Directorate	Service	Team
Place and Sustainability	Asst Dir - Highways	Asst Dir - Highways Mtce

**Your name:** Jonathan Munslow

**Your job title:** Assistant Director Highways Maintenance

**Your directorate, service and team:**

Directorate	Service	Team
Place and Sustainability	Asst Dir - Highways	Asst Dir - Highways Mtce

**Your phone:** 07551279215

**Your email:** jon.munslow@cambridgeshire.gov.uk

**Proposal being assessed:** Active Travel Network Maintenance Hierarchy

**Business plan proposal number:** N/A

**Key service delivery objectives and outcomes:** Active Travel Network Hierarchy - Report to Highways and Transportation Committee 23 January 2024 To better support the safe use and needs of Active travel users (Walkers, Wheelers and Cyclists) through the delivery of Highways Maintenance activities. This is being done through changes to the Highways Operational Standards and through the development and implementation of a network hierarchy for use in maintenance prioritising and decision making that reflects use of carriageways, footways, cycleways and Public Rights of Way by walkers, Wheelers and Cyclists. Whilst not a new service the changes will help focus consideration and apportionment of available funding in a more balanced way that reflects the changing use of the highway network and the drive towards more sustainable travel choice.

**What is the proposal:** 1. Changes to the Highways Operational Standards - These standards set out how we maintain the highway describing what we will do and when. This set of standards is particularly important in setting the level of service and standard to which we will respond and fix defects that can be a hazard to road user safety such as potholes or broken footway slabs. The standards are used on site by officers in making risk based decisions on our response to maintenance issues and defects. 2. Implementation of a hierarchy focused on the needs and use of active travel users. currently the service operates with a general maintenance hierarchy developed before the move to active and sustainable travel. This hierarchy will still be used with the new active travel hierarchy being used in combination and conjunction for highways asset management and maintenance decision making. Whilst the work is focused on supporting active travel users the proposals will impact all and every road user as every journey and or activity on the highway is a combination of travel modes. A car driver will benefit from defects repaired and

maintenance activity done to support active travel so there is no disbenefit to the different users or any protect characteristic group in their use of the Highway.

**What information did you use to assess who would be affected by this proposal?:**The proposals are assessed using a range of criteria relating to use of the network by active travel users. This includes a range of data sets. This data includes a range of Cambridgeshire specific and national data. Population Density and Growth at LSOA level Existing Hierarchy categories for cycling and walking Road user risk factors drawing on Living Streets Slip Trips and Falls report. Infrastructure type Cycling and walking route mapping and use data Local Cycling and Walking infrastructure plans Area Demographics - Social deprivation: LSOA Index of Multiple Deprivation. Local and National User group and local community input is planned to be sought prior to the finalisation of a hierarchy. However as this is a work in progress this is still to be completed as part of the project but is not directly relevant to the committee report and decisions it is seeking.

**Are there any gaps in the information you used to assess who would be affected by this proposal?:** No

**Does the proposal cover:** All service users/customers/service provision countywide

**Which particular employee groups/service user groups will be affected by this proposal?:** All Highways Users will be affected. Walkers, Wheelers and Cyclist will see a greater benefit than motor vehicle users. However there will not be a disbenefit to any type of user. The highway is provided for and accessible to all. The changes will support the maintenance of the highways infrastructure in a more balanced way more commensurate with the changing use of our highways by society and the move to more sustainable travel to achieve Net Zero.

**Does the proposal relate to the equality objectives set by the Council's EDI Strategy?:**No

**Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups:** About in line with the population

**Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?:** No

**Does the proposal relate to an area with known inequalities?:**No

**What is the significance of the impact on affected persons?:**The aim of the active travel hierarchy and the changes to the Highways Operational Standards are to help make sure the needs of walkers wheelers and cyclists are better supported through the way the highways infrastructure is maintained. The proposals when in place will support some users to a greater extent than others. Improved footways supports older and less able people by reducing surface defects that can cause slips trips and falls. Cyclists will be better supported through the earlier intervention and repair of defects that if hit can have a higher impact on the cyclist than they would on a motor vehicle. Disabled, elderly and those less mobile will benefit from the improved levels of maintenance. However all people will be affected as the highway serves all and everyone.

**Category of the work being planned:**Policy

**Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?:** No

**Age:** The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The proposed changes are likely to benefit the elderly t more through the quicker and earlier repair, primarily, of defects to surfaces that can lead to slips trips and falls. However the changes will benefit all regardless of age.

**Disability:** The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The proposed changes are likely to benefit the those with disabilities slightly more through the quicker and earlier repair, primarily, of defects to surfaces that can lead to slips trips and falls. However the changes will benefit all regardless of disabilities.

**Gender reassignment:**

The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass.  
The changes will benefit all users

**Marriage and civil partnership:** The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

**Pregnancy and maternity:** The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

**Race:** The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

**Religion or belief (including no belief):** The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

**Sex:** The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

**Sexual orientation:** The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

**Socio-economic inequalities:** The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users.

**Head of service:** David Allatt - Service Director for Highways and Transport

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**Confirmation:** I confirm that this HoS is correct