KENT COUNTY COUNCIL
EQUALITY ANALYSIS / IMPACT ASSESSMENT (EqIA)

Directorate:
Highways, Transportation and Waste

Name of policy, procedure, project or service
The Freight Action Plan for Kent

What is being assessed?
Policy

N.B. This assessment will focus on the Freight Action Plan for Kent document itself rather than detailing the impact of individual action points.

Responsible Owner/ Senior Officer
Andrew Westwood
Sam Yates

Date of Initial Screening
23rd December 2016
### Screening Grid

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Could this policy, procedure, project or service affect this group less favourably than others in Kent? YES/NO If yes how?</th>
<th>Assessment of potential impact</th>
<th>Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?</th>
<th>Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Positive</td>
<td>Negative</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age</td>
<td>No</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disability</td>
<td>Yes</td>
<td>LOW</td>
<td>People with learning difficulties or visual impairments may find it difficult to access information on the Plan.</td>
<td>The document will be made available in alternative formats upon request.</td>
</tr>
<tr>
<td>Gender</td>
<td>No</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gender identity</td>
<td>No</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Race</td>
<td>Yes</td>
<td>LOW</td>
<td>Non UK registered lorry drivers/hauliers may find it difficult to access information on the Plan, particularly if they do not understand English.</td>
<td>The production of signage and information given to lorry drivers (based on data of nationalities of lorry drivers coming through the ports) could be further provided in foreign languages. This is already done on certain signage in the county but could be further introduced. Unfortunately not all languages can be covered.</td>
</tr>
<tr>
<td>Religion or belief</td>
<td>No</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sexual orientation</td>
<td>No</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Category</td>
<td>Description</td>
<td>Value</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-------------</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Pregnancy and maternity</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marriage and Civil Partnerships</td>
<td>No</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Part 1: INITIAL SCREENING

Proportionality

From the screening grid/risk matrix that has been completed above, the initial screen suggests that the potential for a negative impact on certain protected characteristics as a result of the implementation of the Freight Action Plan for Kent is low

Context

The Freight Action Plan for Kent is a daughter document to the fourth Local Transport Plan (LTP4) for Kent, Delivering Growth without Gridlock. The Freight Action Plan sets out the small scale interventions that KCC, working with communities and partner organisations, can make to mitigate the impact of road haulage on our communities and the environment.

The original Freight Action Plan (2012-2016) was written and adopted back in 2012. This latest version incorporates a refresh of the original Freight Action Plan but brings it up to date, with what we have already achieved and what we will plan to do to mitigate the negative impacts of road freight in Kent.

Aims and Objectives –

The Freight Action Plan aims to mitigate the impact of road haulage on Kent. It is divided into five objectives:

- Objective 1: To tackle the problem of overnight lorry parking in Kent.
- Objective 2: To find a long term solution to Operation Stack
- Objective 3: To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of their journey as possible.
- Objective 4: To take steps to address problems caused by freight traffic to communities.
- Objective 5: To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic.

The objectives will be achieved by continuing the individual action points highlighted by the objectives, e.g. the running of Lorry Watch schemes in Kent, the promotion and adaptation of the Kent Freight Journey Planner on the kent.gov.uk website, and identifying and analysing the problem of lorry parking in the county.

Beneficiaries

This plan seeks to reduce the negative impacts of road freight to all residents, workers and visitors to Kent. It also benefits commercial vehicle drivers who will benefit from clearer routeing and signing.

Information and data
Some of the equality and diversity profiles for Kent have been outlined below:

- 18% of Kent’s residents have disability
- Kent has an ageing population with 27% of the population being 65 years or older.
- 89% of the Kent population are white English.

Further information and figures can be found at kent.gov.uk

The Department for Transport publishes quarterly figures on nationality data for HGVs entering and leaving the UK. As the majority of goods vehicles travelling from Great Britain to mainland Europe travel via either Eurotunnel or the Port of Dover these figures are directly relevant to Kent. These figures show that non-UK registered vehicles tend to be from Eastern European (particularly Poland and Romania), Holland and Spain. This is shown in the table below.

### Top 5 powered goods vehicles travelling from Great Britain to mainland Europe, by country of registration, rolling 12 month totals to March 2006 and March 2016

<table>
<thead>
<tr>
<th>Rank</th>
<th>Country</th>
<th>Q2 2005 to Q1 2006</th>
<th>Q2 2015 to Q1 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>UK</td>
<td>413</td>
<td>275</td>
</tr>
<tr>
<td>2</td>
<td>Netherlands</td>
<td>249</td>
<td>106</td>
</tr>
<tr>
<td>3</td>
<td>Germany</td>
<td>216</td>
<td>210</td>
</tr>
<tr>
<td>4</td>
<td>France</td>
<td>212</td>
<td>133</td>
</tr>
<tr>
<td>5</td>
<td>Spain</td>
<td>130</td>
<td>105</td>
</tr>
<tr>
<td>6</td>
<td>Poland</td>
<td>109</td>
<td>130</td>
</tr>
</tbody>
</table>

### Involvement and Engagement

The Freight Action Plan was consulted internally within Kent Highways to ensure that the content was complete in terms of the relevant work currently underway and planned within individual teams.

Pre-consultation discussions were had with the main stakeholders outlined in the plan and their comments were considered in the report. The identified stakeholders were; The Department for Transport, Highways England, Kent Police, the 12 District Authorities, Medway Council, the Freight Transport Association, the Road Haulage Association as well as the major freight ports in Kent (Port of Dover, Eurotunnel, Sheerness (Peel Ports), Thamesport and Port of Ramsgate. This pre-consultation produced a number of detailed and helpful responses which allowed the Freight Action Plan to be improved and amended.
Other significant consultees identified for the public consultation were Parish/Town Councils, neighbouring councils, the general public through press releases, equality and diversity groups such as age concern groups and disability advocacies, and business commerce.

The draft plan will be subject to a full public consultation for 8 weeks from the 16th January to the 12th March. Feedback will be captured via a questionnaire, which will be sent to all relevant stakeholders and made available online and in hard copy. Hard copies of the consultation and draft plan will be available on request.

**Potential Impact**
The initial screening has indicated that the Freight Action Plan may impact negatively on two groups – disability and race.

Actions within the plan will have their own implications from an EqIA perspective and as such will have their own assessment carried out to ensure that no protected characteristics are adversely impacted.

**Adverse Impact:**
Affecting both the identified groups is the ease of access to information on the Plan.

People who do not understand English may be adversely impacted because they may not be able to access the Plan. Similarly, people with visual impairments may not be able to access the consultation if the website does not take into account the use of text-to-speech software and if alternative formats are not available.

**Positive Impact:**
Reduced impacts from road haulage in Kent; empowered and informed citizens, fewer incidents of lorries using inappropriate routes, better satellite navigation routeing and reduced pressure on the local road network from freight movements. These will benefit all Kent residents including those with protected characteristics.

**Lessons learnt since last report/EqIA**
The previous action plan was subject to a public consultation in 2012. There were 46 respondents to this consultation in which no equality considerations were raised by respondents.

The responses to the consultation showed a small proportion of responses from the younger population in Kent. To combat this we could look into getting the Freight Action Plan on the agenda for the Kent Youth Council.

**JUDGEMENT**

**Option 2 – Internal Action Required**

**YES**

11/01/2017

KCC/EqIA2012/
There is potential for adverse impacts on particular groups and we have found scope to improve the proposal. Please see the completed Action Plan.

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: [Signature]

Name: Andrew Westwood

Job Title: Traffic Manager

Date: 03/1/17
# Equality Impact Assessment Action Plan

<table>
<thead>
<tr>
<th>Protected Characteristic</th>
<th>Issues identified</th>
<th>Action to be taken</th>
<th>Expected outcomes</th>
<th>Owner</th>
<th>Timescale</th>
<th>Cost implications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disability</td>
<td>People with visual impairments may find it difficult to access information on the plan.</td>
<td>Publicity will be issued promoting the consultation using multiple channels as per the advice of the Consultation Team. The document will be sent to group representative of a number of disabilities, such as the Kent Association for the Blind (KAP) and Avante Partnership. Consideration will be given for text-to-speech software and a MS Word copy will be made available online with graphics removed for this purpose.</td>
<td>The strategy is fully accessible and usable to all.</td>
<td>SY/AW</td>
<td>Consultation period.</td>
<td>Money should be allocated to provide alternative formats and to print hard copies.</td>
</tr>
<tr>
<td>Race</td>
<td>People who do not speak/read English may find it difficult to access information on the plan.</td>
<td>Publicity will be issued promoting the consultation using multiple channels as per the advice of the Consultation Team. The document will also be</td>
<td>The strategy is fully accessible and usable to all.</td>
<td>SY/AW</td>
<td>Consultation period.</td>
<td>As above.</td>
</tr>
</tbody>
</table>
available in other formats. The document will be sent to specific groups, such as the Kent Equality Cohesion Partnership or made available in different languages where appropriate.