Directorate: Growth, Environment and Transport (GET)

Name of policy, procedure, project or service
Local Transport Plan (4)

What is being assessed?
An update to the Local Transport Plan

Responsible Owner/ Senior Officer
Joe Ratcliffe

Date of Initial Screening
12/11/2015

Date of Full EqIA:

<table>
<thead>
<tr>
<th>Version</th>
<th>Author</th>
<th>Date</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bhalraj Singh</td>
<td>12/11/2015</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Clive Lever</td>
<td>23/11/2015</td>
<td>Equality and Diversity Team comments supplied</td>
</tr>
<tr>
<td>3</td>
<td>J Hill</td>
<td>13/4/2016</td>
<td>Equality and Diversity Team comments supplied</td>
</tr>
<tr>
<td>4</td>
<td>Akua Agyepong</td>
<td>23/06/2016</td>
<td>Equality and Diversity Team comments supplied</td>
</tr>
<tr>
<td>5</td>
<td>Lucy Campbell</td>
<td>04/07/2016</td>
<td>Consultation draft</td>
</tr>
</tbody>
</table>
### Screen 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>Age</td>
<td>No</td>
<td>Medium</td>
<td>No further assessment required However, any specific schemes and policies that achieve LTP4 outcomes would be subjected to their own EqIA.</td>
<td>If yes you must provide detail</td>
</tr>
<tr>
<td>Disability</td>
<td>No</td>
<td>Medium</td>
<td>No further assessment required. However, any specific schemes and policies that achieve LTP4 outcomes will be subjected to their own EqIA</td>
<td>Yes. As above, accessible transport will support independence, more notably providing wider benefits for those whose impairments prevent them from driving. Other LTP4 outcomes will also benefit those with disabilities – such as better health and wellbeing and safer travel.</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Category</th>
<th>Impact</th>
<th>Inequality</th>
<th>Assessment</th>
<th>Specific Schemes and Policies</th>
<th>Equality Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gender</td>
<td>No</td>
<td>Medium</td>
<td>None</td>
<td>No further assessment required. However, any specific schemes and policies that achieve LTP4 outcomes will be subjected to their own EqIA</td>
<td>Yes. Affordable and accessible transport for all will benefit specific groups, such as women with children and single mothers. Safer travel will improve opportunities for travel for women, as they are likely to use public transport more than men but drive less than men. Personal safety amongst women should improve, as they are more vulnerable when travelling at night. Men are more likely to be road casualties and providing a safer road network (including through education) will help mitigate this.</td>
</tr>
<tr>
<td>Gender identity</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Race</td>
<td>No</td>
<td>Medium</td>
<td>None</td>
<td>No further assessment required. However, any specific schemes and policies that achieve LTP4 outcomes will be subjected to their own EqIA</td>
<td>Yes. Certain ethnic groups are in lower than average income groups and promoting affordable travel will promote equality for them in enabling access to greater employment and education opportunities.</td>
</tr>
<tr>
<td>Religion or belief</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Sexual orientation</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Pregnancy and maternity</td>
<td>No</td>
<td>Medium</td>
<td>None</td>
<td>No further assessment required. However, any specific schemes and policies that achieve LTP4 outcomes will be subjected to their own EqIA</td>
<td>Yes. Women with children will benefit from improved accessibility connectivity within transport, as well as it being more affordable.</td>
</tr>
<tr>
<td>Marriage and</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Civil Partnerships</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Carer's responsibilities</td>
<td>No</td>
<td>Medium</td>
<td>None</td>
<td>No further assessment required. However, any specific schemes and policies that achieve LTP4 outcomes will be subjected to their own EqIA</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Yes. Safer, affordable, accessible and connected travel will promote equality for this group. In some instances, those who they care for may benefit, particularly for people needing to travel by bus through the Kent companion bus pass scheme.</td>
</tr>
</tbody>
</table>
Part 1: INITIAL SCREENING

Proportionality – From the Risk Matrix which 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 Local transport plan update delivery plan document is low.

| Low relevance or Insufficient information/evidence to make a judgement. | Medium relevance or Insufficient information/evidence to make a Judgement. | High relevance to equality, /likely to have adverse impact on protected groups |

Context
The document is the updated version of the Local transport plan (3) which is due to expire at the end of 2016. The new Local Transport Plan will incorporate the Growth without Gridlock document, which acted as a lobbying document to the government for infrastructure and economic improvements, so therefore will act as both a policy document and an implementation plan. The LTP 4 incorporates five overarching policies, based on the Government’s five National Transport Goals as set out in the 2009 guidance, and as such has been adjusted towards Kent priorities. The overall document consists of a strategy document that lists the key strategic outcomes of our transport policy and then three implementation plans. Firstly, strategic schemes that would be lobbied for, for example a new Lower Thames Crossing, solution to Operation Stack and improvements to public transport. Secondly, major Local Growth Fund schemes that have funding allocations; and thirdly, the Integrated Transport Programme schemes (small scale improvements). The two-prioritisation methodologies for major and small schemes are also annexed to LTP4. There is text within the LTP to ensure all supporting projects within the implementation plan undergo their own equality impact assessment and are therefore published in line with the KCC inclusive communication guidelines.

Aims and Objectives
The key aim of LTP4 is to facilitate the safe transport of people, goods and services within and through the County of Kent, providing a transport network of all modes, which enables access to the best employment, education, retail, leisure and health services in the county.
Objectives

Outcome 1: Economic growth and minimised congestion
Policy: Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population

Outcome 2: Affordable and accessible door-to-door journeys
Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.

Outcome 3: Safer travel
Policy: Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.

Outcome 4: Enhanced Environment
Policy: Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.

Outcome 5: Better health and wellbeing
Policy: Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.

Beneficiaries

The delivery of the outcomes outlined in the Local Transport Plan (4) will generally have a positive impact for all Kent residents, commercial operations and also tourists as it will be a better experience for them when visiting Kent. The delivery of improved transport infrastructure and public transport will increase accessibility to key services, jobs and education. The schemes will also support economic growth in the county by unlocking housing and commercial improvements allowing for job creation in Kent. This will be particularly beneficial to resident within East Kent where particularly high unemployment rates occur. Overall by carrying out the screening grid a number of groups will benefit from the aims of the policy, for example it is clear individuals with less use to a private car such as the elderly and young people will benefit from promotion of modes of transport that are different from a car in terms of affordability and accessibility. Those residents who have a disability and are unable to drive, will benefit from improved travel options and this will also benefit carers across Kent. Due to the nature of their travels and independence from a car, women will also gain from affordable and improvement transport. Some of the benefits will be greater within some equality groups due to their greater use of certain transport systems.
Information and Data
As of 2014, the current estimated population for Kent is 1,510,400.\(^3\) Going forward the population growth for Kent is expected to rise, as generally Kent expects more births than deaths and in addition, more people moving into Kent than leaving. Analysis of 2011 census data about equality and diversity in Kent has been undertaken to better understand the demographics of the Kent population and the impact the Local Transport Plan will have. Focus has been made on groups that tend to rely on public transport, with the access of a car being limited.

Equality and diversity data from 2011\(^4\) shows that:
- Kent has an ageing population, as estimates indicate the number of 65+ year olds is forecast to increase by 55% between 2013 – 2033, however the proportion of population aged fewer than 65 is only forecasted to increase by 6.9%.
- There are more female residents in Kent than male. In 2014, this equated to 51% and 49%, which equals to 770,300 residents that are female and 740,100 that are male.
- 93.7% of Kent residents are white, compared to 6.3% BME residents.
- The 2011 office labour market statistics census data for Kent demonstrates\(^5\):
  A. The number of males and females (16+ - as there is no data in the table where the age starts from 17+) owning both a car and van or having access to these within households. This also includes company vehicles, which are available for private use: 91% of male’s vs 88% of females.
  B. The car or van availability by gender and for those who consider they have a long-term health problem or disability: 86% of males’ vs 83% of females.
  C. The number of females (16+) with a disability of which there are no cars or vans in the household equate to 17% vs 12% of males.

\(^5\) DC3407EW - Long-term health problem or disability by car or van availability by sex by age https://www.nomisweb.co.uk/census/2011/dc3407ew
- KCC Road Casualties in Kent (Annual Review 2014)\(^6\) – Increase in the number of people killed or seriously injured (KSI) compared to 2013 (594-658, an increase of 11%).
- Casualty data for Kent roads between 2012-2014, shows there is generally more male causalities than females across all age groups\(^7\):
  - 0-16, there was 1861 casualties of which 57% were male and 43% female.
  - 17-24, there was 4126 casualties of which 58% were male and 42% were female.
  - 25-64, there was a total of 10029 causalities, which is the largest out of all age sets of which 58% were male and 42% female.
- According to the Kent Public Health Observatory\(^8\) - The percentage of adults in Kent currently classed as physically inactive is 28.1%. Currently 56.3% of the adult population meet the physical activity guidelines of 150mins per week to improve or maintain health.
- In addition, coming out of the Kent Joint Strategic Needs Assessment (Kent JSNA) – obesity is tracked at 64.6%, which translates into 771,476 individuals who are 16+. This is particularly relevant as one of the outcomes of the LTP is to promote active travel choices; therefore, by tackling a national issue such as obesity it addresses this objective.
- ONS 2011 Census Analysis - Method of Travel to Work in England and Wales Report\(^9\). In the South East 66.8% use road vehicles as a method of travelling to work, however only 12.1% use public transport and 13.9% choose to walk or cycle.
- ONS 2011 method of travel to work for Kent by age (Age 16 – 65+) and gender shows\(^10\):
  - 10% of males in the county choose to travel by bicycle or foot, thereby promoting outcome two of the policy as its promoting active travel.
  - However slightly more females choose active travel methods to work, being at 14% of the working population.
  - 13% of males choose to travel by rail, bus, minibus or coach. The female population comes out slightly lower with 12%.
  - 62% of males either use a car or van to travel to work or are a passenger. The number of females under the same criteria comes to 63%. This data is particularly relevant bearing in mind the Local Transport Plan promotes improvements to road journeys and public transport, but also the cycleway network.

\(^7\) Transport Intelligence Team: Casualty data 2012-2014 against age and gender
\(^10\) DC7101EWla - Method of travel to work (2001 specification) by sex by age [https://www.nomisweb.co.uk/census/2011/dc7101ewla](https://www.nomisweb.co.uk/census/2011/dc7101ewla)
For 2015-2016, September Quarter 2\textsuperscript{11}:
- Senior Citizen's bus pass was 266,949
- Disabled person's bus passes was 20,312
- Disabled Person companion bus passes was 5,133

According to a study conducted by Transport for London (TfL)\textsuperscript{12} – women are more likely to travel with buggies than men. This can therefore affect transport choices and so women may choose to travel by public transport to and from Kent. In addition, women are more concerned than men about their personal safety are when travelling after dark. This could be relative to Kent as some women Kent residents may choose to commute to London for work or simply may want to travel leisurely into London.

According to a study conducted by Transport for London (TfL)\textsuperscript{13} – BME individuals are more likely to use buses than white individuals (although they are less likely to travel by bicycle). In addition they are more likely to express concerns for their safety and more likely to be injured in road accidents.

**Involvement and Engagement**

As part of a pre-consultation exercise, the Transport Steam has liaised and consulted with various officers across KCC, such as Education, Highways, Transportation and Waste in order to get their views about the proposed Local Transport Plan. Statutory consultees, including district councils will also be invited to comment upon the plan. Alongside this, a Member Task and Finish Group has been set up, which consists of five members from the Environment and Transport Cabinet Committee. The rationale behind this is again as a pre-consultation exercise to understand how Members would want the plan to develop.

In 2016 a full public consultation will be launched which gives the opportunity to engage other stakeholders, such as district councils, bus operators, Highways England and rail operators, who are connected with the Local Transport Plan. Materials will also be placed in district council buildings, Gateways and libraries, as well as Community Liaison Officers.

Information collated within this EqIA has been used to determine equality groups which KCC will need to engage with during this consultation. This includes age concern groups and disability advocacies.

\textsuperscript{11} Revenue and Capital Budget Monitoring for 2015-2016, Quarter 2 paper. Page 136
\textsuperscript{12} http://content.tfl.gov.uk/women.pdf
\textsuperscript{13} http://content.tfl.gov.uk/BAME-summary.pdf
Potential Impact
After completing the assessment, it is clear the new Local Transport Plan and its infrastructure proposals will have an impact on Kent Residents.

Adverse Impact:
After completing the initial screening grid, it has indicated that the Local Transport Plan (4) will not have a significant negative impact on any of the protected characteristics. As mentioned earlier, individual schemes such as a new lower Thames crossing or solutions to operation stack, will be subject to an individual equalities impact assessment as the schemes are developed and taken forward for delivery to ensure that no protected characteristics are adversely impacted.

However, the consultation of the Plan will need tailoring to ensure it does not unfavourably impact any of the protected characteristics. In regards to age, the older generation may find it difficult accessing the document online. Those members of the public that have a disability, for example visual impairments or learning disabilities will be disadvantaged to access the information if alternative formats aren't available. Therefore, Kent County Council's inclusive communication policy will be followed in order to promote equality.

Positive Impact:
The objectives and aims of the Local Transport Plan through the delivery of schemes will promote a better quality life for all residents in Kent by providing a transport network of all types that enable access to jobs and services within the county; therefore, it will benefit the overall needs of residents within Kent.

The older generation and families with younger children tend to rely on public transport, and therefore will benefit from more affordable and accessible transport solutions (bus and rail) that will enable them to enjoy their journeys throughout Kent, for example through accessing jobs and education services. Disabled people, who rely on public transport, will also be a beneficiary.

Promoting active travel choices for all residents across Kent will prove beneficial for all. This will promote health and well-being improvements, but equally reducing congestion and pollution making it a smoother experience for all road users.
JUDGEMENT

Option 1 – Internal Action Required          NO

Option 2 Full EqIA
The new plan will be going out for consultation.

Action Plan
The Transport Strategy Team will ensure that the consultation is accessible to all.

This EqIA assesses the impact of the Local Transport Plan in its own right. EqIAs have not been completed for the individual schemes detailed within the LTP. Any specific schemes and policies that achieve LTP4 outcomes will be subjected to their own EqIA.

The Action Plan (see overleaf) will address how to meet the needs of protected characteristic groups during the consultation, and reflect wider implications within the LTP.
## Action Plan for the Consultation Period

<table>
<thead>
<tr>
<th>Protected Characteristic</th>
<th>Observations made</th>
<th>Action to be taken</th>
<th>Expected outcomes</th>
<th>Owner</th>
<th>Time Scales</th>
<th>Cost Implications</th>
</tr>
</thead>
</table>
| Age                      | • Older Kent residents are less likely to have access to online facilities.  
                              • Older Kent residents may have difficulty reading through the LTP                                                                                                                                             | • Ensure that the elderly, disabled and BME communities are engaged during the consultation (by monitoring the response from this characteristic and conversing with advocacy groups)  
                              • Ensure that alternative formats of the LTP are available                                                                                                                                                    | • The LTP consultation is accessible to all  
                              • The elderly, disabled and BME communities within Kent are able to express their views on the LTP                                                                                                     | Transport Strategy Team  | The initial 12 week consultation period.  
                              | Monitoring responses, additional publicising and additional prints have all been included within the consultation budget allowance. The exact cost will be dependent upon the level of need identified during the consultation. |
| Disability               | • Disabled people may have more difficulty accessing physical copies of the document  
                              • Disabled individuals may have difficulty reading through the LTP                                                                                                                                            |                                                                                                                                                                                                                  |                                                                                                                                                      |                        |                           |                                                                                                                                                                                                              |
<p>| Race                     | • Some BME individuals may                                                                                                                                                                                            |                                                                                                                                                                                                                  |                                                                                                                                                      |                        |                           |                                                                                                                                                                                                              |</p>
<table>
<thead>
<tr>
<th>On-going Action Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Age</strong></td>
</tr>
<tr>
<td>• Kent has an ageing population.</td>
</tr>
<tr>
<td>• Older Kent residents are: less mobile; less likely to use independent travel; have greater concerns with safety.</td>
</tr>
<tr>
<td>• Ensure the elderly and young can access future consultations and developments</td>
</tr>
<tr>
<td>• Ensure there are alternative formats of new transport information</td>
</tr>
<tr>
<td>• Include accommodations for those with limited mobility (eg: dropped curbs)</td>
</tr>
<tr>
<td>• Include accommodations for those with safety concerns (eg: well-lit pedestrian paths)</td>
</tr>
<tr>
<td>• The LTP’s five outcomes deliver a net benefit for all members of the community:</td>
</tr>
<tr>
<td>Outcome 1) Economic growth and minimised congestion</td>
</tr>
<tr>
<td>Outcome 2: Affordable and accessible door-to-door journeys</td>
</tr>
<tr>
<td>Relevant Project Manager for the scheme being implemented</td>
</tr>
<tr>
<td>On-going or in-line with the writing of an implementation plan.</td>
</tr>
<tr>
<td>To be determined.</td>
</tr>
</tbody>
</table>
| Disability       | • Disabled Kent residents are: less mobile; less likely to use independent travel. | • Ensure the disabled can access future consultations and developments  
  • Ensure there are alternative formats of new transport information  
  • Include accommodations for those with limited mobility (eg: dropped curbs) | Outcome 3: Safer travel  
  Outcome 4: Enhanced Environment  
  Outcome 5: Better health and wellbeing |
|------------------|---------------------------------------------------------------------------------|------------------------------------------------------------------|
| Race             | • BME Kent residents are: more likely to dependent on public transport systems; be concerned with safety. | • Ensure BME communities can access future consultations and developments  
  • Ensure there are alternative formats of new transport information (including other | |
<table>
<thead>
<tr>
<th>Gender</th>
<th>languages)</th>
</tr>
</thead>
</table>
| • Female residents are: less likely to use independent travel by car; be concerned with safety; make journeys with additional dependents; have multiple stages to their journeys. | • Ensure all genders can access future consultations and developments  
• Ensure alternative formats of new transport information  
• Include accommodations for those with safety concerns (eg: well-lit pedestrian paths) |
| • Male residents are more likely to suffer injuries or fatalities in a car accident; statistically undertake longer journeys. | | | |
**Monitoring and Review**

The EqIA assessment will be reviewed at stages throughout the process of finalising the Local Transport Plan, including the findings post public consultation. It will be also be important to review this document, after taking into account feedback from internal officers (internal consultation) and responses received from the Environment and Transport Cabinet Committee.

**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: Joseph Ratcliffe  
Name: Joseph Ratcliffe  
Job Title: Transport Strategy Manager  
Date: 26 July 2016

*DMT Member*

Signed: Tom Marchant  
Name: Tom Marchant  
Job Title: Head of Strategic Planning & Policy  
Date: 26 July 2016