

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

Directorate/ Service: Public Transport Service, Highways, Transportation and Waste (HTW), Growth, Environment and Transport (GET)

Name of decision, policy, procedure, project or service: The Big Conversation Pilot – Feeder Service – Maidstone Rural Pilot

Responsible Owner/ Senior Officer: Stephen Pay

Version: 0.1

Author: Robert Clark

Pathway of Equality Analysis:

Summary and recommendations of equality analysis/impact assessment.

- **Context**

Against a backdrop of ever decreasing funding for local councils, we want to maintain and, where possible, improve rural accessibility for those without alternative means of travel. Helping to tackle social isolation and provide the “right transport solution for the right customer need, at the right price”.

Around 97% of journeys in Kent are run on a purely commercial basis by private operators however, over the last 30 years KCC has funded some routes which, while not commercially viable have been considered important to meet the needs of the communities and passengers they serve.

We want to explore how we can improve connectivity and evaluate the feasibility of delivering alternative services. Through engagement with all stakeholders, the “Big Conversation” programme has identified the Maidstone area as being one where a feeder service could be effectively implemented to improve the 13 and 59 services by providing more journey opportunities.

- **Aims and Objectives**

To test how rural accessibility can be improved through feeder services despite increasing budget pressures. If the pilot is successful, we will look to make the changes permanent. If the pilot is not successful, KCC would work with commercial operators to reinstate direct journeys to Maidstone. The success of this pilot will be used to determine if similar changes to the supported bus network could be affected however this decision will be taken separately.

- **Summary of equality impact**

The need to change buses may make this service less accessible to disabled users than the existing provision. A local consultation will inform the Authority of the impact this would have on existing and potential service users in the area, as well as measures that could be taken to reduce any impact.

Adverse Equality Impact Rating: TBC

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment concerning **The Big Conversation West Malling Bus Pilot**. I agree with risk rating and the actions to mitigate any adverse impact(s) that has /have been identified.

Head of Service



Signed:

Name:

Phil Lightowler

Job Title: Head of Public Transport

Date:

18 January 2018

DMT Member

Signed:

Name:

Simon Jones



Job Title: Director Highways,
Transportation and Waste

Date:

18 January 2018

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?

Protected Group	Please provide a brief commentary on your findings. Fuller analysis should be undertaken in Part 2.				High/Medium/Low Positive Impact Evidence
	High negative impact Eq/A	Medium negative impact Screen	Low negative impact Evidence		
Age		Market engagement and the Big Conversation suggested older service users may be less willing to change vehicles.			Increased journey opportunities.
Disability	Requirements to change vehicles may impact on those with mobility difficulties).				Increased journey opportunities where individuals with disabilities can still access services.
Sex			It is not considered that alterations to bus services have any greater impact on men or women.		
Gender identity/ Transgender			It is not considered that alterations to bus services have any greater impact on this group than it does on the general public.		

Race				It is not considered that alterations to bus services have any greater adverse impact on this group.	
Religion and Belief				It is not considered that alterations to bus services have any greater adverse impact on this group.	
Sexual Orientation				It is not considered that alterations to bus services have any greater adverse impact on this group.	
Pregnancy and Maternity		Requirements to change vehicles may impact on those will young children (maternity).		It is not considered that alterations to bus services have any greater adverse impact on this group.	
Carer's Responsibilities					Increased journey opportunities

Part 2

Equality Analysis /Impact Assessment

Protected groups

- Disability – those with access requirements
- Pregnancy/Maternity

Information and Data used to carry out your assessment

Total Transport Market Research Report (Nov 2016)
Kent County Council Bus Funding Review Equality Impact Assessment
Big Conversation Consultation Report (Sept 2018)

Who have you involved consulted and engaged?

- Bus Operators
- Taxi Operators
- Community Transport Operators
- Wider Public (public meetings and deliberative groups)
- Parish Councils
- Service users

Updated 18/01/2019

5

This document is available in other formats, please contact bigconversation@kent.gov.uk or telephone on 03000 415951.

Analysis

In 2017-18 there were a total of 26,236 passengers on the 13 and 59 KCC supported services (as the 59 is commercially operated through the week KCC does not hold passenger data for Monday-Friday services and this data has not been included). Of these, 13,581 (40%) passengers were ENCTS pass holders (this includes both elderly and disabled passengers) and 7,636 (29%) were young people (entitled scholars, YPTP and 16+ travel pass holders). It is likely that majority of young people travelling are accessing the service to travel to and from school and their journeys will be unaffected by these changes.

Adverse Impact:

Disability

It has been identified that disabled people, such as those with mobility or visual impairments, are potentially more reliant on the public transport network than other protected groups or members of the wider public because their disability may mean they cannot drive.

- The need to change vehicles may be more challenging for those with disabilities affecting their mobility. The nature of this disability will alter this impact these changes may have and may eliminate any positive impacts identified.

Maternity

- The need to change vehicles may be more challenging for those with young children who may be using push chairs.

Updated 18/01/2019

6

This document is available in other formats, please contact bigconversation@kent.gov.uk or telephone on 03000 415951.

Positive Impact:

Age, Disability and Carers

These groups have been identified as being more reliant on public transport and the proposed changes would increase the frequency of services, providing these groups with more opportunities to travel.

- Residents in Hollingbourne, Leeds, Langley and Otham will benefit from 4 additional outbound journeys Mon-Sat representing a significant increase in journey opportunities.
- Residents in Boughton Monchelsea, Grafty Green, Kingswood, Ulcombe, Sutton Valence and Chart Sutton will benefit from 3 additional outbound journeys Mon-Sat, representing twice as many journey opportunities

Updated 18/01/2019

7

This document is available in other formats, please contact bigconversation@kent.gov.uk or telephone on 03000 415951.

JUDGEMENT

TBC – Data regarding the number of disabled passengers accessing the 13 and 59 services is unavailable. For this reason, responses to the consultation will help test our assumption that disabled passengers will still be able to access this service despite the need to change buses.

Internal Action Required **YES**

Updated 18/01/2019

8

This document is available in other formats, please contact bigconversation@kent.gov.uk or telephone on 03000 415951.

Equality Impact Analysis/Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Disability and Maternity	This service requires users to change buses at Morrisons, Sutton Road to access Maidstone Town Centre which may make the service more difficult to access for those with physical disabilities or young children.	The local consultation will test our assumptions that those with disabilities will be willing and able to change buses.	A greater understanding of how changing vehicles will impact on disabled passengers and mitigation strategies identified.	Stephen Pay	March 2019	

Have the actions been included in your business/ service plan?

No – these will be monitored as part of the programme board that take places monthly.

Please forward a final signed electronic copy and Word version to the Equality Team by emailing 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 18/01/2019

9

This document is available in other formats, please contact bigconversation@kent.gov.uk or telephone on 03000 415951.

