

Kent County Council
Equality Analysis / Impact Assessment (EqIA)
for decisions, policies, procedures, projects or services
Growth, Environment and Transport Directorate (GET).

- Please complete this cover sheet, including the Document Control Section, and Part 1 initially.
- Part 1 will inform your decision on whether you need to complete Part 2
- Part 2 will inform your decision on whether you need to complete Part 3

Further guidance is available at http://www.kent.gov.uk/data/assets/pdf_file/0019/11809/Equality-impact-assessment-policy-guidance.pdf

Name of decision, policy, procedure, project or service:

Fastrack ANPR -Enforcement Cameras on Bus Gates

Brief description of policy, procedure, project or service

Proposed new policy to permit the use of ANPR to enforce bus gates on the Fastrack bus rapid transport network, as well as other bus service routes to deter the detrimental service impacts unpermitted use of bus infrastructure has on bus services.

Aims and Objectives

Fastrack offers a frequent, direct, affordable and comprehensible bus network and comprises of a package of measures to reduce congestion and improve accessibility through the delivery of a fully integrated sustainable transport network, allowing the user to transfer seamlessly between local residences and key trip attractors, making Fastrack transport a real alternative to the private car.

Document Control

Date Document Updated 23/02/2021

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Revision History

Version	Date	Authors	Comment
V0.1	03/12/2020	Dan Bruce	First Draft
V.1.0	11/01/2021	Shane Hymers	Project Owner Review
V1 (this should be assigned to the version the Director signs off)			

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature (for paper copy only)	Title	Date of Issue
		Head of Service	
		Director	

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Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

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?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	Please provide a brief commentary as to your findings			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age			<p>Younger people under 25 and older persons over 60 are higher users of Fastrack.</p> <ul style="list-style-type: none"> • Camera implementation may result in very short and temporary closures of footpaths for users, this may result in uneven footway surfaces which could affect young and older pedestrians, accessing the service. • Pedestrians on buses may have to find temporary alternative and more lengthy routes to access services (such as hospital, schools, public transport etc.). 	<p>HIGH FAVOURABLE</p> <ul style="list-style-type: none"> • Public transport is used frequently by older people and young people (particularly to and from school) and improvements facilities and less service disruption will increase confidence in using the service and therefore increase its use for learning, education, leisure and health. • Reducing unexpected and often excessively fast illegal car movements may improve safety for users of this travel mode and pedestrians.

			<ul style="list-style-type: none"> • The presence of new cameras could cause anxiety and confusion for some people. • Temporary bus stops may be required for the duration of the fitting. 	
Disability			<ul style="list-style-type: none"> • Camera implementation will result in very short and temporary closures of footpaths for users, this may result in using other uneven footway surfaces which could temporarily affect disabled pedestrians disproportionately. • Pedestrians and bus users may have to find alternative and more lengthy routes to access services (such as hospital, schools, public transport etc.). • The presence of new cameras could cause anxiety and confusion for some people. • Temporary bus stops may be required for the duration of the fitting. 	<p>HIGH FAVOURABLE</p> <ul style="list-style-type: none"> • Public transport is used more and more frequently by disabled people as accessibility continues to improve Improved facilities and less service disruption will increase confidence in using the service and therefore increase its use for learning, education, leisure and health. Reducing unexpected and often excessively fast illegal car movements may improve safety for users of this travel mode and pedestrians.
Gender		None Note: Female usage on Fastrack is marginally higher at 52%		
Gender identity/ Transgender		None		
Race		None		

Religion and Belief		None		
Sexual Orientation		None		
Pregnancy and Maternity				
Marriage and Civil Partnerships		None		None
Carer's Responsibilities		None		None

Part 2 - Full Equality Analysis /Impact Assessment

Brief description of policy, procedure, project or service Context

The existing Fastrack service has delivered an internationally recognised high frequency Bus Rapid Transit scheme and the policy to permit ANPR enforcement to deter unauthorised vehicle movements on Fastrack busways and other bus infrastructure will build upon this success by delivering clearer busway. This equates to further journey time improvements and there is a close correlation between service reliability and uptake. Thus, reliable journeys help Fastrack with the strategic aim of 'Growth Without Gridlock' locally. New electric vehicles for the service are also planned and significant enhancements to consistent journey times will directly result in energy savings and less subsequent emissions by reducing unnecessary stop/start movements. Installing each camera to protect bus infrastructure from illegal use usually takes less than an hour as they are usually attached to existing infrastructure such as lighting columns.

Aims and Objectives

Bus users, pedestrians and cyclists, including commuters

Protected groups

Protected groups affected as identified in the initial screening include: Age and Disability.

Information and Data used to carry out your assessment

The following policies and plans outline the need for the developments and are referred to where relevant throughout this assessment

- KCC – Local Transport Plan
- Growth without Gridlock

Who have you involved consulted and engaged with?

Ongoing Activity: Kent County Council holds bi- monthly Fastrack working groups and advisory boards with our stakeholders

Engagement:

A full consultation is not proposed to be completed for the proposed scheme. However, to update on the progress on this policy, KCC will use a series of methods to ensure local residents and stakeholders are engaged with the project:

- 1. A letter drop containing information on the proposed scheme will be undertaken to ensure all residents in close vicinity to the proposed scheme are able to access information.*
- 2. A one day exhibition will be held where visual aids will be available to demonstrate the benefits of the scheme and Fastrack overall.*
- 3. This open event will be held to provide people with the opportunity to make further enquiries in relation to the proposed scheme, with KCC officers available.*
- 4. Meeting to be held with local Access Groups where members will be invited to feedback on the proposed scheme.*
- 5. All information about the scheme will be available online and hard copy and there will be the opportunity for feedback to be gathered, either verbally, written or online.*
- 6. All promotional material includes details of how people can contact Kent County Council by email and phone will be provided.*
- 7. All promotional material and scheme information is written in plain English and produce in a Word version for use with audio transcription software.*
- 8. Installation works where possible will be carried out outside of busy times to minimise the short windows of disruption further.*

Implementation for the proposed cameras may have a very adverse impact on some groups at each site. However, with minimal outlay, clear signage, staff training, information distributed determining timescales for work and alternative routes and safer to access essential services, affected people from protected groups can make informed choices.

Therefore the overall impact will affect the movement of people in the protected groups for a short time, with journeys potentially taking longer with diversions and temporary facilities in place. Once implementation has been completed there will likely be a safer network for people to wait and board their bus services. This would encourage greater usage of the public transport network.

Analysis

The scheme will further promote healthy living and encourage greater use of public transport in the area which may also increase walking and cycling local as the transport infrastructure becomes more linked. This will in turn assist with reducing congestion on the roads and also aid reduction of CO2 emissions. The measure may also encourage more people locally to cycle to work, school or to access the town centre, train station in the absence of the ability to take 'a shortcut' an avoid general vehicle traffic.

Initial Equality & Diversity Screening highlights four protected groups as being particularly affected by the proposed camera installations: Age, Disability, Each protected group falls under Low Negative Impact but resulting in High Positive Outcomes for the group. The negative impacts generated by the proposed scheme come from the short implementation period whereas the positive outcomes identified are longer term benefits for the protected groups. At this point no further investigation or analysis has been undertaken however, the proposed consultation detailed below will engage with national and local groups from the identified protected groups and any feedback received will be noted and this document updated as necessary.

Adverse Impact,

The adverse effects of the proposed ANPR camera installations would have the potential to affect the mobility of vulnerable groups are temporary and although they may disrupt journeys for these groups during the installation periods, they should not stop journeys being made entirely as alternative locations and timings will be put in place and advertised. In addition, any adverse impacts are far outweighed by the positive impact on mobility that will be seen once the schemes are completed and in use.

Once the installations are complete, the adverse effects disappear for the vulnerable groups. In relation to the cameras presence, the possible adverse effects on people's mental health, including increased anxiety/panic attacks, loneliness, depression and stress, could take longer to disappear. However, the improved environment that ANPR creates should provide an improved travelling experience that could help recovery times. With advance notice and information about the cameras publicised appropriately, the possible adverse effects can be minimised.

Positive Impact:

The positive impact from this scheme and other schemes implemented for Fastrack are wide ranging and could have long lasting effects on every user group in this assessment on some level. The scheme aims is to improve the transport offer locally and deliver substantial enhancements to not only improving the travel experience for bus users but also linking Fastrack to pedestrian, cycling and rail movements.

The scheme will improve journey times for all users and as a consequence of this, the opportunities for employment and education for local people increase and the improved transport links will also help some people to work towards goals relating to health, social interaction and recreational activities. In turn this will strengthen communities, improve a sense of wellbeing and open up opportunities to explore more of the local area.

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The schemes may have a very temporary adverse effect on protected groups during the period of works but this can be easily mitigated against using the actions outlined in the assessment with little or no residual impact. The benefits to the community are long lasting and therefore outweigh the temporary negative aspects identified leaving a positive impact on the whole community and visitors to the area.

Next Steps

Part 3 - Action Plan

Document the range of options and identify the effects of each. Identify the option(s) chosen and document the reasons for this.

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
<ul style="list-style-type: none"> • Age • Disability 	Possible temporary diversions to pedestrian and bus movements.	<ul style="list-style-type: none"> • A safety audit will be completed at the design and install stage. • The design will meet all statutory requirements including the 	<ul style="list-style-type: none"> • Affected groups have confidence to continue to use facilities, access services and use transport interchanges • Minimal disruption 	<ul style="list-style-type: none"> • Contractor and KCC 	<ul style="list-style-type: none"> • December 2021 	<ul style="list-style-type: none"> •

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		<p>Equality Act 2010, with all good practices in mind.</p> <ul style="list-style-type: none"> • The design will meet recommended guidance from the Department for Transport, the Kent Design Guide and associated standard details. 	to jouraffected groups			
<ul style="list-style-type: none"> • Age • Disability 	Risk of injury due to obstructions on the highway or pavement due to ongoing works	<ul style="list-style-type: none"> • Risk assessment completed for affected groups • Consider Disability Awareness training offered to staff on site (E Learning) • Construction sites and diversion routes to follow health and safety regulations 	<ul style="list-style-type: none"> • Site staff have better awareness of needs of disabled people • Affected groups can continue to use facilities, access services and use transport interchanges following appropriate diversions 	<ul style="list-style-type: none"> • Site Managers 	June 2021	<ul style="list-style-type: none"> • None
<ul style="list-style-type: none"> • Age • Disability 	Older people and disabled people being unable to attend/ access essential appointments/ services/	<ul style="list-style-type: none"> • Access to services and shops kept clear with ramps where required • Mitigation as above regarding advance notice and health and safety requirements on site. 	<ul style="list-style-type: none"> • Site staff have better awareness of needs of disabled people Affected groups can continue to use facilities, access services and use transport interchanges following appropriate diversions 	<ul style="list-style-type: none"> • Site Managers 	June 2021	<ul style="list-style-type: none"> • None

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

Yes

