

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

Directorate / Service: Growth, Environment & Transport / Strategic Planning & Policy

Name of decision, policy, procedure, project or service: Kent Rail Strategy 2021

Responsible Owner / Senior Officer: Stephen Gasche, Rail Project Manager

Version: 6

Author: Stephen Gasche

**Pathway of Equality Analysis:
Environment & Transport Cabinet Committee 15/09/20
Public Consultation Responses 16/12/20
Cabinet 25/01/21**

Summary and recommendations of equality analysis/impact assessment

- **Context**

Kent County Council (KCC) influences rail policy for the Kent rail network through responses to the Department for Transport's (DfT) public consultations on the next South Eastern concession agreement, by setting out proposed enhancements to rail services, rolling-stock and rail network infrastructure. The principal purpose of this new Kent Rail Strategy 2021 is two-fold: to set out KCC's strategic delivery priorities for rail until 2031 so as to advance equality of opportunity and to influence the train service and rolling-stock fleet specifications which will inform the next South Eastern concession agreement for the operation of Kent's rail passenger network for at least the next decade.

The Kent Rail Strategy is aligned with national and local transport policies which recognise rail as a key element of KCC's transport priorities for the next decade, as well as the need to deliver modal shift of passengers and freight from road to rail, supporting the climate change agenda by reducing carbon emissions and thus contributing to a healthier environment.

- **Aims and Objectives**

To contribute to the determination of the Train Service Requirement (TSR) in the next South Eastern concession agreement in such a way that the rail service in Kent is improved in frequency, capacity and reliability for all who live in or visit the county for business and leisure purposes. The new 'Kent Rail Strategy 2021' sets out these proposed outputs, with the objective of delivering the outcome of a more frequent, more reliable and safer rail service for all, including the benefits of new developments in the rail industry such as 'First & Last Mile Study' and 'Mobility as a Service' which should be especially beneficial for the protected groups identified in this EqIA. This EqIA therefore aims to ensure that all

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protected groups benefit from enhancements to the rail service in Kent, and that those most disadvantaged are positively impacted wherever possible.

- **Summary of equality impact**

The expectation is that the delivery of the proposed outputs and outcomes in the Kent Rail Strategy 2021 would provide a medium level of positive impact for passengers whose mobility is impaired and/or who are elderly, those who may be pregnant or have babies or very young children, and those who are carers.

Adverse Equality Impact Rating: None

Positive Equality Impact Rating: Medium

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment concerning the Kent Rail Strategy 2021. I agree with risk rating and the actions to mitigate any adverse impact(s) that has / have been identified.

Head of Service

Signed:

Name: Tom Marchant

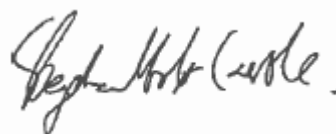


Job Title: Head of Strategic Planning & Policy Date: 07/01/2021

DMT Member

Signed:

Name: Stephanie Holt-Castle



Job Title: Interim Director of Environment, Planning & Enforcement Date: 07/01/2021

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?

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

Protected Group	Please provide a <u>brief</u> commentary on your findings. Fuller analysis should be undertaken in Part 2.			
	High negative impact EqlA	Medium negative impact Screen	Low negative impact Evidence	High/Medium/Low Positive Impact Evidence
Age	None	None	None	<p>Medium Positive Impact:</p> <p>The Kent Rail Strategy 2021 will set out proposals to enhance rail services in the county for all, but the delivery of these outcomes would positively impact on the elderly population.</p> <p>KCC's involvement with the DfT, Network Rail and the existing operator Southeastern would seek to ensure that the new concession delivered safer, more frequent and higher capacity rail services, which while benefitting all passengers would especially benefit this protected group.</p>

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				<p>Such rail service improvements would especially benefit their ability to travel for leisure purposes in off-peak periods when trains are less crowded and widen their opportunities to visit family or friends or to attend leisure activities in the county.</p> <p>Off-peak rail fares should also be kept at a reasonable level for internal Kent journeys in off-peak periods, and wider publicity by the rail operator to support the purchase of the annual Senior Railcard would be encouraged, offering 1/3 of all off-peak fares to this protected group.</p>
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Disability	None	None	None	<p>Medium Positive Impact:</p> <p>All trains in Britain have been mandated to be accessible for all since 1 January 2020, and so all existing and new rolling-stock operating in Kent will continue to be accessible to all.</p> <p>Good progress has been made by the existing operator in delivering 'Access for All' stations, with new footbridges with lifts, ramps and other accessible facilities which enable travel by persons with restricted mobility to access trains with ease from any platform.</p> <p>The need for an enhanced programme of accessible facilities across the Kent rail network was the single most important issue raised by those who</p>
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				<p>responded to the consultation on the Equalities Impact Assessment (EqIA). Respondents to the public consultation on the rail strategy also emphasised that the provision of accessible facilities should be interpreted broadly, to include non-visible as well as physical impairments. It must therefore be a condition of the new South Eastern concession agreement that the concession operator, in partnership with Network Rail's Kent Route, is required to plan and deliver an extended programme of significant investment in 'Access for All' facilities at stations, to be fully funded through an extended 'Access for All' agreement by the DfT. This must be a key</p>
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				<p>objective of the new concession agreement, with the goal of eventually delivering an entirely accessible rail network in Kent. Any such enhancements would also require approval by Network Rail's 'Built Environment Accessibility Panel' (BEAP), which comprises members from a wide range of mobility and disability groups.</p> <p>As a part of this programme, ticket vending machines (TVMs) and signage should be placed at a suitable height to enable passengers with impaired mobility to access station facilities and purchase tickets with ease.</p>
Sex	None	None	None	None

Gender identity/ Transgender	None	None	None	<p>Medium Positive Impact:</p> <p>There is data from the British Transport Police for rail passengers in Kent (covering all operators and Network Rail) which identifies homophobic crimes targeted at this protected group. The Kent Rail Strategy will identify the importance of safety for all passengers when travelling on trains or using stations in Kent, and this requirement for passenger safety will emphasise the particular need for safety among this and other similar protected groups of passengers. The relevant data is listed in the table in part 2 of the EqlA.</p>
Race	None	None	None	None

Religion and Belief	None	None	None	None
Sexual Orientation	None	None	None	<p>Medium Positive Impact:</p> <p>There is data from the British Transport Police for rail passengers in Kent (covering all operators and Network Rail) which identifies homophobic crimes targeted at this protected group. The Kent Rail Strategy will identify the importance of safety for all passengers when travelling on trains or using stations in Kent, and this requirement for passenger safety will emphasise the particular need for safety among this and other similar protected groups of passengers. The relevant data is listed in the table in part 2 of the EqIA.</p>

Pregnancy and Maternity	None	None	None	<p>Medium Positive Impact:</p> <p>The Kent Rail Strategy 2021 will set out proposals for safer, more reliable, higher capacity rail services. Among the groups to positively benefit from these proposals will be those who may be pregnant or have babies or very young children, as travel on less crowded rail services for these groups would be clearly beneficial.</p> <p>The strategy will also advocate greater accessibility for parents and carers with young children and babies using prams and buggies, such as ramps and lifts wherever funding permits, with such improvements requiring approval by Network Rail's BEAP panel representing</p>
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				<p>protected groups with particular travel needs.</p> <p>The new operator would also be encouraged to promote the various railcards, such as the Family Railcard and the Two Together Railcard, either of which would be beneficial to these protected groups by reducing the cost of off-peak rail fares.</p>
Marriage and Civil Partnerships	None	None	None	None
Carer's Responsibilities	None	None	None	<p>Medium Positive Impact:</p> <p>This protected group could benefit positively from the improvements proposed in the 'Kent Rail Strategy 2021' outlined above in the sections relating to the 'Age' and</p>

				<p>'Disability' protected groups, especially when carers accompany persons in either of these groups on rail journeys. In certain circumstances carers may also benefit from discounted travel when they are travelling in this capacity.</p> <p>The same improvements listed above for those whose mobility is impaired, and for those who are aged, would also benefit carers with caring responsibilities for these protected groups. Any such enhancements to stations would need to be approved by Network Rail's BEAP panel representing protected groups with particular travel needs.</p>
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Part 2

Equality Analysis / Impact Assessment

Protected groups

None will be negatively impacted

Information and Data used to carry out your assessment

The British Transport Police have provided the following data relating to homophobic hate crimes in Kent for the last two policing years:

Policing Year	N. of BTP Notifiable Homophobic Hate Crimes Assigned to Kent	N. of BTP Notifiable Transphobic Hate Crimes Assigned to Kent	N. of BTP Notifiable Hate Crimes (All Strands) Assigned to Kent
2018-19	20	1	123
2019-20	26	0	135

There is no specific data relating to crime on the railway network against any other of the protected groups identified above.

Who have you involved consulted and engaged?

The preparation of the 'Kent Rail Strategy 2021' has included an extensive consultation involving all the following public authorities, rail industry stakeholders, rail user and protected groups:

- Rail User Groups - representing many of Kent's rail passengers
- Rail Travellers' Associations – representing many of Kent's rail passengers
- Southeastern
- Network Rail
- High Speed 1
- Kent MPs
- County Members
- District/Borough Councils
- Parish/Town Councils
- Kent Association of Local Councils
- Transport for London
- Community Rail Partnerships
- Rail Future – independent pro-rail lobby group
- KCC Annual Rail Summit attendees
- KCC Disability Staff Group
- KCC LGBTQ+ Staff Group
- KCC Black and Minority Ethnic Forum Staff Group

Analysis

Analysis of the impact of the recommendations in the Kent Rail Strategy 2021 indicates that there will be medium positive impacts for the protected groups indicated.

Adverse Impact:

There will be no adverse impacts at this stage on any protected group.

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Positive Impact:

Detailed in table above

JUDGEMENT**No major change** - no potential for discrimination and all opportunities to promote equality have been taken**Internal Action Required: YES**

There is no potential for adverse impact on particular groups from the outcomes advocated, but to mitigate further any latent risk the preparation of the 'Kent Rail Strategy 2021' will seek input from local user groups, as well as from the KCC Disability, LGBTQ+ and Black & Minority Ethnic Forum Staff Groups.

Equality Impact Analysis/Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age	As per table above	Engage user groups	Inclusive Strategy	Stephen Gasche	Respond to consultation by Nov 17	None
Disability	As per table above	Engage KCC Disability Staff Group. Lobby DfT for inclusion of 'Access for All' requirement in specification for new SE agreement	Inclusive Strategy: now amended to seek commitment from DfT for provision of additional funding for 'Access for All' to extend accessibility at	Stephen Gasche	Respond to consultation by Nov 17	KCC – None DfT – additional funding commitment for 'Access for All' agreement with new concession operator

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			more stations for passengers whose mobility is impaired (see Disability section above in Part 1 – Screening)			
Gender identity/ Transgender	As per table above	Engage KCC LGBTQ+ staff group	Inclusive Strategy	Stephen Gasche	Respond to consultation by Nov 17	None
Race	As per table above	Engage KCC Black and Minority Ethnic Forum Staff Group	Inclusive Strategy	Stephen Gasche	Respond to consultation by Nov 17	None
Sexual Orientation	As per table above	Engage KCC LGBTQ+ staff group	Inclusive Strategy	Stephen Gasche	Respond to consultation by Nov 17	None
Pregnancy and Maternity	As per table above	Engage user groups	Inclusive Strategy	Stephen Gasche	Respond to consultation by Nov 17	None
Carer's responsibilities	As per table above	Engage user groups	Inclusive Strategy	Stephen Gasche	Respond to consultation by Nov 17	None

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

Individually no, but the Kent Rail Strategy 2021 itself is, yes, which has been amended as indicated above and will therefore be monitored.

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