

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

**Directorate/ Service:** Growth Environment and Transport

**Name of decision, policy, procedure, project or service:** Thanet District Transport Strategy 2015-2031

**Responsible Owner/ Senior Officer:** James Wraight

**Version:** 1 – Draft (Author James Wraight)

**Author:** James Wraight

**Pathway of Equality Analysis:** E&T Cabinet

**Summary and recommendations of equality analysis/impact assessment.**

**Context**

The Thanet District Transport Strategy (TTS) replaces the former Thanet Transport Plan (2005). Its purpose is to provide a framework of transport policy to the year 2031 to support planned growth within the Thanet District.

The document outlines high level strategies and interventions; however, these are not detailed scheme proposals and as such are subject to change in accordance with the Development Planning Process.

Each intervention and policy listed as a priority within the document will undergo its own Equality Impact Assessment, as they are progressed. Therefore, this EqIA addresses the high-level strategies contained within the TTS, rather than the detailed impacts from each potential scheme and is proportionate to the current position within the process.

**Aims and Objectives**

The key aim of the TTS is for Thanet to have a safe, accessible, affordable, sustainable, reliable and integrated transport network incorporating improved road, public transport, cycle and pedestrian routes.

There are four key threads to this strategy

Encourage Sustainable Travel Habits

- Introduction of new cycle and pedestrian routes.
- Improvements to existing cycle and pedestrian routes.
- Extend and improve access to bus travel through increased frequency and network coverage.
- Implement improvements to the highway network to improve bus journey time reliability.
- Provision of a new Parkway Rail Station at Cliffsend.
- Ensure that new and existing bus infrastructure is delivered or renewed with easy access in mind.

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- Ensure that developments provide appropriate walking and cycling facilities.
- Car Parking Strategy

#### Manage Journey Times

- Provision of new & improved inner highway routes to complement existing primary road network.
- Localised junction improvements to improve traffic flow and levels of service.
- Reduction in the need to travel

#### Improve Network Resilience

- Provision of new & improved inner highway routes to complement existing primary road network.
- Improve journey time reliability within the local road network by providing new link roads and junction improvements to avoid congestion.
- Improved directional Signage

#### Reduce the Requirement to Travel

- Promotion of mixed-use development where appropriate.
- Robust Travel Planning Measures to be implemented for new developments.
- Encourage Car Sharing.
- Improved communication infrastructure (High Speed Broadband).

### **Summary of equality impact**

The delivery of the outcomes outlined in the TTS should have a positive impact for highway stakeholders as network improvements will improve accessibility to the district by managing impacts generated by future growth within the district.

The delivery of improved transport infrastructure and public transport will increase accessibility to key services, jobs and education. The infrastructure will also support economic growth within Thanet by unlocking housing and commercial development allowing for job creation, in a district where particularly high unemployment rates occur.

Consideration of the screening grid has identified that several groups will benefit from the strategies and interventions within the TTS. For example, individuals without access to a private car (such as the elderly and young people) will benefit from promotion of sustainable modes of transport. Demographic data suggests that the proportion of residents without access to a car is significantly higher than other districts within Kent and bus patronage is higher than most therefore increased access to public transport is consistent with current and future needs.

Those residents who are unable to drive (such as those with a disability), will benefit from improved travel options and this will also benefit carers across the district. Some of

the benefits will be greater within some protected characteristic groups due to their greater use of certain transport systems.

Following an initial screening of the potential impacts, no further assessment required at this stage, however any specific schemes and policies that support TTS outcomes will be subjected to their own EqIA at the time of scheme/policy development and may highlight more specific areas for consideration and monitoring in the future.

**Adverse Equality Impact Rating Low**

**Attestation**

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

**Head of Service**

Signed: ***Tim Read*** Name: Tim Read  
Job Title: Head of Transportation Date: 13/11/2018

**DMT Member**

Signed: ***Tim Read*** Name: Tim Read  
Job Title: Head of Transportation Date: 13/11/2018

**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?**

**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 EqIA	Medium negative impact Screen	Low negative impact Evidence	High/Medium/Low Positive Impact Evidence
<b>Age</b>			<p>Highway interventions will result in a direct increase in traffic activity within certain localities, which in turn could create a potential barrier to vulnerable, elderly &amp; young.</p> <p>New road infrastructure could instigate the review of existing commercial bus services in some localities. This may lead to a change in bus timetable in the future changing access locations/frequency.</p>	<p>Medium – Affordable, accessible and connected transport will benefit elderly and the young by supporting independence.</p> <p>Public transport improvements will provide for young and elderly to access and facilities across the district. This will increase confidence in the service and increase use.</p> <p>Better quality walking routes and enhanced network resilience provide better-quality highway environment for young and elderly highway users</p> <p>These changes should lead to improved highway user experience, increasing use of sustainable travel options, lower numbers of traffic accidents, reduced</p>

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				<p>fear of crime and increased confidence to make independent journeys.</p> <p>New cycle infrastructure between proposed development sites and key destinations such as schools should benefit road users, particularly the young.</p>
<b>Disability</b>			<p>Highway interventions may result in a direct increase in traffic activity within certain localities, which could create a barrier to vulnerable (the elderly or young).</p> <p>New road infrastructure could instigate the review of existing commercial bus services in some localities. This may lead to a change in bus timetable in the future changing access locations/frequency.</p>	<p>Medium. Accessible transport solutions identified will support independence, more notably providing wider benefits for those whose impairments prevent them from driving.</p> <p>Improvements to access and facilities relating to Public transport will increase confidence in the service and use for learning, education, leisure and health.</p> <p>Better quality walking routes and enhanced road network resilience which in turn will provide a better-</p>

				quality environment and improve access.
<b>Gender</b>				Medium - Affordable and accessible transport for all will benefit specific groups, such as women with children and single mothers. Safer travel will improve opportunities for independent travel for some women. Personal safety amongst some women should improve, as they may be more vulnerable when travelling at night.
<b>Gender identity/ Transgender</b>			None	None
<b>Race</b>			None	None
<b>Religion and Belief</b>			None	None
<b>Sexual Orientation</b>			None	None
<b>Pregnancy and Maternity</b>			New road infrastructure could instigate the review of existing commercial bus services. This may lead to a change in bus timetable in the future changing access	Medium - Parents with young children or pregnant people will benefit from improved accessibility connectivity within transport, as well as it being more affordable

			locations/frequency.	
<b>Marriage and Civil Partnerships</b>			None	None
<b>Carer's Responsibilities</b>			New road infrastructure could instigate the review of existing commercial bus services. This may lead to a change in bus timetable in the future changing access locations/frequency.	Medium - New highway infrastructure will provide more reliable journey times, meaning that abnormal events such as road traffic accidents or streetworks can be better managed without a gridlock situation occurring.  Safer, affordable, accessible and connected travel will promote equality for this group

## **Part 2**

### **Equality Analysis /Impact Assessment**

#### **Protected groups**

The Part 1 screening suggests that there is scope for Protected Groups Age/Disability/Pregnancy&Maternity/Carers Responsibilities to be impacted to a minor extent.

#### **Information and Data used to carry out your assessment**

The following policy documents were considered when undertaking this assessment:-

- Draft Thanet Local Plan 2015-2031
- Thanet Transport Plan (2005)
- KCC Local Transport Plan 4

In addition to the above, the specific demographics of the Thanet area were considered when developing the TTS.

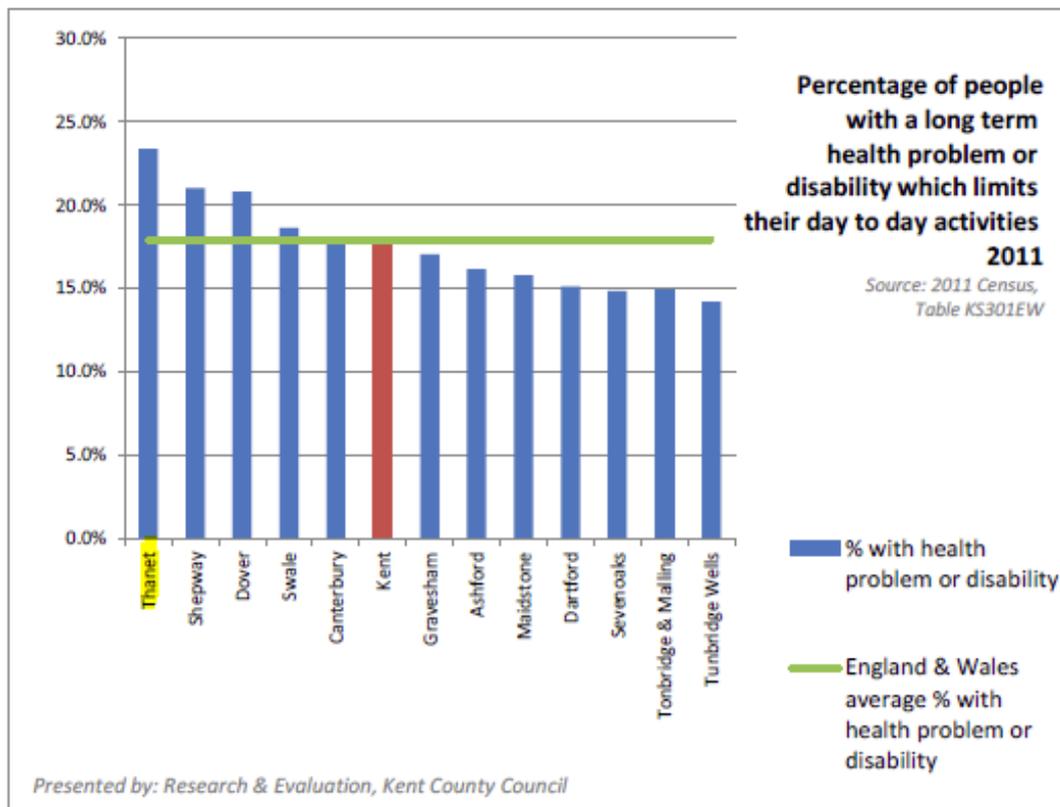
#### **Unemployment Statistics**

<b>BENEFIT</b>	<b>THANET</b>	<b>KENT</b>	<b>ENGLAND</b>
Jobseekers Allowance (only)	5.4%	2.7%	3.3%
Incapacity Benefits (IB or ESA)	3.2%	2.1%	2.4%
Any Benefit (includes in work benefits)	20.9%	12.6%	13.5%

Source <https://www.ilivehere.co.uk/statistics-isle-of-thanet-kent-19797.html>

The above table was derived using data from the 2011 census and demonstrates that Thanet has a higher and average level of unemployed residents and those who claim incapacity benefit. Therefore, the needs of those on low incomes and with mobility impairments are likely to be more acute in Thanet than in other parts of the County, as such access to safe and reliable non-car-based travel is an important consideration.

The graph below also demonstrates that Thanet has one of the highest population levels and the highest percentage of people considered to have a long-term health problem or disability. This is above the national and county average, Therefore, the need for carers is very important consideration



Source – Kent County Council

Thanet has a higher proportion of elderly when compared to the national & county average. This is outlined in the table below.

AGE	THANET	KENT	ENGLAND
Age 0 to 4	6%	6.1%	6.3%
Age 5 to 9	5.4%	5.7%	5.6%
Age 10 to 14	6.4%	6.2%	5.8%
Age 15 to 17	3.9%	4%	3.7%
Age 18 to 24	8%	8.6%	9.4%
Age 25 to 29	5.5%	5.7%	6.9%
Age 30 to 44	17.2%	19.3%	20.6%
Age 45 to 59	19.3%	19.8%	19.4%
Age 60 to 64	7.1%	6.6%	6%
Age 65 to 74	10.7%	9.4%	8.6%
Age 75 to 84	7.1%	6%	5.5%
Age 85 and over	3.3%	2.5%	2.3%

Source <https://www.ilivehere.co.uk/statistics-isle-of-thanet-kent-19797.html>

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The health of people in Thanet is also generally worse than the England average. Thanet is one of the 20% most deprived districts/unitary authorities in England and about 28% (7,200) of children live-in low-income families. Life expectancy for both men and women is lower than the England average<sup>1</sup>.

Bus travel for those who travel to work is also higher than the local (Kent) Average. Therefore, access to safe and reliable sustainable travel options is important for those who do not drive or have access to a private vehicle for economic reasons.

Area	Working from home	Rail	Bus, minibus coach	Motorised Vehicle	Passenger car or van	Cycling	Walking	Other
Ashford	6.9	6.7	2.6	64.9	5.4	2.5	10.3	0.5
Canterbury	6.3	5.4	5.0	59.3	4.9	2.7	15.8	0.5
Dartford	3.6	17.9	5.2	60.1	4.4	1.1	7.3	0.5
Dover	5.3	3.8	3.6	65.7	6.2	2.2	12.4	0.8
Gravesham	3.9	11.3	6.7	62.2	6.3	1.0	8.1	0.6
Maidstone	6.0	6.9	3.8	65.2	4.9	1.2	11.6	0.5
Sevenoaks	8.0	20.4	1.6	57.4	3.6	0.8	7.5	0.7
Shepway	5.6	4.1	4.9	64.3	5.5	1.8	13.0	0.8
Swale	5.0	7.1	2.0	66.3	5.5	2.2	11.3	0.6
Thanet	5.3	4.1	6.3	61.7	6.9	2.5	12.5	0.7
Tonbridge & Malling	6.3	12.4	2.2	64.3	4.4	1.4	8.6	0.5
Tunbridge Wells	8.5	14.9	2.3	53.8	4.0	1.2	14.8	0.6
Kent	6.0	9.5	3.8	62.2	5.1	1.7	11.2	0.6
England and Wales	5.4	9.0	7.3	58.9	5.1	2.9	10.7	0.6

Method of Travel to Work - Source - 2011 Census

According to a study conducted by Transport for London (TfL)<sup>2</sup>, 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 tend to be more concerned than men about their personal safety are when travelling after dark. This could be relevant to Kent as some female Kent residents may choose to commute to London for work or simply may want to travel into London for leisure purposes.

### Who have you involved consulted and engaged?

The Thanet Transport Strategy has been subject to a full public engagement exercise by Thanet District Council as part of the draft Local Plan (Regulation 19) consultation process. This consultation was advertised in the local press both online and in paper form and the council's own website. Hard copies of the draft TTS were made available at specific points around the district (such as local libraries), this provided a comprehensive network of accessibility and opportunity for stakeholders to comment. The consultation ran between 23rd August to 4th October 2018.

<sup>1</sup> <http://fingertipsreports.phe.org.uk/health-profiles/2017/e07000114.pdf>

<sup>2</sup> <http://content.tfl.gov.uk/women.pdf>

Attempts were made to contact specific disability access forums within the Thanet Area to seek their views on the draft TTS. Following a process of internet research, the Thanet Disability Forum, was identified as a Thanet based disability group which could potentially provide some local perspective. Email contact was made with this forum; requesting potential engagement, however no response was received back. A further telephone contact was sought; however, the advertised number was out of service. There were no other identified groups within specifically within the Thanet Area.

### **Analysis**

Following a high-level review of comments received, through the Regulation 19 Local Plan consultation, no specific issues or concerns have been highlighted in relation to potential impacts on Protected Groups from the TTS.

The policies and interventions within the Thanet TTS have been developed with full regard to the Protected Characteristics.

### **Adverse Impact,**

Some potential minor impacts were identified; however, these relate to schemes/interventions that will be fully considered from an equality perspective (and subject to separate EqIA's) at an appropriate point in the future. Therefore, without full knowledge of what these schemes will consist of, it is not considered that the TTS would be able to directly influence such impacts at this stage.

Some of the highway interventions identified within the TTS may result in a direct increase in traffic within certain localities. This could create a barrier to vulnerable (the elderly or young) road users, as existing roads become more difficult to cross. However, these impacts will only be realised if appropriate consideration is not given to the specific design of this infrastructure. It is anticipated that these impacts could be positively addressed through appropriate design of the infrastructure to lessen the identified impact. As stated above each scheme will be subject to its own EqIA screening.

It is plausible that provision of new road infrastructure could instigate the review of existing commercial bus services to reflect new network access opportunities. For example, new highway routes delivered as part of the inner circuit initiative could reduce frequency on some existing bus services to allow services to encompass a much wider catchment across the district. This could lead to a change in bus timetable in the future to align development proposals with commercial operating requirements.

No specific proposals are outlined within the TTS and any changes to KCC tendered services would be subject to a full review and public engagement exercise, therefore specific detail relating to impacts are not available at this stage. Commercial bus services are subject to ongoing dialogue through regular Quality Bus Partnership Meetings. that are held between County,

District authorities and local bus operators.

**Positive Impact:**

**Age**

The TTS provides commitments to promoting affordable, accessible and connected transport to enable access for all to jobs, education, health, and other services. This will benefit all age groups, but particularly those who are less likely to have access to a private car, such as the elderly and the young, therefore the TTS supports independent travel.

Public transport is used frequently by older people and young people (particularly to and from school) and improvements to access and facilities across the district will increase confidence in local bus services and increase its use for learning, education, leisure and health.

The identified interventions within the TTS aim to provide better quality walking routes and enhanced network resilience, which in turn will provide a better-quality environment for those with disabilities. These changes have the potential to improve highway user experience, leading to increased access, lower numbers of traffic accidents, reduced fear of crime and increased confidence to make independent journeys for school, social, recreation and travel to essential services.

New cycle infrastructure will benefit young people directly and encourage them to cycle to school as safe and attractive travel options will be available.

**Disability**

Accessible transport solutions identified will support independence, more notably providing wider benefits for those whose impairments prevent them from driving.

Other TTS outcomes will also benefit those with disabilities – such as better health and wellbeing and safer travel. The needs of disabled highway users will be considered for each scheme as it is delivered.

Public transport is used frequently by disabled people with mild to moderate disabilities and improvements to access and facilities will increase confidence in the service and use for learning, education, leisure and health. New infrastructure will facilitate enhanced access to public transport in the future through the ability for bus services, to utilise routes that are currently inaccessible due to their constrained nature.

The interventions included within the TTS will provide improved access for groups with mobility difficulties as new and improved highway infrastructure is earmarked to provide segregated pedestrian and cycle facilities. This will provide existing road users with greater access to more of the district, which is currently inaccessible on foot or by wheelchair/motorised scooter.

### ***Gender***

Affordable and accessible transport for all will benefit specific groups, such as women with children and single parents. Safer travel will improve opportunities for independent travel for some women, as they are likely to use public transport more than men. Personal safety amongst some women should improve, as they tend to be more vulnerable when travelling at night and new schemes would seek to provide policy compliant street lighting where applicable.

### ***Pregnancy/Maternity***

Parents with children those who are pregnant will benefit from improved accessibility connectivity within transport, as well as it being more affordable

### ***Carer's Responsibilities***

New highway infrastructure will provide more reliable journey times within the local highway network, meaning that abnormal events such as road traffic accidents or Streetworks impacts can be more easily managed without a gridlock situation occurring due to new diversionary routes becoming a possibility. This will improve access for carers to their clients and reduce delays which can be imperative to the safety and wellbeing of the vulnerable.

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.

## **JUDGEMENT**

- **No major change** - no potential for discrimination and all opportunities to promote equality have been taken

None of the policies or interventions within the TTS are considered to generate an overbearing impact to any of the protected groups. Whilst some low negative impacts have been potentially identified, these are not a direct result of the TTS and will be managed or resolved as and when specific schemes or initiatives are progressed and produce their own EqIA's.

### **Internal Action Required                      YES**

There is potential for adverse impact on particular groups and we have found scope to improve the proposal...

### Equality Impact Analysis/Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age	<p>Highway interventions will result in a direct increase in traffic within certain localities, which in turn could create a potential barrier to vulnerable, elderly &amp; young.</p> <p>New road infrastructure could instigate the review of existing commercial bus services in some localities. This may lead to a change in bus timetable in the future changing access locations/frequency.</p> <p>Thanet has an ageing population.</p> <p>Older Thanet</p>	<p>Ensure the elderly and young can access future consultations. Ensure there are alternative formats of new transport information.</p> <p>Ensure that new schemes Include design features for those with limited mobility (e.g. dropped kerbs and pedestrian crossings).</p> <p>Include design features for those with safety concerns (e.g. well-lit pedestrian paths).</p> <p>Work with local bus operators to provide good</p>	<p>Positively designed schemes that fully consider the impact on Protected Characteristics through their own EqIA's at point of design.</p> <p>Well designed and thought-out bus network, to be shaped through discussions at future Quality Bus Partnership meetings.</p>	Director of Highways, Transportation and Waste	Ongoing (as schemes are progressed)	Will vary dependent on the individual scheme or policy

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	residents are: less mobile; less likely to use independent travel; have greater concerns with safety.	coverage and minimise impact on existing bus patrons as part of bus services reviews.				
<b>Disability</b>	<p>Highway interventions may result in a direct increase in traffic within certain localities, which could create a barrier to vulnerable (the elderly or young).</p> <p>New road infrastructure could instigate the review of existing commercial bus services in some localities. This may lead to a change in bus timetable in the future changing access locations/frequency.</p>	<p>Ensure the disabled can access future consultations and developments</p> <p>Ensure there are alternative formats of new transport information</p> <p>Include design features for those with limited mobility (e.g. dropped kerbs)</p> <p>Continue engagement with local bus operators through existing Quality bus Partnerships to monitor impacts.</p>	<p>Positively designed schemes that fully consider the impact on Protected Characteristics through their own EqlA's at point of design.</p> <p>Well designed and thought-out bus network, to be shaped through discussions at future Quality Bus Partnership meetings.</p>	Director of Highways, Transportation and Waste	Ongoing (as schemes are progressed)	Will vary dependent on the individual scheme or policy

<b>Pregnancy &amp; Maternity</b>	New road infrastructure could instigate the review of existing commercial bus services in some localities. This may lead to a change in bus timetable in the future changing access locations/frequency.	Continue engagement with local bus operators through existing Quality bus Partnerships to monitor impacts.	Well designed and thought-out bus network, to be shaped through discussions at future Quality Bus Partnership meetings.	Director of Highways, Transportation and Waste	Ongoing (as schemes are progressed)	Will vary dependent on the individual scheme or policy
<b>Carers Responsibilities</b>	New road infrastructure could instigate the review of existing commercial bus services in some localities. This may lead to a change in bus timetable in the future changing access locations/frequency.	Continue engagement with local bus operators through existing Quality bus Partnerships to monitor impacts.	Well designed and thought-out bus network, to be shaped through discussions at future Quality Bus Partnership meetings.	Director of Highways, Transportation and Waste	Ongoing (as schemes are progressed)	Will vary dependent on the individual scheme or policy

**Have the actions been included in your business/ service plan? No**

- The actions will be monitored through ongoing Quality Bus Partnership meetings.
- Each individual Infrastructure scheme that progresses will be subject to an established governance and monitoring regime and will be subject to its own EqIA which will consider and address actions in more detail.

Please forward a final signed electronic copy and Word version to the Equality Team by emailing [diversityinfo@kent.gov.uk](mailto: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.