

**Kent County Council
Equality Impact Assessment (EqIA) – Screening**

Directorate/ Service: Transportation in Highways, Transport and Waste

Name of decision, policy, procedure, project or service: Kent County Council's decision to continue participation in a partnership with Transport for the South East.

Responsible Owner/ Senior Officer: Joseph Ratcliffe

Version: 1

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Pathway of Equality Analysis: An EqIA screening has previously been completed for decisions to participate in TfSE and to support a former bid by TfSE for Statutory Status and accompanying powers. This EqIA Screening opinion reflects the current TfSE operations and their effect on Kent's population with protected characteristics through its work in Partnership with Kent County Council.

Summary and recommendations of equality analysis/impact assessment.

Context

Government established legislation in 2016 through the Cities and Local Government Devolution Act 2016, amending the Local Transport Act 2008, to devolve legal powers for transport to Sub-national Transport Bodies (STBs). Since 2016, only Transport for the North has been granted statutory status. TfSE applied in 2020 and received a refusal, with Government indicating no further Sub National Transport Bodies would be granted statutory status until Government had progressed its new reforms for devolution. KCC formerly took a Key Decision to support the bid for Statutory Powers and concluded that that decision had a **Low** adverse equality impact rating. Prior to that, KCC finalised a Key Decision in 2018, to establish and participate in TfSE – this decision was not required to have a EqIA. The current decision is a re-iteration of the former 2018 decision.

TfSE currently has no powers either different from or replicating KCC's own powers over highways and local transport. In effect, therefore, TfSE cannot directly affect sections of the population with protected characteristics through its actions on developing proposals for the future of transport in the County and wider south east region.

KCC plans to continue participating in a partnership with TfSE and its other constituent members, to develop a Strategic Investment Programme (SIP). The SIP will aim to set out the broad scale and location of transport infrastructure investment to 2050 to achieve overarching policy aims established by TfSE in its Transport Strategy. It is the ambition of TfSE that the SIP will aid TfSE's and its constituent members in attracting future funding and devolution of powers.

Summary of equality impact

This EqIA is for KCC's proposed decision to continue participating in a partnership with TfSE. Participation in a partnership with TfSE will not result in any change to transport in Kent given TfSE lacks statutory powers whilst relevant changes KCC can make are subject to the Council's standard decision making and governance processes. Those Council processes consider EqIA conclusions, as necessary.

As a founding member, KCC strongly supports the establishment of an STB for the South East. The benefits of TfSE include the ability to speak with one voice to ensure the case for strategic transport investment in the region is clearly heard by government. It is helpful to have a regional voice to balance competing investment priorities across the region, and across the country (given Transport for the North is the only STB with statutory status at this time).

To allow TfSE to submit their SIP to Government, the consent of all constituent authorities is required. Submission of the SIP will therefore be subject to a further KCC Key Decision and at that time, the content of the SIP will be considered in respect of its impact on equalities.

Any outcome from the SIP resulting in funding support for policy or proposal delivery in Kent will lead into a process of planning and development prior to delivery by either KCC or any of statutory transport body enabled to deliver changes to networks in the County. Where those outcomes would be deliverable by KCC, again they would then be subject to KCC governance and decision

making processes – as such outcomes from the SIP do not preclude further and full EqlA as part of each policy and proposal’s delivery.

Given this context, background and relation to past EqlA ratings for other related KCC key decisions concerning TfSE, the conclusion reached remains that there would be a Low likelihood of an adverse impact on people with protected characteristics.

Adverse Equality Impact Rating Low

Approval by:

Responsible Owner

Name: Joseph Ratcliffe
Job Title: Transport Strategy Manager

Date: 07.03.2022

Head of Service

Name: Tim Read
Job Title: Head of Transportation

Date: 07.03.2022

Part 1 Screening

Protected Group	Please provide a brief commentary on your findings. Fuller analysis should be undertaken in Part 2.			
	High negative impact	Medium negative impact	Low negative impact	High/Medium/Low Positive Impact Evidence
Age	None	None	None	TfSE’s work, in partnership with KCC and other organisations, provides the

				chance to incorporate considerations about Kent and the wider south east's demographics, including age. The opportunity will continue to exist for KCC to influence and shape TfSE's work, and hence work KCC may itself deliver in the future, in such a way that they deliver either no negative, and ideally positive outcomes for this protected group.
Disability	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group.
Sex	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group.
Gender identity/ Transgender	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group.
Race	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group.
Religion and Belief	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer

				for the previous protected group.
Sexual Orientation	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group.
Pregnancy and Maternity	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group.
Marriage and Civil Partnerships	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group.
Carer's Responsibilities	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group.

Equality Analysis /Impact Assessment data and evidence

Protected groups

It is not anticipated that any protected characteristics will be negatively impacted by KCC's decision to continue participation in Transport for the South East. The below evidence and data has been used to support reaching this conclusion, covered in further detail at the end of this note.

Information and Data used to carry out your assessment

As of 2020, the estimated population for Kent is 1,589,100¹. Going forward the population growth for Kent is expected to rise due to natural increase (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 was undertaken to better understand the demographics of the Kent population and the impact of KCC's response to TfSE's consultation will have. This information has been reviewed in relation to the updated Proposal to Government following the close of the consultation.

The focus has been placed on groups that tend to rely on public transport, with their access to a car being limited.

Equality and diversity data from 2011² 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 under 65 is only forecast to increase by 6.9%.
- There are more female residents in Kent than male. In 2020, this equated to 50.9% and 49.1% (809,300 females and 779,800 males).
- 93.7% of Kent residents are white, compared to 6.3% Black and Minority Ethnic (BME) residents.
- The 2011 office labour market statistics census data for Kent has the following statistics³:
 - The number of males and females (16+) owning a car or van, or having access to these within households (including company vehicles that are available for private use): 91% of males vs 88% of females.
 - 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.
 - The number of people (16+) with a disability of which there are no cars or vans in the household: 17% females compared to 12% of males.

¹ <https://www.kent.gov.uk/about-the-council/information-and-data/Facts-and-figures-about-Kent/population-and-census>

² <https://www.kent.gov.uk/about-the-council/information-and-data/Facts-and-figures-about-Kent/equality-and-diversity-data>

³ DC3407EW - Long-term health problem or disability by car or van availability by sex by age
<https://www.nomisweb.co.uk/census/2011/dc3407ew>

- As shown in the KCC Vision Zero Road Safety Strategy, there was a decrease in the annual number of people killed over the period of 2015-2020, falling from 54 to 39. Serious injuries increased from c.590 in 2015 to c.830 in 2016, but have since fallen to c. 710 by 2020.
- Casualty data for Kent roads from the 2018 review, shows there are generally more male casualties than females across all age groups:
 - Car occupants: Female 47%, male 53%
 - Car passengers: Female 60%, male 40%
 - Powered two wheeler rider and pillion: Female 10%, Male 90%
 - Pedal cycle: Female 12%, Male 88%
 - Child casualties: Female 46%, Male 54%
 - Young driver casualties: Female drivers 37%, Male 63%
Female passenger 47%, Male 53%
 - Older (60 years and over) casualties: Female 47%, Male 53%
- According to the Kent Public Health Observatory⁴, 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 150 minutes per week to improve or maintain health.
- In addition, the Kent Joint Strategic Needs Assessment (Kent JSNA) showed that obesity is at 64.6%, which equates to 771,476 individuals who are 16+.
- The ONS 2011 Census Analysis – Method of Travel to Work in England and Wales Report⁵ – found that 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.
- Using the ONS 2011 Census to break down method of travel to work by age (Age 16 – 65+) and gender shows in Kent that⁶:
 - 14% of females travel to work using active travel compared to 10% of males in the county choosing to travel by bicycle or foot, therefore males could further benefit from the promotion of active travel.
 - 13% of males choose to travel by rail, bus, minibuss or coach. The female population comes out slightly lower at 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%.
- For 2015-2016, September Quarter 2 the number of⁷:
 - Older person's bus passes: 266,949
 - Disabled person's bus passes: 20,312
 - Disabled person's companion bus passes: 5,133
- According to a study conducted by Transport for London (TfL)⁸, 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

⁴ <http://www.kpho.org.uk/joint-strategic-needs-assessment/jsna-behaviour-and-lifestyle/jsna-physical-activity>

⁵ http://www.ons.gov.uk/ons/dcp171766_299766.pdf

⁶ DC7101EWIa - Method of travel to work (2001 specification) by sex by age
<https://www.nomisweb.co.uk/census/2011/dc7101ewla>

⁷ Revenue and Capital Budget Monitoring for 2015-2016, Quarter 2 paper. Page 136

⁸ <http://content.tfl.gov.uk/BAME-summary.pdf>

to express concerns for their safety and more likely to be injured in road accidents.

Analysis

Participation in the TfSE partnership does not commit KCC to implementing or undertaking any actions in respect of transport that could impact on the protected groups in the County.

Positive Impact

The vision of TfSE is

By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality. A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

Achieving this vision will entail TfSE promoting schemes to encourage a better quality of life for all residents within Kent and the South East, by providing a transport network of all modes that enables access to jobs and services within the county and across the South East region. Therefore, it will benefit the overall needs of residents within Kent and the South East, subject to future decisions by KCC to implement specific policies and proposals on behalf of TfSE to achieve this vision.

JUDGEMENT

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

Internal Action Required

YES/NO