

## EQIA Submission – ID Number

### Section A

**EQIA Title**

Bus Stop Maintenance and Civils Contract

**Responsible Officer**

Samuel Bassett - GT TRA

**Approved by (Note: approval of this EqIA must be completed within the EqIA App)**

Philip Lightowler - GT TRA

### Type of Activity

**Service Change**

No

**Service Redesign**

No

**Project/Programme**

No

**Commissioning/Procurement**

Commissioning/Procurement

**Strategy/Policy**

No

**Details of other Service Activity**

No

### Accountability and Responsibility

**Directorate**

Growth Environment and Transport

**Responsible Service**

Public Transport

**Responsible Head of Service**

Philip Lightowler - GT TRA

**Responsible Director**

Haroona Chughtai - GT TRA

### Aims and Objectives

As the Highway Authority, Kent County Council (KCC) has a duty to maintain the public highway and to ensure where reasonably practical that safe passage is available. The provision and maintenance of bus stop infrastructure is a key part of this duty, supporting access to Kent's local bus network. Kent has for many years issued a contract known as Bus Stop Infrastructure and Information Management (BSIIM) which facilitates the maintenance of its existing bus stop assets to a suitable standard. This existing contract covers maintenance work such as the replacement of timetable cases, flags and clearway plates and also facilitates the posting of bus timetable information and the placement of temporary bus stop when this activity falls outside of the responsibility of commercial operators (e.g. for KCC contracted services).

KCC also considers requests for and installs where and when appropriate new bus stops and undertakes civils repairs and groundworks. This activity includes works such as the provision of bus stop poles, bus boarder kerbs and hardstanding areas (as per the Equalities Act 2010), dropped kerbs and crossing points, and bus stop clearway markings. This is currently managed and procured on an individual site basis.

The provision of Highway infrastructure is relevant to equalities legislation, as there are minimum standards that must be maintained on the public highway to ensure fair access to all. It is particularly relevant to those with disabilities, children, and deprived areas with low car ownership levels due to its

relevance to mobility. Additionally, the works covered by this contract directly correlate with Equalities legislation, including positive improvements to accessibility to the Public Transportation network.

## Section B – Evidence

**Do you have data related to the protected groups of the people impacted by this activity?**

No

**It is possible to get the data in a timely and cost effective way?**

No

**Is there national evidence/data that you can use?**

Yes

**Have you consulted with stakeholders?**

Not Applicable

**Who have you involved, consulted and engaged with?**

This relates to a procurement exercise linked to a statutory activity KCC must fulfill. Any new bus stops / significant changes to existing bus stops are subject to a consultation process with stakeholders, rather than the overall approach. Due to the nature of working on the public highway, sites are consulted on individually to better adapt to the needs of directly impacted individuals & adapt to the nearby environment.

**Has there been a previous Equality Analysis (EQIA) in the last 3 years?**

No

**Do you have evidence that can help you understand the potential impact of your activity?**

Yes

## Section C – Impact

**Who may be impacted by the activity?**

**Service Users/clients**

No

**Staff**

No

**Residents/Communities/Citizens**

Residents/communities/citizens

**Are there any positive impacts for all or any of the protected groups as a result of the activity that you are doing?**

Yes

**Details of Positive Impacts**

Procurement of this contract will allow Kent County Council (KCC) to continue to provide infrastructure on the highway relating to Public Transportation Infrastructure. This will have a positive impact on several protected characteristics including:

DISABILITY

Provision of bus boarder kerbs, providing access to the Public Transportation network through ensuring an equal level between highway and bus boarding point. This provides easier access to the bus network for those with mobility issues and wheelchair users.

Provision of bus stop clearways; these enable buses to pull up flush to a kerb and reduce the stepping requirements to access the Public Transportation network.

Access to Public Transportation is crucial for disabled people, who are less likely than able-bodied individuals to have access to a car. Improving bus stop accessibility is of particular importance to this group and procuring this contract will increase the accessibility of the network.

## AGE

Provision of bus boarder kerbs, providing access to the Public Transportation network through ensuring an equal level between highway and bus boarding point. This provides easier access to the bus network for those with mobility issues and wheelchair users.

Provision of bus stop clearways; these enable buses to pull up flush to a kerb and reduce the stepping requirements to access the Public Transportation network.

Evidence suggests a high proportion of bus users are holders of concessionary passes; these groups are most likely to utilise buses for shopping and attending leisure, personal and health related activities. This group is also least likely to have high digital skills and require access to traditional paper-based bus timetable information. This contract will also enable the provision of paper timetables and timetable cases at bus stops within Kent.

## PREGNANCY / MATERNITY / SINGLE PARENT FAMILIES

Provision of bus boarder kerbs, providing access to the Public Transportation network through ensuring an equal level between highway and bus boarding point. This provides easier access to the bus network for prams, children etc.

Provision of bus stop clearways; these enable buses to pull up flush to a kerb and reduce the stepping requirements to access the Public Transportation network.

## CARERS

Carers without access to their own car, or who are caring for individuals with limited mobility, will be positively impacted by the procurement of the contract. Bus boarder kerbs will provide accessible boarding points for carers who must accomodate wheelchairs, prams etc.

### Negative impacts and Mitigating Actions

#### 19. Negative Impacts and Mitigating actions for Age

##### Are there negative impacts for age?

No

##### Details of negative impacts for Age

Not Applicable

##### Mitigating Actions for Age

Not Applicable

##### Responsible Officer for Mitigating Actions – Age

Not Applicable

#### 20. Negative impacts and Mitigating actions for Disability

##### Are there negative impacts for Disability?

No

##### Details of Negative Impacts for Disability

Not Applicable

##### Mitigating actions for Disability

Not Applicable

##### Responsible Officer for Disability

Not Applicable

#### 21. Negative Impacts and Mitigating actions for Sex

##### Are there negative impacts for Sex

No
<b>Details of negative impacts for Sex</b>
Not Applicable
<b>Mitigating actions for Sex</b>
Not Applicable
<b>Responsible Officer for Sex</b>
Not Applicable
<b>22. Negative Impacts and Mitigating actions for Gender identity/transgender</b>
<b>Are there negative impacts for Gender identity/transgender</b>
No
<b>Negative impacts for Gender identity/transgender</b>
Not Applicable
<b>Mitigating actions for Gender identity/transgender</b>
Not Applicable
<b>Responsible Officer for mitigating actions for Gender identity/transgender</b>
Not Applicable
<b>23. Negative impacts and Mitigating actions for Race</b>
<b>Are there negative impacts for Race</b>
No
<b>Negative impacts for Race</b>
Not Applicable
<b>Mitigating actions for Race</b>
Not Applicable
<b>Responsible Officer for mitigating actions for Race</b>
Not Applicable
<b>24. Negative impacts and Mitigating actions for Religion and belief</b>
<b>Are there negative impacts for Religion and belief</b>
No
<b>Negative impacts for Religion and belief</b>
Not Applicable
<b>Mitigating actions for Religion and belief</b>
Not Applicable
<b>Responsible Officer for mitigating actions for Religion and Belief</b>
Not Applicable
<b>25. Negative impacts and Mitigating actions for Sexual Orientation</b>
<b>Are there negative impacts for Sexual Orientation</b>
No
<b>Negative impacts for Sexual Orientation</b>
Not Applicable
<b>Mitigating actions for Sexual Orientation</b>
Not Applicable
<b>Responsible Officer for mitigating actions for Sexual Orientation</b>
Not Applicable
<b>26. Negative impacts and Mitigating actions for Pregnancy and Maternity</b>
<b>Are there negative impacts for Pregnancy and Maternity</b>
No
<b>Negative impacts for Pregnancy and Maternity</b>
Not Applicable
<b>Mitigating actions for Pregnancy and Maternity</b>
Not Applicable

<b>Responsible Officer for mitigating actions for Pregnancy and Maternity</b>
Not Applicable
<b>27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships</b>
<b>Are there negative impacts for Marriage and Civil Partnerships</b>
No
<b>Negative impacts for Marriage and Civil Partnerships</b>
Not Applicable
<b>Mitigating actions for Marriage and Civil Partnerships</b>
Not Applicable
<b>Responsible Officer for Marriage and Civil Partnerships</b>
Not Applicable
<b>28. Negative impacts and Mitigating actions for Carer's responsibilities</b>
<b>Are there negative impacts for Carer's responsibilities</b>
No
<b>Negative impacts for Carer's responsibilities</b>
Not Applicable
<b>Mitigating actions for Carer's responsibilities</b>
Not Applicable
<b>Responsible Officer for Carer's responsibilities</b>
Not Applicable