

**KENT COUNTY COUNCIL**  
**EQUALITY IMPACT ASSESSMENT**

Please read the EqIA GUIDANCE and the EqIA flow chart available on KNet.

**Directorate:**

Enterprise & Environment

**Name of policy, procedure, project or service**

Young Person's Travel Pass

**What is being assessed?**

Effect of scheme change

**Responsible Owner/ Senior Officer**

David Brazier/David Hall

**Date of Initial Screening**

16 December 2013

<b>Version</b>	<b>Author</b>	<b>Date</b>	<b>Comment</b>
1.1	Paul Lawry	16/12/13	
1.2	Alister McClure	08/02/14	
2.1	Tracey Smith	07/04/14	Following change in scheme and consultation



## Screening Grid

Characteristic	Could this policy, procedure, project or service affect this group less favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities
		Positive	Negative		
<b>Age</b>	Yes The scheme is limited to 11 to 16 age range . Those over this age group will not benefit from this scheme.	Medium	Medium	a) No. The scheme change will not unduly affect this protected characteristic. The scheme is limited to pupils aged 11 to 16, as these pupils have a statutory duty to attend a school and the scheme helps them to do this. b) No.	Yes. This scheme gives equal access to the bus network, those pupils within this age range but in other protected characteristics can access the scheme at a lower cost or for free.
<b>Disability</b>	No	Unknown	Unknown	a) No. The pass will continue to provide access to buses, and accessible buses will continue to be available. More accessible buses will become available as the implementation date for accessibility standards is reached. The cost of the scheme is reduced for pupils who receive free school meals, therefore taking into account those parents on a low income due to disability. b) No. As mentioned above, any current adjustments will be continued.	No
	Unknown	Low	Low		Unknown

<b>Gender</b>	(See Pregnancy and maternity)				
<b>Gender identity</b>	Unknown	Unknown	Unknown	Unknown	
<b>Race</b>	Unknown	Unknown	Unknown	Unknown	
<b>Religion or belief</b>	Unknown	Unknown	Unknown	Unknown	
<b>Sexual orientation</b>	Unknown	Unknown	Unknown	Unknown	
<b>Pregnancy and maternity</b>	Unknown	Low	Low	If a YP is in school and unsupported by parents- May fall under LAC and so may be a moot point. If at home with parents who fall under FSM standards- may be ok	
<b>Marriage and Civil Partnerships</b>	Unknown	Unknown	Unknown	Unknown	

## Part 1: INITIAL SCREENING

**Proportionality** - Based on the answers in the above screening grid what weighting would you ascribe to this function – see Risk Matrix

<b>Low</b>	<b>Medium</b>	<b>High</b>
Low relevance or Insufficient information/evidence to make a judgement.	Medium relevance or Insufficient information/evidence to make a Judgement.	High relevance to equality, /likely to have adverse impact on protected groups

*LOW – Although there are many unknowns in relation to equality with this scheme, the impact is likely to be proportionately low. This is because the scheme is designed to take account of potential risk factors, such as low income, children in care etc. Whilst parents/carers may need to contribute financially, there is little known evidence that this will be different for people across different protected characteristics. However, lack of evidence is not the same as evidence of no issues, so these assumptions need to be monitored.*

### Context

KCC has considered changes to the Freedom Pass scheme and has opted for an increased cost, reduced use scheme. This will result in an increased cost to parents/carers however it still reflects a considerable saving compared to the cost of daily travel on the bus network or the price of operator based annual season ticket.

It is important to remember that the scheme for supported travel is entirely discretionary. The revised offer will still mean that KCC continues to provide a considerable subsidy for travel on the commercial bus network.

### Aims and Objectives

To enable users to access the commercial bus network and assist with journeys to school. KCC is keen to ensure that children are introduced to, and use public transport effectively.

The scheme also helps to reduce congestion and ensures that school journeys are not unnecessarily inconvenienced by traffic congestion.

KCC is committed to ensuring equality of access to services and opportunities for all scheme users.

### Beneficiaries

Parents will benefit from being able to get their children to school for less than the cost of daily travel on the bus network and less than the price of operator based annual season ticket.

Looked after children are given a free pass and therefore will have the benefits of being able to get to school at no cost.

### **Consultation and data**

The scheme is discretionary, however a consultation was held between 24<sup>th</sup> February and 24<sup>th</sup> March. The link to the consultation was sent to all parents/carers accessing the current Freedom Pass Scheme and all parents/carers/students accessing the Kent 16+ Travel Card. There were approximately 3563 responses, of these 6% related to equality issues, an equal amount relating to parents with disabilities and young carers. Parents who may be on a low income due to disability could access a reduced price, if their children were eligible for free school meals. Young carers are given the pass for free.

The consultation confirmed that proposed processes in place are appropriate to meet the needs of those who feel disadvantaged by the change in the pass.

### **Potential Impact**

Parents will be required to contribute more to the cost of the pass. The effect of having to pay more may influence parental decisions as to which school their child attends, and may lead to increased application for 'entitled' travel, if parents have chosen a school other than their nearest and revert to their nearest appropriate establishment.

The pass however will be available to a wider cohort of children in education and will give certainty to parents that KCC will contribute to travel costs throughout their child's years in the education system. Looked after children and those children who are carers will not be charged the fee for the pass.

Gender		Ethnicity		Considered Disabled	Marital Status
Female	2479	Ethnic Minorities	629	No	Civil Partner
Male	712	White	2577	Undeclared/ Unknown	Divorced
<b>Age Band</b>		Undeclared/Unknown	357	Yes	Domestic Partner
Under 19	190	<b>Religious Belief</b>		Legally Separated	
20-35	239	Buddhist	12	Bisexual	16
36-45	1480	Christian	1487	Gay	10
46-55	1069	Hindu	12	Gay/Lesbian	Single
56 - 65	64	Jewish	3	Heterosexual	2348
Over 65	27	Muslim	15	Lesbian	9
Undeclared/ unknown	494	None	977	Undeclared/ Unknown	1180
		Other	31	This information was gathered from the 'About You' responses on the consultation which ran 24/02/14 - 24/03/14	
		Sikh	4		
		Undeclared/Unknown	1022		





## JUDGEMENT

Option 1 – Screening Sufficient                      No

Justification:

Option 2 – Internal Action Required                      NO

Option 3 – Full Impact Assessment                      Yes

An EqIA was conducted on Post 16 Transport in 2012, and on the Freedom Pass in 2013. Based on these EqIAs, a consultation has been carried out which suggests that the impact is low and that no specific actions need to be taken in relation to addressing inequality.

### Equality and Diversity Team Comments

Subject to including the learning from the consultation, the service has undertaken the due process of the EqIA. There are a number of unknowns in terms of the impact of the scheme, but the impact is likely to remain proportionately low. This is because the scheme itself is designed to take account of potential factors, such as low income, children in care etc. However, lack of evidence is not the same as evidence of no issues, so these assumptions need to be monitored post implementation and any rising issues dealt with at the time.

### Sign Off

I have noted the content of the equality impact assessment and agree the actions to mitigate the adverse impact(s) that have been identified.

#### Senior Officer

Signed: 

Name: DAVID TAYLOR

Job Title: INTERIM HEAD OF  
PUBLIC TRANSPORT

Date: 11/4/14

#### DMT Member

Signed: 

Name: DAVID HALL

Job Title: DEPUTY DIRECTOR  
HIGHWAYS AND TRANSPORTATION

Date: 11/4/14





**Equality Impact Assessment Action Plan**

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

