KENT COUNTY COUNCIL
EQUALITY ANALYSIS / IMPACT ASSESSMENT (EqIA)

This document is available in other formats, Please contact
damien.cock@kent.gov.uk or telephone on 03000
414092

Directorate: Highways, Transportation and Waste

Name of project: Harvey Grammar School to The Seafront Cycle Route

What is being assessed? New cycle route

Responsible Owner/ Senior Officer: Katie Cullen

Date of Initial Screening: 05/09/17

Date of Full EqIA:

<table>
<thead>
<tr>
<th>Version</th>
<th>Author</th>
<th>Date</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>D Cock</td>
<td>05/09/17</td>
<td>Initial draft</td>
</tr>
<tr>
<td>2</td>
<td>K Cullen</td>
<td>7/9/17</td>
<td>amendments</td>
</tr>
<tr>
<td>3</td>
<td>KCC Equality and Diversity team</td>
<td>7/9/17</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Nikola Floodgate</td>
<td>20/9/17</td>
<td>Approved</td>
</tr>
<tr>
<td>5</td>
<td>Jamie Watson</td>
<td>28/9/17</td>
<td>Carers amendments</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Characteristic | Could this policy, procedure, project or service, or any proposed changes to it, affect this group less favorably than others in Kent? YES/NO If yes how? | Assessment of potential impact
HIGH/MEDIUM
LOW/NONE
UNKNOWN | 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 |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Positive</td>
<td>Negative</td>
<td>Internal action must be included in Action Plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>If yes you must provide detail</td>
</tr>
</tbody>
</table>
| Age | Yes - During construction of the route, age groups reliant on walking/cycling may experience reduced accessibility as works reduce access to normal routes.  
Yes – shared pedestrian/cycle routes may increase the perceived vulnerability of older and younger people using pedestrian facilities.  
Yes – older and younger users and less experienced riders may perceive at busy times that other users will not safely give way to them. | Medium | Low | Yes - Signage throughout, particularly at entry and pinch points should remind all users to share the route respectively.  
A safety audit will be completed at the design and construction stage  
The design will meet all statutory requirements including the Equality Act 2010, with all good practices in mind.  
The design will meet recommended guidance from the Department for Transport (e.g. LTN 02/08), Manual for Streets, The Traffic Signs Regulations and General Directions 2016 and Kent Design Guide. | Yes – The improved provision of off-road cycle routes and controlled toucan crossings are expected to improve road safety and reduce road traffic casualties amongst less experienced and vulnerable users, including adolescent and elderly groups.  
Yes - Measures to improve accessibility to the pedestrian and cycle network such as dropped kerbs, wider pavements, increased widths and the potential reduction of parked cars on the Highway should improve sustainable travel access for this protected characteristic group.  
Yes - Increased travel independence for both older and younger people as there is a safer, more cost effective transport option that doesn’t rely on the ability to drive. |
| Disability | Yes, Creating a shared pedestrian/cycling route may increase the speed of users of the route, bringing them into more conflict with pedestrian users with impaired abilities. | Medium | Low | Yes, as above.
Also, route design should where feasible take into account the needs of wheelchair users, recumbent bikes and trailers. | Yes, as above
Yes – Safe, high quality cycle routes could offer increased independence for many people with disabilities, who may potentially be able to cycle but might feel unsafe cycling amongst traffic or crossing a road lacking an uncontrolled crossing.
Yes - The opportunity for increased physical activity through active commuting could have benefits in preventing and mitigating chronic illnesses that can exacerbate disabilities.
Yes - Improvements to the surface quality, dropped kerbs, formal crossing facilities and increased widths will aid movement for wheelchair and mobility scooter users.
Yes - Completing the scheme aims to facilitate a modal shift from private car to sustainable transport modes should have a positive effect on local air quality which should benefit those who are at risk or suffer from chronic illnesses.
Yes - 15% of disabled people actively travelled for transport in 2014 (TFL, 2015). National research shows cycling is the third most popular sport amongst disabled people with approximately 10% taking part in cycling. |
<table>
<thead>
<tr>
<th>Gender</th>
<th>Yes – A survey in the UK indicated only 4% of women were cycling more than once a week, nearly 8 in 10 women never cycled, but 43% of women had access to a bike. Also only a quarter of UK bike journeys where by women (Sustrans 2009)</th>
<th>None</th>
<th>Low</th>
<th>Yes – ensure any publicity, consultation and new signposting introduced to support this route have relevance and appeal to women as a targeted group. Contact the Breeze ride organizers to see if they can organize a local event. Review adult bikeability training in the area.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gender identity</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>No</td>
</tr>
<tr>
<td>Race</td>
<td>No</td>
<td>None</td>
<td>Low</td>
<td>Yes – ensure any publicity, consultation and new signposting introduced to support this route have relevance and appeal to the local community, including where local population data indicates a high proportion of one or more BAME groups</td>
</tr>
<tr>
<td>Religion or belief</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>No</td>
</tr>
<tr>
<td>Sexual orientation</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>No</td>
</tr>
<tr>
<td>Employment impact</td>
<td>No</td>
<td>None</td>
<td>Low</td>
<td>No</td>
</tr>
<tr>
<td>-------------------</td>
<td>----</td>
<td>------</td>
<td>-----</td>
<td>----</td>
</tr>
<tr>
<td>Carer’s responsibilities</td>
<td>Yes</td>
<td>None</td>
<td>None</td>
<td>No</td>
</tr>
</tbody>
</table>
Part 1: INITIAL SCREENING

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

<table>
<thead>
<tr>
<th>Low</th>
<th>Medium</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low relevance or insufficient information/evidence to make a judgement.</td>
<td>Medium relevance or insufficient information/evidence to make a Judgement.</td>
<td>High relevance to equality, /likely to have adverse impact on protected groups</td>
</tr>
</tbody>
</table>

**Low Risk.**
The overall ambition for the proposed new cycle route is to improve the cycle network in the area allowing local residents and tourists to increase the number of journeys they make by bike. The cycle route design will meet all design standards and maximize access for all, whilst limiting any negative affect on vulnerable users in the area.

Whilst some risks have been noted in the initial screening, the overall impact of creating a new joined up route has positive outcomes for the identified groups. Any risks identified above are targeted in the following Action Plan, showing how we intend to reduce any negative impacts.

**Context**
At present central Folkestone has limited designated cycle routes and the links for pedestrians and cyclists in a north/south direction are poor, partly due to the bifurcation effect of the railway line.

This scheme plans to create a new cycle route from Harvey Grammar School on Cheriton Road, linking to the existing cycle route at the jct with Cornwallis Ave, continuing through to the Leas. The scheme plans to utilize an underused safe cycle/pedestrian tunnel under the railway line, which currently has no links to the cycle network. The route would have the advantage of directness in encouraging local sustainable travel. The proposed route will improve cycle access to a number of cycle trip attractors, including:
Folkestone rail stations,
Harvey Grammar School,
Morrisons,
The Civic Centre and Law courts,
Folkestone Coastal park,
Folkestone central business area,

Proposed measures on the scheme could include:
- Improved signage on existing routes,
- Shared use pedestrian/cycle footways,
- New/upgraded pedestrian/cycle toucan crossings,
- Widened and re-aligned footways and kerbs,
- Re-surfacing and more level footways,
Aims and Objectives
This scheme is part of a wider plan to create cycle routes in and around Folkestone Central, aiming to link up with local schools, train stations and the seafront.

The scheme has the full support of Shepway District Council and Cycle Shepway, a local cycle pressure group.

The Shepway District Cycling Plan is a five year plan that supports cycle network improvements locally by:

- Creating New Links – seeking new opportunities to extend routes to more people
- Maintenance of the Cycle Route Network – looking after what we already have, and improving it
- Spreading the word – raising awareness of existing and emerging cycle facilities
- Creating a safer cycling environment – designing safer routes and providing road safety education for cyclists

The route would have multiple use by local commuters and residents to access services as well as the potential to encourage cycle tourism in the area. Increasing the number of cycle journeys has been shown elsewhere in England to reduce congestion, improve air quality, improve resident’s health and bring investment to an area.

The cycle route design should meet all national minimum design standards.

Beneficiaries Cyclists and Pedestrians

Information and Data used to carry out your assessment
In 2016 Kent County Council consulted widely on a draft KCC Active Travel Strategy.
The Public Consultation received a relatively high number of responses (561), with 486 people responding as individuals, 18 responding in professional capacity, and 57 people responding on behalf of organisations.

The top factor stated that prevented people from travelling actively was:
- A lack of suitable routes (mentioned by 57.9% of respondents)

The most important issues that were raised were:
- The need to improve the infrastructure and initiatives for walking and cycling.
- Concern about it being difficult to achieve given the existing infrastructure and budget constraints – particularly in rural areas.
- The need to improve and maintain the condition of the existing infrastructure, to ensure that it is safe to use.
Who have you involved and engaged with?

- Kent County Council (KCC) officers
- Shepway District Council
- Cycle Shepway
- Sustrans
- Shepway Destination Management Plan working group

Potential Impact Low impact

Adverse Impact None
Positive Impact:
Medium

JUDGEMENT

Option 1 – Screening Sufficient

NO

Justification: N/A

Option 2 – Internal Action Required

YES

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

Option 3 – Full Impact Assessment

NO

Monitoring and Review Kent County Council, as the Highway Authority, will manage the delivery and maintenance of the scheme. Shepway District Council, as the project partner, will form part of the approval process for the finished scheme. This document will be regularly reviewed to reflect any concerns raised during the process.

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: Tim Read

Job Title: Head of Transportation
<table>
<thead>
<tr>
<th>Protected Characteristic</th>
<th>Issues identified</th>
<th>Action to be taken</th>
<th>Expected outcomes</th>
<th>Owner</th>
<th>Timescale</th>
<th>Cost implications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age</td>
<td>During construction age groups reliant on walking may experience reduced accessibility as works reduce access.</td>
<td>Adequate advance notice of closures and signage during planned works.</td>
<td>The construction phase will be managed effectively to minimize any reduced public access.</td>
<td>Kent County Council Highways</td>
<td>Before and during construction</td>
<td>Adequately managing the construction phase meeting all health and safety standards should be costed within the project planning</td>
</tr>
<tr>
<td></td>
<td>Shared pedestrian/cycle routes may increase the perceived vulnerability of older and younger people using pedestrian facilities.</td>
<td>Signage at entry and pinch points should remind all users to share the route respectively.</td>
<td>The final design will encourage inclusive access whilst meeting minimum design standards.</td>
<td></td>
<td></td>
<td>The design should consider current users and potential users and this should be included in design costings</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A safety audit will be completed at the design and construction stage.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>As above</td>
<td>As above. Also, route design should, where feasible, take into account the needs of wheelchair users, recumbent bikes and trailers.</td>
<td>The route should be designed to be as accessible as possible, whilst considering the safety of all users.</td>
<td>Kent County Council Highways</td>
<td>Before and during construction</td>
<td>As above</td>
</tr>
<tr>
<td><strong>Gender</strong></td>
<td>Survey data indicates less women than men cycle in the UK</td>
<td>Ensure any publicity, consultation and new signposting introduced to support this route have relevance and appeal to women as a targeted group.</td>
<td>Users surveys indicate more than a quarter of cyclists using the route are women.</td>
<td>Kent County Council Highways</td>
<td>Once constructed and open</td>
<td>Using volunteers to complete user surveys once the route is complete would reduce costs</td>
</tr>
<tr>
<td><strong>Race</strong></td>
<td>Analysis census data to determine the ethnic and cultural diversity in the area.</td>
<td>Ensure any publicity, consultation and new signposting introduced to support this route have relevance and appeal to the local community.</td>
<td>Users surveys to confirm all groups within the community are using the facility.</td>
<td>Kent County Council Highways</td>
<td>Once constructed and open</td>
<td>As above</td>
</tr>
</tbody>
</table>