

**KENT COUNTY COUNCIL
EQUALITY ANALYSIS / IMPACT ASSESSMENT (EqIA)**

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during office hours)**

Directorate: Growth, Environment & Transport

Name of policy, procedure, project or service: *Proposed Pedestrian Crossing – Canterbury Road, Westgate-on-Sea*

What is being assessed? *Highway Improvement Scheme to provide a facility for pedestrians to cross the road.*

Responsible Owner: Tim Read

Date of Initial Screening: 09/03/2020

Date of Full EqIA:

Version	Author	Date	Comment
1	Richard Heaps	09/03/2020	
2	Akua Agyepong	13/03/2020	
3	Richard Heaps	17/03/2020	
4	Akua Agyepong	17/03/2020	
5	Richard Heaps	14/05/2020	
6	Akua Agyepong	19/05/2020	Approved
7	Tim Read	19/05/2020	Approved

8	Simon Jones	26/05/2020	Approved
9	Richard Heaps	15/10/2020	Amendments in light of comments from consultation with regards to equality issues.

Screening Grid

Characteristic	Could this policy, procedure, project or service, or any proposed changes to it, affect this group less favourably 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
		Positive	Negative	Internal action must be included in Action Plan	If yes you must provide detail
Age	No adverse effects were identified at the screening stage. However some issues were raised during the consultation period which have been updated to the assessment.	High	Low	<p>The works will include dropped kerbs to cross the road and a signal-controlled crossing. This will benefit all pedestrians of all ages by providing a facility that will enable them to cross the road safely. Physical works will meet with highway design standards. The relocated bus stop and bus shelter will provide more space for pedestrians to wait, away from the edge of the road.</p> <p>This length is not overlooked by many residential properties. Antisocial behaviour and fear of crime could discourage some from using this route outside of peak hours and especially at night, especially with reduced flows of vehicular traffic along the road. Other than actions to encourage greater usage of the route throughout the day, there are no obvious options within the control of the highway authority to discourage antisocial behaviour and increase passive surveillance of the route. These risks will be communicated to decision makers to inform their decision.</p>	Yes – Providing a safe place cross will benefit all pedestrians of all ages who wish to cross the road here.

				<p>The consultation will review public opinion.</p> <p>Concerns have been raised about the effect of displaced traffic on other roads, which could lead to increased idling traffic at some busy junctions and a subsequent increase in emissions, potentially causing difficulties for those with respiratory difficulties. Pre-lockdown traffic surveys undertaken as part of the investigation show that potential increase in traffic levels is likely to be relatively low, with a peak time displacement of 43 vehicles turning into Hengist Road and 57 vehicles turning out form Hengist Road.</p> <p>The closure of Hengist Road to enable left-turn only entry could have an adverse impact on access by emergency services. The emergency services have been contacted as part of the consultation and only the Police responded. They did not highlight this as a concern.</p>	
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		Positive	Negative	Internal action must be included in Action Plan	If yes you must provide detail
Disability	No adverse effects were identified at the screening stage. However some issues were raised during the consultation period which have been updated to the assessment.	High	Low	<p>The works will include dropped kerbs with red tactile paving to cross the road and a signal-controlled crossing. This will benefit disabled pedestrians by providing a facility that will enable them to cross the road safely. Physical works will meet with highway design standards. The zig-zag markings will restrict the ability of vehicles to park or drop off disabled passengers. Blue-badge holders are permitted to park on double yellow lines for up to three hours so long as they do not pose and danger or obstruction.</p> <p>This length is not overlooked by many residential properties. Antisocial behaviour and fear of crime could discourage some from using this route outside of peak hours and especially at night, especially with reduced flows of vehicular traffic along the road. Other than actions to encourage greater usage of the route throughout the day, there are no obvious options within the control of the highway authority to discourage antisocial behaviour and increase passive surveillance of the route. These risks will be</p>	Yes – Providing a safe place to cross will benefit all pedestrians of all abilities who wish to cross the road here.

			<p>communicated to decision makers to inform their decision.</p> <p>The consultation will review public opinion.</p> <p>Concerns have been raised about the effect of displaced traffic on other roads, which could lead to idling traffic at some busy junctions and a subsequent increase in emissions, potentially causing difficulties for those with respiratory difficulties. Further assessment will be needed to determine the likely effect and if this can be mitigated if necessary. Pre-lockdown traffic surveys undertaken as part of the investigation show that potential increase in traffic levels is likely to be relatively low, with a peak time displacement of 43 vehicles turning into Hengist Road and 57 vehicles turning out from Hengist Road.</p> <p>Closure of Hengist Road to enable left-turn only entry could have an adverse impact on access by emergency services. The emergency services have been contacted as part of the consultation and only the Police responded. They did not highlight this as a concern.</p> <p>The works could affect those with autism, visual impairment or cognitive processing difficulties. Although once complete these should resolve themselves, consideration should be given to difficulties during construction and adjustment to new road layouts and changes.</p>	
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Sex	No	None	None	No	N/A
Transgender/Gender identity	No	None	None	No	N/A
Race	No	None	None	No	N/A
Religion or belief	No	None	None	Although the crossing is located near a convent, the nuns no longer reside there and it is now unused.	N/A
Pregnancy and Maternity	No adverse effects have been identified however issues may be raised during the consultation period which will be considered as they arise.	Medium	Low	<p>The works will include dropped kerbs to cross the road and a signal-controlled crossing. This will benefit pedestrians with buggies or prams by providing a facility that will enable them to cross the road safely. Physical works will meet with highway design standards.</p> <p>This length is not overlooked by many residential properties. Antisocial behaviour and fear of crime could discourage some from using this route outside of peak hours and especially at night, especially with reduced flows of vehicular traffic along the road. Other than actions to encourage greater usage of the route throughout the day, there are no obvious options within the control of the highway authority to discourage antisocial behaviour and increase passive surveillance of the route. These risks will be communicated to decision makers to inform their decision.</p> <p>The consultation will review public opinion.</p>	Yes – Providing a safe place cross will benefit all pedestrians who wish to cross the road here.
Sexual orientation	No	None	None	No	N/A
Carer's Responsibilities	No adverse effects were identified at the screening stage. However some issues were raised during the consultation period	None	Low	Restrictions on parking will mean reduced parking space in the immediate vicinity of the school. This could cause difficulties for carers dropping off children with special needs. Although blue badge holders are permitted	N/A

	which have been updated to the assessment.			park on double yellow lines. Restrictions in available parking could also cause delays to parents who drop off children before going to work. This has the potential to increase stress for carers who have difficulties meeting expected working hours with the added responsibility of looking after dependents.	
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Part 1: INITIAL SCREENING

Low	Medium	High
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

Proportionality:

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

State rating & reasons: **LOW** – this is a Highway scheme that primarily seeks to facilitate pedestrians crossing a busy road. However reduced traffic flows on Hengist Road means there is a risk that the proposed scheme could give rise to anti-social behaviour and therefore this scheme could have a low negative impact on some protected groups.

Issues arising from the consultation suggest there may be some slight impact on some protected groups, although this is not evidenced by studies undertaken or responses from other consultees, in particular the emergency services.

Context:

Canterbury Road is a dual carriageway road with a 40mph speed limit. There is no controlled crossing point for pedestrians located outside Ursuline College, leading to a hazard when pedestrians cross the road. A 'puffin' style staggered crossing is proposed to provide a safe crossing point for all pedestrians. As part of the works it would be necessary to move the bus stop and provide a new shelter which would have added benefits. It would also be necessary to restrict access to Hengist Road, only allowing vehicles to turn left into the road. Other local roads are available for vehicles to use. As the area is not overlooked by many properties, and by removing passing traffic there is a risk that the scheme could mean that anti-social behaviour could occur with a risk of impact on some protected groups.

Benefits:

A safe crossing point for all pedestrians would be provided across Canterbury Road at this location. A new bus stop and shelter would be provided with more space for passengers to wait as compared to the previous location.

Aims and Objectives:

To provide a safe crossing facility at this location on Canterbury Road.

Beneficiaries:

Local pedestrians and students, bus users

Information and Data:

District data can be found using the following link

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

Involvement and Engagement:

KCC has undertaken a consultation on the scheme proposals between 23 June and 3 August 2020 with local residents of Canterbury Road and Hengist Road and the wider community, mainly within Westgate. The proposals were made accessible via the KCC website consultations page, with hard copies available if requested. Contact details were provided for those wanting to request alternative formats of the consultation materials. Local residents received consultation documents through their door and notices were put up on site. Westgate-on-Sea Town Council placed details on social media, on their website and in the Parish magazine. Ursuline College contacted students and their families. Local groups & key stakeholders with an interest in highway improvements were consulted – including Residents' Associations, local County and District Councillors, local Parish Councils, Westgate and Birchington Golf Club, Ursuline Convent, the emergency services, the Freight Transport Association, and the Road Haulage Association.

Potential Adverse Impact:

Low

Potential Positive Impact:

High

ACTION PLAN

During the works, alternative routes would be provided, where needed, for pedestrians with barriers and ramps for those with visual and mobility impairments as required, in accordance with industry standards such as signage, minimum widths and tapping rail for partially sighted cane-users. Advance start of works notifications via a range of communication channels such as post, on site notices and social media would advise when works will start and any other relevant information.

JUDGEMENT

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

Monitoring and Review:

Kent County Council being the highway authority would manage the delivery and overall maintenance of the scheme. Regular project group meetings

would be held to inform/update the final design. The local Joint Transport Board would be informed of any changes. This document would be regularly reviewed to reflect any concerns raised through the process. In particular the public consultation would seek comments from protected groups and responses used to inform further reviews of this document.

Sign Off

I have noted the content of the equality impact assessment and agree that no actions are required to mitigate any currently known adverse impact(s).

Senior Officer

Signed:

Name: Tim Read

Job Title: Head of Transportation

Date: 28/10/20

DMT Member



Signed:

Name: Simon Jones

Job Title: Director of Highways,
Transportation and Waste

Date: 05/11/20

Action

To carry out a public consultation between 23 June and 3 August 2020. The results of the public consultation will be analysed along with any comments received to the EqIA and both will be used to inform future decisions.