

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Tuesday, 19th January, 2021

10.00 am

Online

Members joining this meeting are asked to refer to the Budget report which was published on 6 January 2021





AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Tuesday, 19 January 2021 at 10.00 am
Online

Ask for: **Ann Hunter**
Telephone: **03000 416287**

Membership (16)

Conservative (12):	Mr S Holden (Chairman), Mr R C Love, OBE (Vice-Chairman), Mr M A C Balfour, Mr A Booth, Mr T Bond, Mr A H T Bowles, Mr D L Brazier, Mr A Cook, Mr N J Collor, Mr A R Hills, Mr J M Ozog and Mr H Rayner
Liberal Democrat (2):	Mr I S Chittenden and Mr A J Hook
Labour (1)	Mr B H Lewis
Independents Green Party) (1)	Mr M E Whybrow

UNRESTRICTED ITEMS

(During these items the meeting is likely to be open to the public)

- 1 Introduction
- 2 Apologies and Substitutes
To receive apologies for absence and notification of any substitutes present
- 3 Declarations of Interest by Members in items on the Agenda
To receive any declarations of interest made by Members in relation to any matter on the agenda. Members are reminded to specify the agenda item number to which it refers and the nature of the interest being declared.
- 4 Minutes of the meeting held on 12 November 2020 (Pages 1 - 10)
- 5 Impact of Brexit Transition (Traffic Management) - Presentation
- 6 Verbal Updates by the Cabinet Members and Corporate Director
- 7 ADEPT Kent Live Labs Project - Vivacity Labs Sensor System Trial (Pages 11 - 22)
- 8 Covid-19 and Recovery - Service Impact update - Presentation

- 9 Draft Capital Programme 2021-24 and Revenue Budget 2021-22 (Pages 23 - 24)
- 10 21/00007 Urban Traffic Management and Control (UTMC) Project (Pages 25 - 38)
- 11 21/00002 Active Travel Funding Tranche 2 (Pages 39 - 228)
- 12 21/00008 Kent Minerals and Waste Local Development Scheme - Revision 2021 (Pages 229 - 260)
- 13 20/00118 Dover Fastrack - ANPR Enforcement of Bus Gates (Pages 261 - 278)
- 14 Heritage Conservation Service: Development of a Strategy and medium-term plan (Pages 279 - 286)
- 15 Vision Zero The Road Safety Strategy for Kent 2021 - 2026 (Pages 287 - 362)
- 16 Waste Processing Contracts
 - a) 21/00006 Approval to commission and award a new contractual arrangement for the receipt and processing of Dry Mixed Recyclable Waste for Mid and West Kent (Pages 363 - 376)
 - b) 20/00121 -Approval to commission and award a new contractual arrangement for the receipt and processing of Highway Mechanical Arisings - (SC20026) (Pages 377 - 390)
 - c) 20/00129 - Approval to commission and award a new contractual arrangement for the receipt and processing of waste metal (Pages 391 - 404)
 - d) 20/00128 - Approval to commission and award a new contractual arrangement for the receipt and processing of Paper and Card - (SC20048) (Pages 405 - 418)
 - e) 20/00122 - Approval to commission and award a new contractual arrangement for the receipt and processing of wood waste (Pages 419 - 432)
- 17 20/00120 - Waste performance payments for Canterbury City Council & Thanet District Council (Pages 433 - 444)
- 18 21/00004 Maidstone Integrated Transport - A229 Loose Road Corridor Junction Improvements (Pages 445 - 520)
- 19 21/00003 Market Square, Dover - Infrastructure delivery partner with Dover District Council (Pages 521 - 544)
- 20 Department for Transport (DfT) 48 tonne Intermodal Freight Trial Consultation (Pages 545 - 560)
- 21 21/00009 Highway Civils Framework (Pages 561 - 576)
- 22 Performance Dashboard (Pages 577 - 590)
- 23 Work Programme 2021/22 (Pages 591 - 594)
- 24 20/00130 -New leasing arrangement to develop a new Waste Transfer Station for KCC's use at Dunbrik, Sundridge (Pages 595 - 610)

Motion to Exclude the Press & Public

EXEMPT ITEMS

(At the time of publication, the only exempt content was one appendix to Item 24. During this and any other such item which may arise, the meeting is likely NOT to be open to the press and public)

Benjamin Watts
General Counsel
03000 416814

Monday, 11 January 2021

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KENT COUNTY COUNCIL**ENVIRONMENT & TRANSPORT CABINET COMMITTEE**

MINUTES of a meeting of the Environment & Transport Cabinet Committee held online on Thursday, 12 November 2020.

PRESENT: Mr S Holden (Chairman), Mr R C Love, OBE (Vice-Chairman), Mr M A C Balfour, Mr R H Bird (Substitute for Mr A J Hook), Mr A Booth, Mr T Bond, Mr A H T Bowles, Mr D L Brazier, Mr I S Chittenden, Mr A Cook, Mr N J Collor, Mr A R Hills, Mr B H Lewis, Mr J M Ozog, Mr H Rayner and Mr M E Whybrow

ALSO PRESENT: Miss S J Carey, Mr M D Payne and Mr M Whiting

IN ATTENDANCE: Mr P Bhatti (Kent Resource Partnership Manager), Mrs B Cooper (Corporate Director of Growth, Environment and Transport), Mrs S Holt-Castle (Interim Director of Environment, Planning and Enforcement), Hymers, Mr D Joyner (Transport & Development Manager), Ms R Kennard (Chief Analyst, Strategic Commissioning Analytics), Mr R Kidd (Project Manager (Area Lead – Infrastructure)), Mrs E Milne (Flood Risk & Natural Environment Manager), Mr T Read (Head of Highway Transport), Mr D Smith (Director of Economic Development), Mrs S Thompson (Head of Planning Applications) and Miss E West (Democratic Services Officer)

UNRESTRICTED ITEMS**296. Apologies and Substitutes**

(Item 2)

Apologies from absence had been received by Mr Hook. Mr Bird attended as a substitute for Mr Hook. In addition, Mr Bowles sent his apologies from 11:00 to attend an appointment.

297. Declarations of Interest by Members in items on the Agenda

(Item 3)

Mr Collor declared an interest which related to item 10 on the agenda, as he was the Portfolio Holder for Transport, Licensing and Community at Dover District Council.

298. Minutes of the meeting held on 15 September 2020

(Item 4)

RESOLVED that the minutes of the meeting held on 15 September 2020 be approved as a correct record and that they be signed by the Chairman.

299. Verbal Update by Cabinet Member(s) and Corporate Director

(Item 5)

- (1) Mr Payne (Cabinet Member for Highways and Transport) gave a verbal update on the following issues:

- a) Mr Payne reassured Members of the Committee that work continued at pace to deliver a facility at Sevington, Ashford, by Kent Highways on behalf of the Department of Transport for Her Majesty's government to provide a forward processing centre for HMRC and others for the transition which was due to start on 1st January 2021. He added that the surfacing work at the site had already begun and this included the truck-paved parking bays and also the swing lanes which had resumed after the recent period of wet weather. Whilst the continuation of work on the site was weather-dependent, Kent County Council had been assured that HGVs would be able to use the site from 1st January 2021 and that HMRC would also be on site from that date.
 - b) Mr Payne announced that the sweeps on one of Kent County Council's eight windmills had turned again under wind power for the first time since 1949, this was in the village of Chillenden and on 16th November 2020, the sweeps on the windmill in Cranbrook had been removed to enable a full evaluation of the required repairs.
 - c) Mr Payne sent his best wishes to the two officers within Kent Highways who had fallen ill as a result of Covid-19 and wished them both a speedy recovery. In addition, he thanked all of the Kent Highways staff who continued to work hard throughout the period of lockdown on behalf of all of the residents of Kent.
- (2) Miss Carey (Cabinet Member for Environment) gave a verbal update on the following issues:
- a) Miss Carey thanked Kent County Council's staff for continuing to provide vital services to residents throughout the Covid-19 pandemic and in particular the Waste Management team for their hard work and resilience in implementing a number of major contracts that were due to be renewed. Miss Carey specifically referred to the smooth handover of a large number of Kent's household waste and recycling centres to a new contractor.
 - b) Miss Carey announced that Kent County Council's Energy team had won an award for the Sustainable Energy Project of the year for the project that they had led for Northfleet School for Girls in solar installation and LED lighting upgrade. Kent County Council had now engaged with over 100 of Kent's schools in similar projects.
 - c) Miss Carey said the District Heating item had been deferred as the Energy team had only won a major grant from the Government for the scheme and BEIS wished to take the lead in announcing the details of this.
- (3) Both Mr Payne and Miss Carey gave their best wishes to Mrs Cooper upon the announcement of her retirement plans for 2021. They both thanked her for her tireless work and dedication to the service over many years.
- (4) Mrs Cooper (Corporate Director of Growth, Environment and Transport) gave a verbal update on the following issues:

- a) Mrs Cooper referred to the Brexit transition period on 1st January 2021 and said that Kent County Council continued to work closely with partners in districts, the Department for Transport, HMRC and Highways England on the granular detail of the plans. She said that a further all-Member briefing would take place on 1st December 2020 at 10:30am which would provide further information to Members in relation to the plans. She added that whilst Kent County Council were planning for the transition itself and potential spells of bad weather, there was also much work being undertaken with health colleagues in relation to Covid-19 and a possible vaccine roll-out.
- (5) In response to a question, Mrs Cooper referred to a letter from Unite about their lack of involvement in discussions about facilities at the Sevington lorry park or other truck stops. She said that whilst Unite had not been involved in the discussions the Kent Resilience Forum (KRF) had taken up the issues which related to the facilities on site at Sevington and Manston in particular to ensure that full medical and welfare facilities were available on both sites. The KRF had been fully supported by the Department of Health and Social Care in the provision of those facilities.
- (6) In response to a question, Mr Payne referred to the potential of a new site at Dover and said that such a site would be part of Kent's 200-day plan and not part of the 1st January transition plan.
- (7) In response to a question, Mr Payne referred to Kent's School Street Scheme and the early trial of the scheme in St Peters footway area, he said that the possibility for the support for something such as the 20mph scheme would be fully evaluated in due course.
- (8) In response to a question, Mrs Cooper referred to the ongoing discussions between Kent, the Department for Transport and Highways England to ensure that Dover would be kept clear during transition as a live project which was supported by the local MP.
- (9) In response to a question, Mrs Cooper referred to the Traffic Assessment Projects (TAP) A256 and A20 and said that these were the filters that lorries moved forward to and were then released down into the port of Dover. She said that because the lorries were released very quickly, there would be no toilet facilities. She added that discussions with borough councils in relation to parking, cleansing and litter issues continued to take place.
- (10) The Chairman reiterated the comments which had been made by the Cabinet Members in relation to Mrs Cooper's retirement. Members of the Committee supported this.
- (11) RESOLVED that the verbal updates be noted.

300. Performance Dashboard
(Item 6)

Ms R Kennard (Chief Analyst) and Mr D Beaver (Head of Commercial Management and Waste Services, Highways Transportation and Waste) were in attendance for this item

- (1) Ms Kennard introduced the Performance Dashboard which set out the progress against targets set for Key Performance Indicators (KPIs), with the latest Dashboard including data up to September 2020. 14 of the 18 KPIs achieved target and were RAG rated green, one KPI was below target but did achieve the floor standard and were therefore RAG rated amber, and three KPIs did not achieve floor standard and were therefore RAG rated red.
- (2) Mr Payne (Cabinet Member for Highways and Transport) referred to KPI '*HT12: Streetlights, illuminated signs and bollards repaired in 28 calendar days*' within the Performance Dashboard and said that the figure for the month of September 2020 was 81% and did not yet appear within the Performance Dashboard. He added that none of the lights had stopped working, it was merely a communication issue.

Officers then responded to a number of comments and questions from Committee Members, which included the following: -

- a) In response to questions on the wide variation in performance across Kent for recycling and other Miss Carey (Cabinet Member for Environment) said those districts with the lowest rates of recycling and highest weight of waste per household were also those that still collected waste weekly. She said that new legislation was expected that would require councils to collect food waste separately which would provide an opportunity to look again at how recycling might be improved. KCC was continuing to work with all the district/borough councils to reduce waste and increase recycling. She referred to the effect the Covid-19 pandemic had had on the amount of waste that households in Kent had produced in recent months and emphasised the importance of partnership working between Kent County Council and district/borough councils to educate and encourage the appropriate disposal of waste.
- b) Mr Beaver agreed with Miss Carey's remarks. He also explained that the reduction in composted waste in WM01 and WM03 was thought to be the result of the prolonged hot and dry weather in July and August which had less to less garden waste. This also had the effect of reducing disposal costs. He added that overall, there would be a significant increase in the levels of kerbside-collected waste as more people were spending time at home as a result of the Covid-19 pandemic.
- c) Mr Payne referred to KPI '*HT08: Emergency incidents attended to within 2 hours*' and said that highways incidents were ranked according to the date/time in which they were received, and the severity of the incident. He reassured Members of the Committee that they could contact him with regards to specific incidents within their own divisions.
- d) Mrs Cooper confirmed the formal definition of 'Emergency incidents' as current and real danger incidents such as diesel on the road, tree branches across the road, missing gully covers, large potholes etc.

- e) Miss Carey assured the Committee that carbon reduction target was on track even without the help from a reduction in some emissions during lockdown.
- f) Mr Beaver said the recent closure of the Allington Waste Management Facility was not reflected in the figures in this report as it was for the second quarter (July – September inclusive). This would closure would impact the landfill figures for Q3. Miss Carey undertook that the commentary in the next Performance Dashboard report would cover the situation with Allington.
- g) Mr Payne said that Kent’s Pothole Blitz strategy had significantly improved the condition of Kent’s roads.

(3) RESOLVED that the performance dashboard be noted.

301. Kent Resource Partnership (Presentation)

(Item 7)

Mr P Bhatti (Kent Resource Partnership Manager) was in attendance for this item

- (1) Mr Bhatti presented a series of slides to the Committee which set out information which related to the Kent Resource Partnership and its structure.
- (2) Mr Bhatti confirmed that the Kent Resource Partnership Annual Report 2019/20 would be available in the coming weeks and could be circulated to Members of the Committee.

Mr Bhatti then responded to a number of comments and questions from Committee Members, which included the following: -

- a) Mr Bhatti emphasised the importance of referring to waste as a ‘resource’ as opposed to ‘rubbish’ and said that KRP actively encouraged residents and councils to adopt and replicate the term.
- b) Mr Bhatti referred to the points set out within the ‘What’s Next?’ slide of his PowerPoint presentation and said that in relation to government’s Resources and Waste Strategy, one of the key policies was extended producer responsibilities which placed the focus back on the producer to make change which was better for the environment, or face an increased production cost. From a KRP perspective, and with government consulting on key policies over the next 6 months, the KRP would influence and engage with local authorities across the country and others across the industry to ensure that the core packaging materials that were being used were easily recyclable.
- c) Mr Bhatti briefly referred to the KRP’s commitment to the charity WRAP (Waste & Resource Action Programme) who worked closely with government to deliver practical solutions to improve resource efficiency.
- d) Mr Bhatti emphasised the importance of the KRP working closely with all of Kent’s local authorities, businesses, and communities to be more efficient and to better understand the production of waste.

(3) RESOLVED that the report be noted.

302. Design in Kent's Built Environment

(Item 8)

Mr M Whiting (Cabinet Member for Economic Development) and Mr R Kidd (Project Manager (Area Lead – Infrastructure)) were in attendance for this item

- (1) Mr Whiting, Mr Payne (Cabinet Member for Highways and Transport) and Miss Carey (Cabinet Member for Environment) thanked Mr Smith and Mr Kidd and their colleagues in the work that they had carried out in ensuring sustainable design principles for Kent and Medway.
- (2) Mr Kidd introduced the report which set out activity to raise the quality of design in Kent's built environment. The report also addressed how the activity responded to the government's proposed planning reforms in relation to design. He then presented and navigated through the Kent Design Guide website and explained each detail of the website to the Committee.

Mr Kidd then responded to a number of comments and questions from Committee Members, which included the following: -

- a) Mr Kidd explained some of the significant challenges faced in relation to developers and the volume and quality of new-build houses. He said that in light of those challenges, it remained the responsibility of local planning authorities to hold developers to account in relation to the design of those houses. He said that the government's white paper on planning reform would positively affect design and construction during all stages and said that very robust responses to government on planning matters would continue.
- b) Mr Kidd referred to the design guide's timescales and said that whilst there was still a significant amount of technical detail to explore, he was confident that the programme would be met.
- c) Mr Kidd confirmed that more information in relation to the local case studies referred to within the report would be presented in due course.
- d) Mr Kidd confirmed that he would seek further clarification outside of the meeting in relation to downloadable content on the Kent Design Guide website.

(3) RESOLVED that the report be noted.

303. Kent's Plan Bee

(Item 9)

Ms E Milne (Natural Environment & Coast Manager) was in attendance for this item

- (1) Miss Carey (Cabinet Member for Environment), the Chairman and Ms Milne introduced the report which informed Members of the Committee on how Kent

County Council was acting to reverse the decline of pollinators by delivering Kent's Plan Bee.

Officers then responded to a number of comments and questions from Committee Members, which included the following: -

- a) Ms Milne described how Rosie Earwaker, Bee Roads Officer for the Kent Wildlife Trust, had worked with the Infrastructure, Highways and the Public Rights of Way (PRoW) teams on implementing best practice in managing landscape proactively for pollinators.
- b) Ms Milne reported that Kent's Plan Bee online summit was the most highly subscribed event run by KCC this year. Those registered to attend were from a broad range of sectors and included staff from across KCC itself.

(2) RESOLVED that the report be noted.

304. Dover Fastrack Update

(Item 10)

Mr S Hymers (Fastrack Development Manager) was in attendance for this item

- (1) Mr Payne (Cabinet Member for Highways and Transport) and Mr Hymers introduced the report which provided information which related to the Dover Fastrack service.
- (2) In response to a question, Mr Hymers said that plans were in place for the Kent Thameside Fastrack service to be electric from 2022. He added that whilst the starting point for emission standards in Dover was Euro 6 Diesel, Kent Thameside Fastrack was a self-sustaining model and monies generated and reinvested in the service would enable progression in better fleet and infrastructure for the service.
- (3) In response to a question, Mr Hymers said that whilst the fleet had not yet been specified, Kent Highways continued to work efficiently with the monies available. He said that Kent Highways had worked closely with Transport for London in relation to their ultra-low emissions zone measures and sharing best practice.
- (4) Mr Payne talked about the modelling work that continued to be undertaken and the possibility of funding streams moving forward or working in consultation with other partners involved as they would benefit from the scheme.
- (5) A Member of the Committee asked that it be recorded in the minutes that some residents had raised concerns in relation to emissions and had been advised that only new ultra clean buses would be specified.
- (6) RESOLVED that the report be noted.

305. 20/00104 - Kent Transport Model Support & Development Commission

(Item 11)

Mr D Joyner (Transport & Development Manager (West Kent)) and Mr T Read (Head of Transportation) was in attendance for this item

- (1) Mr Payne (Cabinet Member for Highways and Transport) and Mr Joyner introduced the report which set out an overview of the key aspects of the Kent Transport Model and the Support & Development Commission and recommends the granting of delegated powers to award a contract, subject to the outcome of a procurement process.
- (2) Mr Payne and the Chairman emphasised that the proposal was not a proposal for Kent County Council to spend £15m, it sought to find an appropriate provider to deliver £15m of work that would be bought by individuals such as developers etc. The proposal was not part of the end of transition, it was a standalone proposal for the next ten years.
- (3) Mr Payne reminded Members of the Committee that they had already been given the opportunity to discuss the details of the Kent Transport Model Support & Development Commission proposal and the associated costs outside of the meeting, prior to the Cabinet Committee meeting taking place.

Officers then responded to a number of comments and questions from Committee Members, which included the following: -

- a) Mr Joyner said that the determination of the availability and cost of data was a decision for the County Council. It would depend on who had commissioned the work and how it would be used. He gave examples in terms of supporting the Local Plan process and said that whilst there would be a cost involved for local groups with regards to obtaining data, it was not intended that this would be prohibitively costly.
- b) Mr Joyner said in terms of innovation, many transport modelling consultants were involved across different counties and countries. The commission would allow for future development including towards near real-time modelling to monitor traffic and travel, feed data into the model and implement solutions. Near real-time modelling had just started being introduced in York. It was intended that Kent would be able to take advantage of such technology.
- c) Mr Joyner said cycling journeys were not specifically included within the model, but the intention was to use other data, including cycling, alongside information from the model.
- d) Mr Payne emphasised the importance of adopting new technology early as a Council to put Kent in the forefront of thinking and to ease traffic and congestion issues in Kent.

- e) In terms of public access to information, Mr Read said it would be set out in the fees and charges report which was reported annually to each of the Cabinet Committees. He said Members could be updated on and be able to comment on contracts and the award process.
 - f) Mrs Cooper commended the report and said that it would provide a single model of the truth for different agencies to access.
 - g) Mr Read reiterated the points made by Mr Joyner in relation to charging and said that the charge for information and what was charged for the use of the model was entirely a decision for the County Council, not the consultant.
- (4) The Cabinet Committee endorses the proposed decision to be taken by the Cabinet Member for Highways and Transport to grant the Director of Highways, Transport & Waste delegated powers to award a contract to maintain and develop the Kent Transport Model and to run a scenario testing service on behalf of the County Council, subject to the outcome of a procurement process. The Cabinet Committee also recommends to the Cabinet Member that a further report be brought back to the Environment and Transport Cabinet Committee covering issues relating to availability of the data and the pricing.

306. Consultation on Draft Statement of Community Involvement: Minerals and Waste Planning Policy and Planning Applications - Minerals and Waste and County Council Development

(Item 12)

Mrs S Thompson (Head of Planning Applications Group) was in attendance for this item

- (1) Miss Carey (Cabinet Member for Environment) drew Members' attention to a minor error within the report's recommendation, which should have read:
- 'The Environment and Transport Cabinet Committee is asked to note and comment on the draft updated Statement of Community Involvement (as set out in Appendix 1) for public consultation, prior to approval by the Cabinet Member for Environment.'***
- (2) Miss Carey and Mrs Thompson introduced the report which set out information relating to the consultation on the draft Statement of Community Involvement: Minerals and Waste Planning Policy and Planning Applications - Minerals and Waste and County Council Development (SCI).
- (3) In response to a question which related to section 1.5 of the report, Mrs Thompson referred to the fourth bullet point and said that the intention of one of the key changes proposed to the current published SCI was to reflect that neighbour notification would become a discretionary part of the Council's planning application process. This reflected the practice of many planning authorities. She advised that awareness of planning applications would be supplemented with other engagement methods, for example additional notices and posters.

(4) RESOLVED that the report be noted.

307. Work Programme

(Item 13)

RESOLVED that the Work Programme for 2020/21 be noted, subject to the inclusion of the following items: -

- Heritage Strategy
- District Heating Scheme
- Cameras/sensors along with a broader overview on the Live Labs project

From: Michael Payne, Cabinet Member Highways and Transport
Simon Jones, Director of Highways, Transportation and Waste

To: Environment and Transport Cabinet Committee – 19 January 2021

Subject: ADEPT Kent Live Labs Project – Vivacity Labs Sensor System Trial

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Divisions Affected: All

Summary: The report updates Members on the details of the Vivacity sensor trial being carried out as part of the Kent Live Labs technology project.

Recommendation: Members are asked to note the content.

1. Introduction

1.1 The Kent Live Labs project funded by the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) in co-operation with Department for Transport (DfT) has been in operation for over a year and a wide range of innovation trials are now in place across the county. These trials are centred on opportunities to improve service delivery across a range of highway services.

2. VivaCity trial

2.1 Traffic data including traffic monitoring is used regularly across the highways department and has a wide range of uses, including safety scheme planning and delivery, cycle schemes, road safety initiatives and public transport and modal shift analysis. Various methods are used to capture this data including manual traffic counts as well as cameras. In many cases where there is a need to capture different data e.g. pedestrian movement and car movements, more than one method may be used at a single location.

2.2 Vivacity provides intelligent video analytics sensors to gather and analyse data on transport networks. This technology uses advanced machine learning algorithms which enables sensors to recognise and track different types of vehicles within their field of view. As a result, the system can gather extremely accurate, high-quality anonymous data on movement patterns, behaviour, and classified counts of vehicles (see Appendix 1).

3. Use cases

- 3.1 Traffic data is used across many areas of highways and transportation as a result these sensors could support bus lane and parking contravention enforcement, town planning, close call analysis, before-during-after scheme count and traffic counts to name a few.
- 3.2 The Gipave trial, where graphene enhanced asphalt is installed, is benefiting from the use of the sensors. The Gipave trial offers the potential to have a more resilient and asphalt product as it has been shown to deliver in the region of a 150% improvement in the lifespan of the road material compared with traditional methods.
- 3.3 The material is being used in a resurfacing scheme in East Hill Dartford. The Vivacity cameras will be used to count the number of cars driving over the surface and will be used for monitoring over next year to look for any early defects.
- 3.4 A list of locations is shown at Appendix 2. The sensors are located on streetlights and a privacy notice has been placed at each location.
- 3.5 The Vivacity sensor system has been used in some authorities to monitor the movement of people in towns and cities for Covid 19 monitoring purposes. KCC has not used the system for this purpose and none of the data that is being processed for the Live Labs project will be shared with the Department for Transport or any other agency. The data analysed for this trial is purely for the use of KCC.

4. Privacy and GDPR

- 4.1 Concerns have been raised regarding surveillance technology and the capture and potential use of personal data. Vivacity's sensor system is compliant with GDPR and have been designed around data protection principles.
- 4.2 The system does not produce any personal data when it is not necessary. Under normal operation, the system processes all video locally, produces anonymous data feeds and discards the video immediately. As such, during normal operation, the system presents no privacy or personal data risk.

5. System Set Up and Maintenance

- 5.1 When the sensor is being first set-up it is necessary to store up to an hour of video to allow the system to be configured and calibrated. When this occurs temporary signage in the vicinity of a sensor is provided in advance of gathering images.
- 5.2 These signs state *"New road space usage sensors installed, once fully operational they will only produce anonymous data. Video may be intermittently recorded at this location during this initial project phase, for the purpose of system development and testing"*.

- 5.3 During this process, all images captured are low resolution and do not contain Personal Data as defined by the ICO. Once set-up, this video is also deleted.
- 5.4 During maintenance it is sometimes necessary to capture an image from the sensor to ensure that the system is operating correctly and that the sensor does not require cleaning or repair.
- 5.5 To ensure the maintenance images do not contain any personal data:
- The sensor takes a photo and blurs a copy of the image prior to transmission.
 - The blurred image is manually screened by an operator to ensure no possible personally identifying features may be present in the original image.
 - If there is a risk that personal data may be present in the image, it is deleted, and the operator will request a new blurred image.
 - Once an image is confirmed as having no risk of containing personal data, the original unblurred image can then be transmitted to the operator. This image can then be used to confirm whether the camera lens requires cleaning.
 - This process is covered by our privacy impact assessments.
- 5.6 Vivacity are registered with the ICO to enable them to collect and hold image data for the purpose of developing software to extract anonymous data from video feeds. They act as the data controller for the software training process and they have carried out Privacy Impact Assessments for this work. Full Vivacity privacy GDPR details are shown at Appendix 3.
- 5.7 In line with KCC and national guidance around data protection and personal privacy, a DPIA has been prepared for this trial. Additionally, privacy notices have been placed at all sites (Appendix 4).

6. Conclusion

- 6.1 The Live Labs project has provided a valuable opportunity for KCC to trial several innovations that have the potential to transform the way the highway service is delivered in the future.
- 6.2 The Vivacity sensor system trial is providing an alternative way for highways teams to obtain traffic data. All steps have been taken to ensure that GDPR requirements have been complied with and these trials do not involve any monitoring of the public for Covid 19 purposes.

7. Recommendations

- 7.1.1 Members are asked to note the content.

Contact details

Report Author:

Carol Valentine, Highways Project Manager

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03000 418181

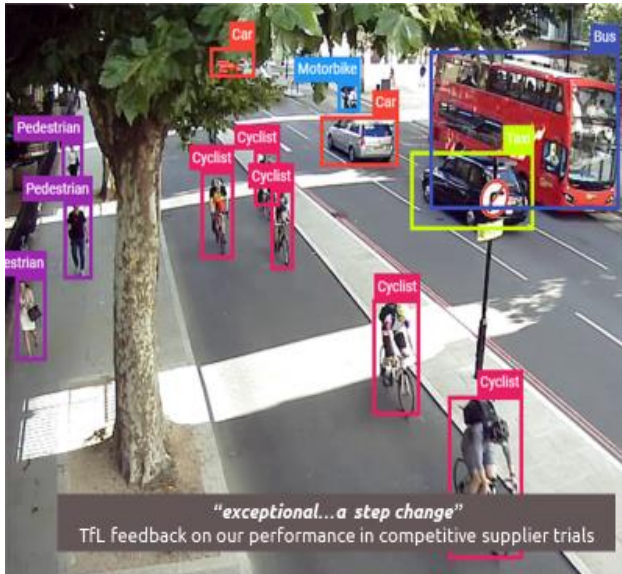
Head of Service:

Andrew Loosemore

Head of Highways Asset Management

Andrew.loosemore@kent.gov.uk

Appendix 1



Classification & Counting

Providing real-time, on-device counting & classification, using the same algorithms as in driverless vehicles.

97%

accuracy validated by TFL vs. human counting
TFL are now rolling out at scale, as **no other technology** can provide our level of insight.

9

classifications, including pedestrian, cyclist, motorbike, car, taxi, LGV (van), PSV (bus), OGV1 (rigid HGVs) and OGV2 (articulates)



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Appendix 2 – Location of Vivacity cameras as at 10th December 2020

Location	Street
Tonbridge	London Rd B245
Tonbridge	Shipbourne Rd South
Margate	Marine Drive
Tunbridge Wells	St John Rd
Hythe	Princes Parade
Tonbridge	Quarry Hill Rd (opposite Baltic Rd)
Tonbridge	Quarry Hill Rd (opposite Woodside Rd)
Faversham	Bysing Wood Rd (opposite Churchill Way)
Faversham	Oare Rd
Faversham	Lower Road
Faversham	Dark Hill (opposite Davington Hill)
Faversham	South Road
Faversham	Whitstable Rd (opposite Abbey Fields)
Running Horse	Running Horse R/bt Aylesford side (aimed at Forstal Rd)
Running Horse	Running Horse R/bt Aylesford side (aimed at M20 in)
Dover	Folkestone Rd
Dover	Maison Dieu road (North)
Dover	Biggin Street
Dover	High Street
Dover	Castle Hill Rd
Dover	Priory Station App

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Appendix 3

Vivacity's sensor system was designed using data protection by design principles and is compliant with GDPR. The system does not produce any personal data when it is not necessary.

NORMAL OPERATION – NO PERSONAL DATA

Under normal operation, the system processes all video locally, produces anonymous data feeds and discards the video immediately. As such, during normal operation, the system produces no personal data and therefore presents no privacy or personal data risk.

SOFTWARE TRAINING - OPTIONAL

Our machine learning algorithms have been trained on images gathered from manual traffic surveys and from our deployed sensors. We are continuing to grow our image training set, as this will help us to continue to improve the accuracy of the system. In order to achieve this, and with the permission of our clients, we may choose to extract a few sample images from each new sensor installation to add into our training set.

We will always provide temporary signage in the vicinity of a sensor before gathering images for our training set. These signs state "New road space usage sensors Installed, Once fully operational they will only produce anonymous data. Video may be intermittently recorded at this location during this initial project phase, for the purpose of system development and testing".

Vivacity are registered with the ICO to enable us to collect and hold image data for the purpose of developing software to extract anonymous data from video feeds. We act as the data controller for the software training process. We have carried out Privacy Impact Assessments for this work, which can be provided to clients upon request. If requested, we will not extract any training data from a given sensor and following such a request, no personal data will ever be generated by that device.

MAINTENANCE – NO PERSONAL DATA

In order to calibrate and maintain our sensors, we occasionally send an image from the sensor back to our office. In order to ensure the maintenance images do not contain any personal data, we follow the following process:

- The sensor takes a photo and blurs a copy of the image prior to transmission
- The blurred image is manually screened by an operator to ensure no possible personally identifying images may be present in the original image
- If there is a risk that personal data may be in the unblurred image, the image is deleted and the operator will request a new blurred image
- Once an image is confirmed as having no risk of containing personal data, the original unblurred image can then be transmitted to the operator. This image can then be used to confirm whether the camera lens requires cleaning.

This process is covered by our privacy impact assessments.

JOURNEY TIME – ANONYMISED NUMBER-PLATE DATA

If the sensors are providing Journey Time, the system needs a method to identify a vehicle as being the same as one seen by a different sensor earlier up the road. Detecting number plates is the most reliable method of doing this. In order to ensure that no personal data is being gathered during this process, the number plates are anonymised on the device using a hashing algorithm. This algorithm will turn the number plated into a complex string of characters that cannot be decrypted back into the original number plate.

In order to avoid any personal data being extracted from the database by using pattern recognition of routes taken by a vehicle across multiple days, we replace the hashing seed on a daily basis. This means that the same vehicle will have a different identification on subsequent days.

To further protect data privacy - we rotate the hash key used every 24hrs. This means that the same vehicle license plate will generate a different hash after 24hrs and means we cannot identify and track the same vehicle across multiple days.

CLOUD AND SERVER INFRASTRUCTURE

Vivacity Labs solution is hosted both on physical and virtual infrastructure. Our sensor (physical infrastructure) contains a camera and a processor which allows us to collect real time, anonymous data on how the road space is being used. The data is sent to the cloud (virtual infrastructure), and the video is discarded at source.

All communications to and from Vivacity sensors is encrypted. The sensors send data to Vivacity managed servers hosted on the Google Cloud Platform, located in Belgium. Each sensor has a unique security access key for talking to our servers and all data communications to and from a sensor is secured using HTTPS, TLS1.2. SSH connectivity to Vivacity managed servers is also used for remote software upgrades and with each sensor using a unique SSH key.

Vivacity does not provide publicly accessible dashboards and APIs. End user client access to Vivacity's data portal is managed by Vivacity and is limited to specific customer accounts. We have employed an expert security contractor to help review and architect a number of our systems and our security infrastructure has been implemented in accordance to their recommendations

Appendix 4



CCTV and ANPR

Images are being monitored for the purposes of traffic monitoring

This scheme is controlled by **Kent County Council**

For further information contact:

07825278834

<https://www.kent.gov.uk/about-the-council/about-the-website/privacy-statement>

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From: Susan Carey, Cabinet Member for Environment
 Michael Payne Cabinet Member for Highways and Transport
 Peter Oakford, Deputy Leader and Cabinet Member for Finance, Corporate & Traded Services

To: Environment and Transport Cabinet Committee – 19 January 2021

Subject: Draft Capital Programme 2021-24 and Revenue Budget 2021-22

Classification: Unrestricted

Summary:

The Budget Report, published on 6 January and supplied to Members, sets out the background to and draft proposals for the 3 year capital programme and 2021-22 revenue budget. The report sets out the key strategic considerations underpinning the decisions to be taken by County Council to agree the budget at its Budget Meeting in February 2021.

Recommendations

Members of the Environment and Transport Cabinet Committee are asked to:

- a) NOTE the draft capital and revenue budgets including the responses to the budget consultation
- b) RECOMMEND any changes to the proposals in the draft capital and revenue budgets before they are presented to Cabinet on 25th January 2021 and full County Council on 11th February 2021.

Contact details

Report Author(s)

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Relevant Corporate Director:

- Zena Cooke
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From: Michael Payne, Cabinet Member for Highways & Transport
Barbara Cooper – Corporate Director of Growth, Environment and Transport

To: Environment and Transport Cabinet Committee
19th January 2021

Subject: **Urban Traffic Management and Control (UTMC)**

Decision Number: 21/00007

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division:

This scheme covers several junctions across the urban areas of Dartford and Gravesham.

Dartford North East – Cllr Dave Butler
Dartford East – Cllr Penny Cole
Dartford West – Cllr Jan Ozog
Swanscombe and Greenhithe – Cllr Peter Harman
Wilmington – Cllr Ann Allen

Northfleet and Gravesend West – Cllr John Burden and Cllr Dr Lauren Sullivan
Gravesend East – Cllr Diane Marsh and Cllr Alan Ridgers

Summary:

This report seeks Member approval for a fully funded scheme to upgrade the existing Urban Traffic Management and Control (UTMC) system by ensuring the traffic signal junctions within or adjacent to Ebbsfleet Garden City are utilising the latest traffic control systems.

The purpose of the scheme is to improve journey times for all road users and ensure that the transport infrastructure across Ebbsfleet and the surrounding area is used as efficiently as possible.

The total budget for this scheme is £5.656m and is funded by a combination of S106 contributions to the Kent Thameside Strategic Transport Infrastructure Programme and grant funding from Ebbsfleet Development Corporation totalling £3.81m.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways & Transport on the proposed decision to accept the capital grant from Ebbsfleet Development Company and to

take the UTMC project through the stages of development and delivery as indicated on the proposed decision sheet attached at Appendix A and specifically for:

- i. Approval for KCC to enter into a funding agreement with EDC subject to the approval of the Corporate Director of Finance, Corporate & Strategic Services
- ii. Approval to undertake the design and surveys for the UTMC project. The design work will be undertaken by the KCC Traffic & Network Solutions team.
- iii. Approval to progress all statutory approvals or consents required for the schemes, including transfer of land and rights;
- iv. Approval to carry out any additional consultation required for the scheme;
- v. Approval to enter into construction contracts as necessary for the delivery and future maintenance of the scheme;
- vi. Approval for any further decisions required to allow the scheme to proceed through to delivery to be taken by the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

1. Introduction

- 1.1 This scheme proposes to implement new, and upgrade the existing, Urban Traffic Management and Control (UTMC) system by ensuring the traffic signal junctions within or adjacent to Ebbsfleet Garden City are utilising the latest control systems and are linked to the Highway Management Centre (HMC) in Aylesford.
- 1.2 UTMC enables coordination of traffic signals to react to highway network conditions/incidents by adapting traffic light timings to ease congestion and also allows remote adjustments from the HMC. The UTMC system will integrate into existing services real time traffic information for road users by informing users of conditions via Variable Messaging Signs (VMS) and the public Kent Traffic & Travel website (www.kenttraffic.info).
- 1.3 UTMC systems have already been introduced widely across Kent, significantly in Maidstone and Canterbury, and have demonstrated the benefit of maximising the capacity of the road network, by improving journey time reliability. The UTMC system will provide KCC greater control over the traffic control systems in this area and will improve data collection to enable monitoring of real time improvements to ease congestion using traffic control systems. All central systems and on street equipment use nationally agreed open standards to ensure interoperability and avoid bespoke arrangements from a single supplier.
- 1.4 The purpose of the scheme is to improve journey times for all and ensure that the transport infrastructure across Ebbsfleet and the surrounding area is used as efficiently as possible.

2. Financial Implications

2.1 The total budget for this scheme is £5.66m (Table 1). Full funding for this scheme has been identified and will require no additional contributions from KCC.

Table 1: Financial Costs for the UTMC Scheme (£m at 2020 prices)

Capital Costs

	20/21	21/22	22/23	23/24	23/24	24/25	25/26	Total
UTMC junction Upgrades and VMS installations (Cap.)	0.5	2.283	1.57	0.07	0.07	0.07		4.563
Contingency (Cap.)	0.1	0.757	0.014	0.014	0.014	0.014		0.913
Total capital costs	0.60	3.04	1.584	0.084	0.084	0.084		5.476

Revenue Costs

	20/21	21/22	22/23	23/24	23/24	24/25	25/26	Total
PM Fees (Rev.)	0.06	0.06	0.06					0.18
Total revenue costs	0.06	0.06	0.06					0.18

2.2 The UTMC scheme was promoted and endorsed as part of the Kent Thameside Strategic Transport Infrastructure Programme (STIPs) (Decision Number 12/01953). As a project included within STIPs, £3.55m of S106 Developer Contributions have been allocated toward the project. £1.85m of developer contributions has already been banked and will directly fund the project. The outstanding £1.7m will be forward funded by EDC and repaid on receipt of the remaining developer contributions. Developer contributions will only be spent on junctions within the borough or district in which the associated development is located.

2.3 Ebbsfleet Development Corporation is providing KCC with a grant of £3.81m between 2020/21 and 2024/25 to deliver the Urban Traffic Management and Control (UTMC) scheme. This grant funding will consist of:

- a non-repayable capital grant to KCC of £1.93m, and;
- a repayable grant of £1.7m which KCC will repay once developer contributions have been paid into STIPs. Based on forecasted development build out rates, these contributions are anticipated to be repaid by 2028. The risk of any potential financial overspend will be prevented by only delivering improvements within the available level of funding. Each site is being progressed as a discrete work package and the number of junctions can be scaled back or the cheaper improvements can be prioritised should costs escalate, and;
- A non-repayable revenue grant to KCC of £0.18m

2.4 There is no revenue or capital exposure to KCC in the delivery of this project. KCC Officer time required for the delivery of the programme will be capitalised

and met from the project funding or met from the EDC revenue grant, where it is not appropriate to capitalise the costs.

- 2.5 The revenue costs of maintaining the infrastructure following installation have been estimated as £180,000 in 2020 prices, and this includes the fees for the project management. This cost will be covered by the revenue grant from EDC.
- 2.6 The UTMC budget current sits within the Kent Thameside Strategic Transport Infrastructure Programme budget line.

3. The Report

- 3.1 This project was identified within the original Strategic Transport Infrastructure Programme, an innovative programme of strategic transportation works, designed to overcome constraints on the transport network to facilitate growth in housing and employment in North Kent.
- 3.2 KCC Intelligent Transport team has identified forty-one junctions within Dartford and Gravesham that need upgrading to operate an efficient UTMC system as shown in Figure 1.



Figure 1: Location of Traffic Signal and Junction Upgrades

- 3.3 The location of the traffic signal junctions and their proximity to other junctions determined the upgrades to the traffic management system that were required. The two intelligent traffic management systems identified for implementation by the KCC Intelligent Transport team are MOVA and SCOOT, both more efficient replacements to the existing Vehicle Actuated control currently in operation.
- 3.4 MOVA (Microprocessor Optimised Vehicle Actuation (MOVA) is more responsive to traffic conditions than traditional Vehicle actuation (VA) control. This leads to a significant increase in capacity at junctions. MOVA assesses the traffic flows approaching on each arm of the junction and then calculates which arm should be allocated what green time and seeks to determine a set of signal timings which will maximise the throughput of the junction.
- 3.5 SCOOT (Split Cycle Offset Optimisation Technique) automatically adjusts traffic signal timings to adapt to current traffic conditions, using flow data from traffic sensors.

4. Policy Framework

- 4.1 Implementation of the scheme will support the Council in meeting its Strategic outcome for “Kent Communities to feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life”. This will be achieved through the projects supporting continued operation of key transport networks in Dartford and Gravesham, as well as helping support growth by enabling new residential and commercial development.
- 4.2 The key priorities set out in the County Council’s Integrated Transport Strategy ‘*Delivering Growth without Gridlock*’ in terms of providing additional highway capacity, improving accessibility and reducing congestion will also be targets as benefits of the project. The scheme will set out to provide improved growth and economic prosperity through having an efficient highway and transport infrastructure.

5. Legal implications

- 5.1 KCC will be entering into a funding agreement with Ebbsfleet Development Corporation which will detail the conditions of the grant funding. KCC will be appointing Invicta Law to progress this agreement.
- 5.2 No further legal implications have been identified.

6. Equalities implications

- 6.1 An initial equalities impact assessment has been carried out for the scheme. This identified no adverse impacts or discrimination against any person with a protected characteristic. In addition, those members of the public who regularly use or rely exclusively on public transport should experience more reliable journey times by better functioning of Fastrack route junctions. Where required, tactile paving and pedestrian crossing facilities will also be upgraded.

7. Conclusions

- 7.1 The UTMC project is a fully funded scheme and the extent of works delivered is scalable dependent on the level of funding available. No additional KCC funding will be used to deliver the scheme and officer time will be capitalised against the grant provided by EDC.
- 7.2 Implementing this scheme will aim to directly improve journey times for all road users throughout Ebbsfleet and adjacent journeys within Dartford and Gravesham. The UTMC system would enable intelligent response to traffic conditions across the area and will facilitate an upgrade to the Fastrack bus priority system. This will encourage a modal shift to more sustainable modes; reducing the number of cars using the road network and increasing the number of people that use Fastrack for journeys across the Garden City and beyond.
- 7.3 The UTMC system will ensure early warning of congestion issues in the region, particularly at the Dartford crossing and on the strategic road network. Future

VMS signs will enable early route choice for those travelling in the Dartford, Gravesham and Ebbsfleet Garden City areas.

8. Recommendation(s):

8.1 The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways & Transport on the proposed decision to accept the capital grant from Ebbsfleet Development Company and to take the UTMC project through the stages of development and delivery as indicated on the proposed decision sheet attached at Appendix A and specifically for:

- i. Approval for KCC to enter into a funding agreement with EDC subject to the approval of the Corporate Director of Finance, Corporate & Strategic Services
- ii. Approval to undertake the design and surveys for the project. The design work will be undertaken by the KCC Traffic & Network Solutions Team.
- iii. Approval to progress all statutory approvals or consents required for the schemes, including transfer of land and rights;
- iv. Approval to carry out any additional consultation required for the scheme;
- v. Approval to enter into construction contracts as necessary for the delivery and future maintenance of the schemes;
- vi. Approval for any further decisions required to allow the schemes to proceed through to delivery to be taken by the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

9. Background Documents

Appendix A Proposed Record of Decision

Appendix B EqlA

10. Contact details

Report Author:

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Traffic & Network Solutions Asset
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toby.butler@kent.gov.uk

Relevant Director:

Simon Jones

Director of Highways, Transportation and
Waste

03000 410236

simon.jones@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY

Michael Payne

Cabinet Member for Highways & Transport

DECISION NO:

21/00007

For publication

Key decision*

Yes

Subject: Urban Traffic Management and Control (UTMC)

Decision:

The Cabinet Member for Highways & Waste is asked to give approval to accept the capital grant from Ebbsfleet Development Company and to take the UTMC project through the stages of development and delivery A and specifically for:

- i. Approval for KCC to enter into a funding agreement with EDC subject to the approval of the Corporate Director of Finance, Corporate & Strategic Services
- ii. Approval to undertake the design and surveys for the UTMC project. The design work will be undertaken by the KCC Traffic & Network Solutions team.
- iii. Approval to progress all statutory approvals or consents required for the schemes, including transfer of land and rights;
- iv. Approval to carry out any additional consultation required for the scheme;
- v. Approval to enter into construction contracts as necessary for the delivery and future maintenance of the scheme;
- vi. Approval for any further decisions required to allow the scheme to proceed through to delivery to be taken by the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member

Reason(s) for decision:

The purpose of the scheme is to improve journey times for all and ensure that the transport infrastructure across Ebbsfleet and the surrounding area is used as efficiently as possible

Cabinet Committee recommendations and other consultation:

The UTMC scheme was promoted and endorsed as part of the Kent Thameside Strategic Transport Infrastructure Programme (STIPs) (Decision Number 12/01953).

The proposal is being considered by members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

Any alternatives considered:

EDC and KCC have considered options for the scale of UTMC implementation within the business case for the UTMC project. The following options were considered:

- No implementation of the UTMC across all junctions
- Scaled back, partial implementation of UTMC on some of the identified junctions only
- (Chosen option) Implementation of UMTC on the identified 41 junctions

For UTMC to effectively work the scheme coverage needs to include groups of junctions coordinated through UTMC. This means there is no practicable option that would reflect a scaled back version of the preferred option, without eroding the coherence of the overall intervention.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date ..

Name:

KCC – Highways Transportation and Waste (HTW).

Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service:

Upgrade the existing Urban Traffic Management and Control (UTMC) system by ensuring the traffic signal junctions within or adjacent to Ebbsfleet Garden City are utilising the latest control systems and standards.

Brief description of policy, procedure, project or service

There is a need to improve the traffic signal infrastructure in the Ebbsfleet Garden City area and provide better network management and control systems. This will be achieved by improving the current highway assets using our existing maintenance service provider as part of our statutory duty to look after equipment and an obligation to ensure informed, reliable journeys by managing traffic flows.

Aims and Objectives

The aim of the upgrade works is to enhance the existing Urban Traffic Management and Control (UTMC) system by ensuring the traffic signal junctions within or adjacent to Ebbsfleet Garden City are utilising the latest control systems and standards.

JUDGEMENT

The beneficiaries of the upgrade works are the highway users in the Dartford and Gravesham area using the highway network on a daily basis. This includes improved road safety and the provision of safe opportunities for pedestrians to cross highly trafficked roads, as well as more reliable journey times for bus services, including Fastrack. Every traffic signal junctions will be brought up to the latest design standards with more resilient equipment, including:

- Dropped, flush kerbs with tactile paving to indicate the crossing location and direction with rotating cones beneath the push button unit to allow those with visual impairments to use the crossing safely.
- Red/green man indicators on the near-side posts to provide a visual reference of the safe opportunities to cross and use detection equipment to monitor the pedestrians and adjust the timings to benefit those with mobility issues.
- Communications linked back to the central Highway Management Centre systems to offer more dynamic and coordinated network control with remote access to make timing plan changes and fault identification.

These are existing assets on the highway network and the works will maintain full and safe operation of the traffic lights during the improvements.

No consultation has been undertaken as this project will retain the current provision with minimal disruption during construction and the works are in line with our statutory duty to maintain assets on the highway network.

There are no adverse impacts for any of the protected characteristics but there are some benefits to the young, elderly, those with sight and mobility impairments, as well as those from other protected groups.

I have found the Adverse Equality Impact Rating to be **Low**

GET Document Control

Revision History


Version	Date	Authors	Comment
V0.1	14/12/2020	Toby Butler	Initial version
V1 (this should be assigned to the version the Director signs off)			

Page 35

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Tim Read		Head of Service	18/12/20

Date Document Updated 18/12/2020

3

This document is available in other formats. Please contact diversityinfo@Kent.gov.uk or telephone on 03000 415 762

Simon Jones		Director	18/12/20
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Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

You <i>MUST</i> provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned					
Protected Group	High Negative Impact	Medium Negative Impact	Low Negative Impact	High / Medium / Low Favourable Impact	Commentary
Age	None	None	None	Medium	All existing traffic lights with signal-controlled crossing facilities for pedestrians will include features to assist the young and elderly by providing safe crossing opportunities
Disability	None	None	None	Medium	All traffic lights with signal-controlled crossing facilities for pedestrians have features to aid those with mobility impairments, including visual and tactile indications of safe crossing opportunities with wheelchair friendly dropped kerbs and extendable crossing times.

Sex	None	None	None	None	
Gender identity/ Transgender	None	None	None	None	
Race	None	None	None	None	
Religion and Belief	None	None	None	None	
Sexual Orientation	None	None	None	None	
Pregnancy and Maternity	None	None	None	Low	All traffic lights with signal-controlled crossing facilities for pedestrians will include detection equipment to monitor users and hold traffic at a red light until the carriageway is clear by extending crossing durations to give more time for slower users or those with small children/prams.
Marriage and Civil Partnerships	None	None	None	None	
Carer's Responsibilities	None	None	None	Low	All traffic lights with signal-controlled crossing facilities for pedestrians will include detection equipment to monitor users and hold traffic at a red light until the carriageway is clear by extending crossing durations to give more time for slower users or those with caring responsibilities.

Date Document Updated 18/12/2020



This document is available in other formats. Please contact diversityinfo@Kent.gov.uk or telephone on 03000 415 762

From: Michael Payne, Cabinet Member for Highways and Transport
Barbara Cooper, Corporate Director, Growth, Environment & Transport

To: Environment & Transport Cabinet Committee – 19 January 2021

Subject: Active Travel Funding Tranche 2

Key decision 21/00002

Classification: **Unrestricted**

Past Pathway of report: A paper titled 'DfT Emergency Active Travel Fund' in relation to Tranche 1 of the funds went to the 17th July meeting of the ETCC.

Future Pathway of report: Details of the Tranche 2 Active Travel Projects will come back to this committee in June 2021.

Electoral Division:

District	Electoral Division	County Member
Canterbury	Canterbury City South	Ida Linfield
Folkestone & Hythe	Cheriton Sandgate & Hythe East	Rory Love OBE
Folkestone & Hythe	Folkestone West	David Monk
Folkestone & Hythe	Hythe West	Martin Whybrow
Gravesham	Gravesend East	Diane Marsh
Gravesham	Gravesend East	Alan Ridgers
Gravesham	Northfleet & Gravesend West	Dr Lauren Sullivan
Thanet	Birchington & Rural	Emma Dawson
Thanet	Birchington & Rural	Liz Hurst

1. Summary: Subject to results of the initial high-level consultation (9th December to 19th January 2021), this paper seeks approval to move each of the five named active travel schemes to a detailed design stage including working towards a second more detailed level of public consultation.

Recommendation(s): The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member responsible for Highways & Transport on the proposed decision as shown at Appendix A to proceed to the next stages of commissioning consultants to progress to detailed design and further consultation. The schemes will be informed by the consultation results.

The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member responsible for Highways & Transport on the proposed decision as shown at Appendix A to proceed

to the next stages of commissioning consultants to progress to detailed design and further consultation. The schemes will be informed by the consultation results. A further update on this matter is planned for the June 21 meeting of this Cabinet Committee. .

1 Introduction

- 1.1 The Department for Transport have provided two phases of active travel funding. The first tranche supported the installation of temporary projects for the COVID-19 pandemic and the second tranche is to enable and support the creation of permanent infrastructure to support walking and cycling and active travel.
- 1.2 The DfT ran a competitive bidding process for tranche 2, and Local Authorities were invited to submit their top five named schemes for consideration. There were very clear criteria to establish the types of schemes that LA's could include in the bids, and these were:
 - Strategic schemes that challenged the status quo of the network
 - Segregated cycle routes only (no shared or lining schemes to be included)
 - The schemes had to score highly on the Government's 'Propensity to Cycle' tool and the 'Rapid Cycleway Prioritisation Tool'
- 1.3 Schemes were selected on this basis and Kent included an additional 10 schemes above the five requested. It was an ambitious bid that made reference to the unique and rural nature of Kent and the different landscapes and ambitions of the various districts.
- 1.4 The bid was submitted on 6th August 2020 and the announcement was made on 27th November 2020. Kent was awarded £6.098million. This was the third highest settlement in the Country. It covers the cost of the five named schemes.
- 1.5 In light of the nationwide push back on the Tranche 1 schemes (mostly related to the unrealistic timescales preventing consultation) the Government has now made some key amendments to the grant conditions of this fund, including
 - Prior to the 11th December, Kent must evidence public consultation with local communities. Kent have made a positive start on this by launching a high-level early consultation on the five named schemes to test the community appetite of the principles around the active travel investment. www.kent.gov.uk/kentactivetravel
 - The timescales for spending this fund have been relaxed to enable proper time to consult communities and develop the 5 schemes; expenditure by March 2022 has now been suggested.
- 1.6 The five schemes that were submitted have three broad strands to them: walking and cycling infrastructure, healthy neighbourhoods and placemaking improvements. Due to the broad range of interventions there is a strong likelihood that all schemes will gain support to progress to the detailed design stage – the exact scope of the improvements can be developed with the consultation feedback in mind. Notwithstanding this, if the consultation

highlights a lack of support for the scheme proposals then there will need to be a further review of the schemes to be delivered.

- 1.7 The scheme proposals are intended to give people more opportunities to choose cycling and walking for their day-to-day journeys, as part of wider government plans to boost active travel.

2 The report

- 2.1 The Department for Transport has awarded Kent County Council £6.098m for five named walking and cycling active travel schemes across the County.

- Canterbury: Littlebourne Road to the City Centre
- Folkestone: Central Railway Station to Cheriton
- Thanet: Birchington to Margate Sands
- Folkestone: Hythe to Dymchurch
- Gravesham: Gravesend to Northfleet

- 2.2 The schemes support the objective of promoting active travel in line with the Active Travel Strategy as well as delivering health benefits, reducing congestion, promoting healthy neighbourhoods, and improving accessibility. These schemes will give residents more opportunities to choose cycling and walking for their day to day journeys and we will seek to ensure walking and cycling is safe, easy, attractive, and inclusive to all.

- 2.3 We have developed some initial ideas in five locations which give residents more opportunity to choose cycling and walking for their day-to-day journeys. The schemes are still very much in a concept stage and our consultation on the scheme ideas will run from 9th December to 19th January 2021. We want to understand and incorporate the views of local residents, businesses, stakeholders and the travelling public in our proposals. Feedback from these consultations will be vital in helping to shape how the schemes are progressed.

3 Financial Implications

- 3.1 The DFT's grant conditions state that the expenditure is for the named schemes contained in the bid, for the purpose and benefit of Active Travel and it requires Kent to carry out advanced consultation.

- 3.2 The funds were originally intended for expenditure by March 2021, however since the Department for Transport spent some months deliberating the grant offer, we now have an extension, and the schemes should be delivered as soon as possible. DfT suggested March 2022 at the most recent briefing. We therefore propose to commission consultants to design the schemes and work with us towards second, more detailed, consultations for all schemes. We will come back to Committee in June for approval to construct/deliver the schemes.

- 3.3 The DfT grant of £6.098m will fully cover both the capital and revenue costs associated with the scheme as per current concept designs. These costs are split as follows:

- Revenue £1.220m

- Capital £4.878m

3.2 The schemes' costs are scalable to suit the budget available and therefore present no financial risk to KCC. A proportion to allow for risk was included in the cost estimates. Independent cost consultants will be used throughout the design process to ensure cost assurance for the whole life costs of the schemes.

4 Legal implications

4.1 Land transfer may need to be sought from the Ministry of Defence (MOD) for one of the schemes in Folkestone & Hythe (Hythe to Dymchurch). Discussion with the MOD has commenced.

5 Equalities implications

5.1 Five Equality Impact Assessments have been completed for the individual projects, see background documents. KCC will review these documents whilst keeping any affected groups informed and updated.

6 Conclusions

6.1 Kent County Council have been working closely with a consultant through the Kent Professional Services Framework Contract to deliver the first consultation on the concept of the five schemes. Following the responses from the consultation we want to move to the next stage of design and further consultations.

6.2 There is highly likely to be more funding opportunities coming forward from Central Government under the Active Travel agenda. Central Government are establishing an Ofsted style body to assess Local Authorities' active travel achievements and it is understood that Local Authorities will receive a sliding scale of funding in the future depending on their active travel achievements.

7 Background Documents

7.1 The five EQIA's can be seen on our corporate website:
www.kent.gov.uk/kentactivetravel.gov.uk

8. Recommendation(s):

8.1 The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member responsible for Highways & Transport on the proposed decision as shown at Appendix A to proceed to the next stages of commissioning consultants to progress to detailed design and further consultation. The schemes will be informed by the consultation results.

8.2 A further update on this matter is planned for the June 21 meeting of this Cabinet Committee. ETCC.

9. Contact details

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Relevant Director: Simon Jones

Schemes Planning & Delivery Manager

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Michael Payne, Cabinet Member for Highways and Transport

DECISION NO:

21/00002

For publication

Key decision: YES

Subject Matter / Title of Decision: Active Travel Funding Tranche 2

Decision:

As Cabinet Member for Highways and Transport, I agree to proceed to the next stages of commissioning consultants to progress to detailed design and further consultation.

The schemes will be informed by the consultation results.

Reason(s) for decision:

The Department for Transport has awarded £6.098million second tranche active travel funding to Kent to enable and support the creation of permanent infrastructure to support walking and cycling and active travel. Public consultation on the five schemes covered by the funding is a condition of the grant award.

Cabinet Committee recommendations and other consultation:

Consultation on the scheme ideas ran from 9th December to 19th January 2021. Feedback from these consultations will be vital in helping to shape how the schemes are progressed.

The proposed will be considered by Members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

A further update paper will be reported to the Cabinet Committee in June 2021.

Any alternatives considered and rejected:

Not to bid for further funding and forego the opportunity to deliver schemes to promote active travel in line with the Active Travel Strategy as well as delivering health benefits, reducing congestion, promoting healthy neighbourhoods, and improving accessibility.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

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KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA)

Directorate/ Service:

Name of decision, policy, procedure, project or service: Kent Active Travel Fund: Canterbury: A257 Littlebourne Road to City Centre

Pathway of Equality Analysis:

Summary and recommendations of equality analysis / impact assessment

Context

Kent County Council has ambitious targets for growth, and as a County Council we recognise that transport infrastructure and the environment are vital to creating sustainable developments and encourage people to live, work and play in Kent.

The ability to travel quickly and safely to our destinations requires a transport network that provides a variety of travel choices that supports a growing population. As such, we have developed initial concept designs in five locations within Kent which seek to create a safer environment for both walking and cycling to offer a real choice to our residents about how they can travel throughout the County. We have received funding for the following five schemes, which are still very much in an early design stage:

- Canterbury: Littlebourne Road - City Centre
- Folkestone: Central Rail Station - Cheriton
- Margate: Birchington - Westgate
- Folkestone: Hythe - Dymchurch
- Gravesham: Gravesend – Northfleet

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The schemes aim to encourage and enable active travel, which means walking or cycling as a means of transport in addition to leisure purposes – an attractive and realistic choice for short journeys. It can benefit health and wellbeing by incorporating physical activity into everyday routine as well as reduce the number of vehicles on the road and improve air quality.

We believe these improvements will enable local support for active travel and encourage future investment which will:

- Support our local high streets and businesses by increasing footfall and making efficient use of our road space;
- Address public health crises in our communities by enabling our residents to get active and stay healthy, and get their children walking and cycling to school;
- Encourage cycle friendly streets and public spaces which encourages sustainable tourism;
- Provide a variety of safe and efficient means of transport; and
- Improve air quality and create more pleasant and attractive places to live.

Aims and Objectives

This proposed Scheme (shown in Figure 1) aims to create a new city centre cycling route connecting various key attractors in the east to the city centre, including several educational establishments. The majority of the proposed Scheme runs along Longport, from the Longport/St Martin's Hill junction in the east, and past the Church Street/Broad Street junction in the west at the city centre of Canterbury. The majority of the route is classified as an A-road.

All interventions are proposed to be permanent, subject to feasibility, statutory consultation and delivery. These interventions are shown in the available proposed Scheme concept plans showing context maps and proposed interventions; these proposed Scheme plans are available on the consultation section of KCCs website.

Measures could include:

- New cycle route which is separated from traffic and pedestrians on Longport and uses low traffic roads from Monastery Street to Burgate;
- New cycle parking facilities;
- Wider footways to provide additional space for pedestrians;
- Improved crossing facilities to provide safer crossing points for pedestrians and cyclists;
- Network of signage around new cycle route to navigate cyclists and pedestrians. Removal of loading bays; and

- Potential for placemaking improvements along the new cycling route for seating, planting, and higher quality surfacing to create a more attractive environment.

Route length:

- 0.5 miles (800m)

Summary of equality impact

There are likely to be a mixture of positive and negative impacts on Protected Groups resulting from the proposed Scheme. Until the design is developed in more detail it is an initial screen of these impacts that is required, however it is currently thought that the impacts are likely to be felt on the following Protected Groups:

- Age;
- Disability;
- Sex / Gender;
- Religion; and
- Pregnancy and maternity.

Assuming that the mitigation outlined in the sections below is implemented it is judged that the proposed Scheme can **adjust and continue** with minor implications on Protected Groups.

Adverse Equality Impact Rating

I have found the Adverse Equality Impact Rating to be **Low**

GET Document Control

Revision History

Version	Date	Authors	Comment
V0.2	4/12/2020	Georgie Kleinschmidt (Author), WSP	
		Sophie Collins (Review), WSP	
		Sally Newbold (Quality Assurance), WSP	
V1 (this should be assigned to the version the Director signs off)			

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Document Sign-Off

Attestation



I have read and paid due regard to the Equality Analysis/Impact Assessment concerning the Kent Active Travel Fund Scheme 1: A257 Littlebourne Road to City Centre. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
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Tim Read		Head of Service	7/12/20
Simon Jones		Director	7/12/20

Part 1 - Screening

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Social Baseline

Introduction

The following local social profile for the district of Canterbury has been compiled from publicly available data to provide context and to inform the assessment. Data for Canterbury has been compared with the average for England / Wales. This comprises information on the following:

- Protected characteristic groups;
- Local community facilities and public transport; and
- Local community facilities and facilities relevant to Protected Groups.

A 1km study area has been used to identify facilities relevant to Protected Groups in line with professional judgement and experience on similar schemes.

The proposed Scheme is located within the city of Canterbury, within the local authority of Kent County Council which had a population of 1,581,600 in 2019¹.

Protected characteristic profile

Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act 2010²:

¹ NOMIS (2019), Labour Market Profile – Kent. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1941962885/report.aspx> (Accessed: 11 November 2020).

² HM Government (2010) The Equality Act 2010. Available at: <https://www.gov.uk/guidance/equality-act-2010-guidance>

- Age;
- Disability;
- Race;
- Religion or belief;
- Sex / gender;
- Sexual orientation; and
- Deprivation.

Due to the lack of publicly available data, certain protected characteristics, including gender reassignment, marriage and civil partnership and pregnancy and maternity have not been included in the assessment. Although not required under the Act, the social profile also includes data for deprivation, as it provides a measure of a combination of socio-economic matrices and can be used as an indicator for vulnerable groups.

Ethnicity and religion profile

The percentage of each ethnicity in the Canterbury District as measured by ONS, and as outlined in the 2011 Census, is presented in **Table 1**. It shows that the percentage of the population classified as White British in Canterbury (87.5%) is higher than the England and Wales average percentage (80.5%). The percentages of population for other ethnicities in Canterbury are generally lower than the England and Wales average, except for those classified as “Asian/Asian British: Chinese”. This indicates that Canterbury is less diverse when compared to the general population in England and Wales.

Table 1 Ethnicity breakdown of Canterbury and England and Wales (2011)³

Ethnic group	Canterbury		England and Wales	
	Total no.	% of total*	Total no.	% of total*
White: English/welsh/Scottish/Northern Irish/British	132,269	87.5%	45,134,686	80.5%
White: Irish	1,260	0.8%	531,087	0.9%
White: Gypsy or Irish Traveller	374	0.2%	57,680	0.1%
White: Other White	6,717	4.4%	2,485,942	4.4%
Mixed/Multiple Ethnic Groups:	680	0.4%	426,715	0.8%

³ NOMIS (2011), Ethnic group. Available at: <https://www.nomisweb.co.uk/census/2011/ks201ew> (Accessed: 11 November 2020).

White and Black Caribbean				
Mixed/Multiple Ethnic Groups: White and Black African	305	0.2%	165,974	0.3%
Mixed/Multiple Ethnic Groups: White and Asian	897	0.6%	341,727	0.6%
Mixed/Multiple Ethnic Groups: Other Mixed	669	0.4%	289,984	0.5%
Asian/Asian British: Indian	1,448	1.0%	1,412,958	2.5%
Asian/Asian British: Pakistani	306	0.2%	1,124,511	2.0%
Asian/Asian British: Bangladeshi	251	0.2%	447,201	0.8%
Asian/Asian British: Chinese	1,436	1.0%	393,141	0.7%
Asian/Asian British: Other Asian	1,694	1.1%	835,720	1.5%
Black/African/Caribbean/Black British: African	1,338	0.9%	989,628	1.8%
Black/African/Caribbean/Black British: Caribbean	437	0.3%	594,825	1.1%
Black/African/Caribbean/Black British: Other Black	162	0.1%	280,437	0.5%
Other ethnic group: Arab	405	0.3%	230,600	0.4%
Other ethnic group: Any other ethnic group	497	0.3%	333,096	0.6%

*Note: Percentages may not sum exactly due to rounding.

The proportion of different beliefs in Canterbury and England and Wales are provided in **Table 2**. It shows that the majority of the population in Canterbury identifies as Christian (60.3%) and the second largest group is no religion (28.5%). It also indicates that the population in Canterbury has a similar percentage to the England and Wales average (59.3%) that identifies as Christian. This data suggests that there are no minority groups under this protected characteristic group which are more highly represented and need to be given additional consideration within this assessment.

Table 2 Percentage of People Belonging to Specific Faiths in Canterbury and England and Wales (2011)⁴

Religion	Canterbury		England and Wales	
	Total no.	% of total*	Total no.	% of total*
Christian	91,122	60.3%	33,243,175	59.3%
Buddhist	880	0.6%	247,743	0.4%
Hindu	1,055	0.7%	816,633	1.5%
Jewish	267	0.2%	263,346	0.5%
Muslim	1,838	1.2%	2,706,066	4.8%
Sikh	245	0.2%	423,158	0.8%
Other religion	760	0.5%	240,530	0.4%
No religion	43,117	28.5%	14,097,229	25.1%
Religion not stated	11,861	7.8%	4,038,032	7.2%

*Note: Percentages may not sum exactly due to rounding.

Age profile

The age profile in Canterbury and England and Wales is provided in **Table 3** below. It shows that when compared to the England and Wales average, the percentage of the population in Canterbury is generally lower for ages ranging between 0 and 59; and slightly higher for ages ranging between 60 and above 90; therefore there may be a higher proportion of receptors in these categories which could be affected by the proposed Scheme.

Table 3 Age profile in Canterbury and England and Wales (2011)⁵

Age range	Canterbury		England and Wales	
	Total no.	% of total*	Total no.	% of total*
0 – 4	7,514	5.0%	3,496,750	6.2%
5 – 7	4,533	3.0%	1,927,039	3.4%
8 – 9	2,973	2.0%	1,208,672	2.2%
10 – 14	8,393	5.6%	3,258,677	5.8%
15	1,761	1.2%	687,994	1.2%
16 – 17	3,656	2.4%	1,391,235	2.5%
18 – 19	7,892	5.2%	1,460,156	2.6%

⁴ NOMIS (2011), Religion. Available at: <https://www.nomisweb.co.uk/census/2011/ks209ew> (Accessed: 11 November 2020).

⁵ NOMIS (2011), Age structure. Available at: <https://www.nomisweb.co.uk/census/2011/ks102ew> (Accessed: 11 November 2020).

20 – 24	16,222	10.7%	3,807,245	6.8%
25 – 29	8,658	5.7%	3,836,609	6.8%
30 – 44	24,642	16.3%	11,515,165	20.5%
45 – 59	26,800	17.7%	10,886,135	19.4%
60 – 64	9,656	6.4%	3,377,162	6.0%
65 – 74	14,341	9.5%	4,852,833	8.7%
75 – 84	9,540	6.3%	3,115,552	5.6%
85 – 89	2,921	1.9%	825,671	1.5%
90+	1,643	1.1%	429,017	0.8%

*Note: Percentages may not sum exactly due to rounding.

Sex Profile

Table 4 presents the 2011 Census gender profile in Canterbury and England and Wales. It indicates that the percentage of males (all ages) and females (all ages) in Canterbury is similar to the England and Wales average in 2011, therefore there are not likely to be any significant number of additional receptors of either sex which could be affected by the proposed Scheme.

Table 4 Sex profile in Canterbury and England and Wales (2011)⁶

Sex	Canterbury		England and Wales	
	Total no.	% of total	Total no.	% of total
Male	72,638	48.1%	27,075,912	49.2%
Female	78,507	51.9%	28,502,536	50.8%

Disability

A total of 27,318 (18.1%) of the population in Canterbury are living with a long-term health problem or disability, which is a slightly higher proportion than the England and Wales average of 17.9%. A slightly smaller proportion of the population in Canterbury (8.2%) identify as having a long-term health problem or disability which limits their day to day activities a lot, when

⁶ NOMIS (2011), Usual resident population. Available at: <https://www.nomisweb.co.uk/census/2011/ks101ew> (Accessed: 11 November 2020).

compared with the England and Wales average (8.5%)⁷, therefore there are not likely to be any significant number of additional receptors which could be affected by the proposed Scheme.

Index of Multiple Deprivation

The Indices of Multiple Deprivation (IMD) 2019 use a combination of information relating to income, employment, education, health, skills and training, barrier to housing and services, and crime to create an overall score of deprivation. These scores are then used to rank specific geographical extents, out of a total of 32,844 LSOAs in England. A low rank indicates higher, relative deprivation; hence the most deprived area is ranked 1. IMD data is broken down into smaller areas, known as Lower-layer Super Output Areas (LSOAs), which are a standard statistical geography designed to be of a similar population size, with an average of approximately 1,500 residents or 650 households.

The proposed Scheme lies within four LSOAs⁸: Canterbury 020F, Canterbury 014B, Canterbury 016A and Canterbury 016D, with the majority of the proposed Scheme falling within Canterbury 016A and Canterbury 016D.

- Canterbury 016A is the least deprived of the four LSOAs, and located along the central and southern sections of the proposed Scheme; across the seven domains of deprivation, Canterbury 016A is amongst the 10% to 50% least deprived neighbourhoods in the country for five domains of deprivation, except for “Crime” (where it is in the 40% most deprived) and “Living Environment Deprivation” (where it is in the 50% most deprived);
- Canterbury 016D is and located along the central and eastern sections of the proposed Scheme. It is among the 50% most deprived neighbourhoods in the country, ranked 13,873. It is amongst the 20% to 50% most deprived neighbourhoods in all domains of deprivation except “Living Environment Deprivation” (where it is amongst the 20% least deprived neighbourhoods);
- Canterbury 020F is and located along the westernmost section of the proposed Scheme, It is amongst the 40% least deprived neighbourhoods in the country, with a rank of 22,927. It is amongst the 10% to 40% least deprived in all domains of deprivation, except “Crime” (in the 10% most deprived in the country), “Barriers to Housing and Services” (in the 50% most deprived), and “Living Environment Deprivation” (30% most deprived);
- Canterbury 014B is and located along the easternmost section of the proposed Scheme. It is the most deprived of the four LSOAs, ranked 3,152 and is therefore amongst the 10% most deprived neighbourhoods in the country. It is amongst the 10% to 30% most deprived neighbourhoods in the country for all domains of deprivation.

⁷ NOMIS (2011), Long-term health problem or disability. Available at: <https://www.nomisweb.co.uk/census/2011/dc3201ew> (Accessed: 11 November 2020).

⁸ Indices of Deprivation (2019), Indices of Deprivation. Available at: https://dclgapps.communities.gov.uk/imd/iod_index.html# (Accessed: 12 November 2020)

The range in deprivation levels between the affected LSOAs within the proposed Scheme areas means that people living and working within the proposed Scheme area are likely to use and uptake the proposed Scheme in different ways (including host and source destinations and means of travel).

Local Communities and Public Transport

Residential communities located within the 1km study area include the following:

- The areas of Longport and St Martins;
- Residences located immediately adjacent to the proposed Scheme, along the Paddock, the A257, Longport, Church Street and Burgate;
- Park Cottages, North Holmes Road, Lower Chantry Road, Love Lane, Monastery Street, Burgate Lane, and Canterbury Lane which connect to the proposed Scheme;
- Albert Road, located 50m south of the proposed Scheme;
- Ivy Lane, located 75m south of the proposed Scheme;
- St Paul's Terrace, located 100m south of the proposed Scheme;
- St Martin's Avenue, located 100m north of the proposed Scheme; and
- Numerous other residential areas across the city within the 1km Study Area.

Public transport, pedestrian and cycling facilities

- There are two bus stops along the A257 (Canterbury, opp HM Prison and Canterbury, adj HM Prison);
- There are two bus stops along Lower Chantry Lane, several along the A28, and several associated with the Bus Station along St George's Lane; these roads run off the main proposed Scheme route;
- There is existing provision for cyclists in the bus lane along the A257 from HM Prison westwards until it reaches St George's Roundabout;
- There is a short provision for cyclists along Longport, on the exit of St George's Roundabout;
- There is some form of pedestrian pavement provision along the length of the proposed Scheme, although this is narrow in places.
- The North Downs Way National Trail is located along the length of the proposed Scheme;
- Sustrans Local, Regional and National Cycle Routes (including Regional Route 16, the Crab and Winkle Way, Coast to Cathedral cycle route, Stour Valley walk and Elham Valley Way) intersect or run along the proposed Scheme, and connect to a wider network across the city;

- Public Rights of Way numbers 0316/CC29/1, 0316/CC45/1, 0316/CC41/1 and 0316/CC73/1 run in close proximity to the proposed Scheme;
- Canterbury East railway station is located 750m south west of the proposed Scheme; and
- Canterbury West railway station is located 950m north west of the proposed Scheme.

Local Community Facilities and facilities relevant to Protected Groups

The following text outlines those community facilities and other facilities relevant to Protected Groups within the study area for the proposed Scheme, and are shown on Figure 1. All distances provided are approximate.

Pre-schools and Nurseries

There are six pre-schools within 1km of the proposed Scheme:

- The Nursery at Canterbury College, located 250m south of the proposed Scheme;
- Bright Horizons Canterbury Day Nursery, located 600m south east of the proposed Scheme;
- The Canterbury Day Nursery, located 350m north of the proposed Scheme;
- Lilliput Pre-School, located 800m north of the proposed Scheme;
- Busy Bees at Canterbury, located 1km north of the proposed Scheme; and
- Tiny Stars Day Care Canterbury, located 1km south west of the proposed Scheme.

Primary schools

There are four primary schools within 1km of the proposed Scheme:

- St Thomas' Catholic Primary School, located 500m north of the proposed Scheme;
- St Peter's Methodist Primary School, located 550m west of the proposed Scheme;
- St John's Church of England Primary School, located 550m north west of the proposed Scheme; and
- Pilgrim's Way Primary School, located 700m south east of the proposed Scheme.

Secondary schools

There is one secondary school within 1km, the Barton Court Grammar School, which is located adjacent to the proposed Scheme, to the south.

Higher education

There are seven higher education campuses within 1km of the proposed Scheme:

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- Canterbury Prison (Christchurch University Campus), located adjacent to the proposed Scheme;
- Canterbury College / University for the Creative Arts, located 100m to the south of the proposed Scheme;
- Warnborough College, located 100m south of the proposed Scheme;
- Spring Lane Campus (Canterbury College), located 150m south east of the proposed Scheme;
- Canterbury Christ Church University, located 150m north of the proposed Scheme;
- St George's Centre (Canterbury Christ Church University), located 200m south west of the proposed Scheme; and
- The King's School International College, located 1km north east of the proposed Scheme.

GPs, dentists and pharmacies

There are four GP surgeries within 1km of the proposed Scheme:

- New Dover Road Surgery, located 350m south of the proposed Scheme;
- Canterbury Health Centre, located 450m south of the proposed Scheme;
- Cossington House Surgery, located 500m south of the proposed Scheme; and
- Northgate Medical Practice, located 700m north of the proposed Scheme.

There are four dentist surgeries within 1km of the proposed Scheme:

- St Georges Dental Practice, located 200m south of the proposed Scheme;
- Chopra & Associates, located 400m north of the proposed Scheme;
- King Street Orthodontic Practice, located 400m north west of the proposed Scheme; and
- St Dunstons Dental Practice, located 900m west of the proposed Scheme.

There are seven pharmacies within 1km of the proposed Scheme:

- Boots (St George's Shopping Centre), located 150m south of the proposed Scheme;
- Boots (Oaten Hill), located 350m south of the proposed Scheme;
- Boots (Whitefriars St), located 250m south west of the proposed Scheme;
- Cheadles Chemist, located 800m west of the proposed Scheme;
- Eckersley Pharmacy located 650m north of the proposed Scheme;
- Lloyds Pharmacy, located 750m north of the proposed Scheme; and
- Superdrug Pharmacy, located 200m south west of the proposed Scheme.

Hospitals

The St Martin's Hospital (including a maternity ward) is located 750m east of the proposed Scheme.

Care homes

There are three care homes located within 1km of the proposed Scheme:

- Chaucer House Care Home, located 400m east of the proposed Scheme;
- Orchard House, located 550m north of the proposed Scheme; and
- Willow Tree Lodge, located 800m south of the proposed Scheme.

Places of worship and cemeteries / burial grounds

There are 19 places of worship within 1km of the proposed Scheme:

- St Paul's Church, located adjacent to the proposed Scheme to the south;
- St Thomas' of Canterbury RC Church, located 50m west of the proposed Scheme;
- St Martin's Church, located 100m north east of the proposed Scheme;
- Canterbury Cathedral, located 150m north west of the proposed Scheme;
- Canterbury Baptist Church, located 200m south of the proposed Scheme;
- St Margaret's Church, located 300m west of the proposed Scheme;
- St Andrew's Church, located 350m south west of the proposed Scheme;
- Quakers Religious Society of Friends, located 400m north west of the proposed Scheme;
- Greyfriar's Chapel, located 500m west of the proposed Scheme;
- St Mary Bredin Church, located 500m south of the proposed Scheme;
- St Peters Methodist Church, located 500m west of the proposed Scheme;
- St Peters Church, located 500m north west of the proposed Scheme;
- The City Church, located 550m west of the proposed Scheme;
- Emmanuel Church located 550m north of the proposed Scheme;
- Canterbury Masonic Hall, located 600m west of the proposed Scheme;
- St Mildred's Church, located 700m south west of the proposed Scheme;
- All Saints Church, located 800m north of the proposed Scheme;
- New Life Church, located 1km north west of the proposed Scheme; and
- Barton Church, located 1km south east of the proposed Scheme.

Other local facilities

There are 9 convenience stores within 1km of the proposed Scheme:

- Waitrose (St George's Centre), located 150m south of the proposed Scheme;
- Tesco (New Dover Road), located 200m south of the proposed Scheme;
- Marks and Spencer (St Georges Street), located 250m south of the proposed Scheme;
- Tesco (Whitefriars Shopping Centre), located 300m south of the proposed Scheme;
- Sainsburys (High Street), located 400m west of the proposed Scheme;
- Sainsburys (Kingsmead Road), located 700m north of the proposed Scheme;
- Aldi (St Andrew's Close), located 800m south west of the proposed Scheme;
- Sainsburys (Dunstons Street), located 800m west of the proposed Scheme; and
- Sainsburys (St. Lawrence Ground), located 1km south of the proposed Scheme.

There are five post offices within 1km of the Scheme:

- St Martins Hill Post office, located adjacent to the proposed Scheme, immediately to the north
- St Georges Post Office, located adjacent to the proposed Scheme, immediately to the south
- Canterbury Post Office, located 100m to the south west of the proposed Scheme
- Zealand Road Post Office, located 1km to the south of the proposed Scheme
- Royal Mail Canterbury DO, located 800m to the north of the proposed Scheme

There are four facilities with a food bank service within 1km of the proposed Scheme:

- Porchlight charity, located 500m south west of the proposed Scheme
- Catching Lives homeless service, located 700m south west of the proposed Scheme
- St Mary Bredin Church, located 500m south of the proposed Scheme
- All Saints Church, Canterbury located 1km north east of the proposed Scheme

Screening

Based on the proximity of facilities relevant to Protected Groups, the local social profile and the nature of the proposed Scheme, the proposed Scheme is considered likely to have a **Low Negative** Impact during construction on the Age, Disability, Sex, Religion and Maternity Protected Groups. This rating has been allocated because there are likely to be short-term and reversible negative

impacts of the construction of the proposed Scheme on a small number of individuals from these groups, including noise and vibration impacts, temporary road closures and diversions, and delays to journey times. It is considered that these effects can be mitigated using the actions outlined in Part 3 and below.

It is also likely that there will be a **Medium Favourable** impact on the Age, Disability, Sex, Pregnancy / Maternity and Deprivation Protected Groups during operation, because there are likely to be a large number of individuals in these groups affected by the changes, and the benefits are likely to be felt in the medium/long-term. A **Low Favourable** impact on the Religious Protected Group was identified; the benefits were considered to be lower for this group as the uptake of the scheme is unlikely to be as high, but there may be some benefits associated with improved crossing points and safer footways.

There are not considered to be any positive or negative impacts (during construction or operation) on the Gender Identity / Transgender, Sexual Orientation, or Marriage / Civil Partnership Protected Groups due to the absence of a clear relationship between these groups and the proposed Scheme.

Could this policy, procedure, project or service promote equal opportunities for this group?

The proposed Scheme and the consultation process offers the potential for engagement with relevant stakeholder groups and to foster good relations with local organisations and communities.

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqlA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age	-	-	Yes, during construction. Impacts are likely to be felt on secondary age children at Barton Court Grammar	Yes, medium favourable impact during operation. Benefits are likely to be felt on primary and secondary age

			School, as well as elderly drivers / carers travelling to / from St Martin's Hospital and / or Chaucer House Care Home. Young / elderly users of the adjacent bus stops would be adversely affected.	students who are able to safely cycle to school. Elderly people would benefit from safer crossings and wider footways during operation.
Disability	-	-	Yes, during construction. Impacts are likely to be felt on disabled drivers / carers travelling to / from St Martin's Hospital and / or Chaucer House Care Home. Disabled users of the adjacent bus stops would be adversely affected.	Yes, medium favourable impact during operation. Disabled people would benefit from safer crossings and wider footways during operation.
Sex (including gender)	-	-	Yes, during construction. Impacts are likely to be felt on women who undertake education escort trips, and / or women who need to access the maternity ward at St Martin's	Yes, medium favourable impact during operation. Women are likely to benefit from wider footways and safer crossings when providing education escort trips. Men are

			Hospital.	likely to benefit from safer cycling routes for commuting purposes.
Gender identity/ Transgender	-	-	-	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Race	-	-	-	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Religion and Belief	-	-	Yes, during construction. Impacts are likely to be felt on visitors to St Paul's Church and St Thomas' of Canterbury Church, associated with construction noise	Yes, low favourable impact during operation. There may be some benefits to users of these places of worship associated with the widened

			and vibration and access.	footways and safer cycleways and crossings, but it is more likely that a vehicle would be used to access them.
Sexual Orientation	-	-	-	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Pregnancy and Maternity	-	-	Yes, during construction. Impacts are likely to be felt on women who undertake education escort trips, and / or women who need to access the maternity ward at St Martin's Hospital.	Yes, medium favourable impact during operation. Women are likely to benefit from wider footways and safer crossings when providing education escort trips. Men are likely to benefit from safer cycling routes for commuting purposes.
Marriage and Civil Partnerships	-	-	-	No impact predicted during construction or operation.

				There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Deprivation	-	-	No impact predicted during construction. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the construction of the proposed Scheme.	Yes, medium favourable impact during operation. Poorer households are likely to use the walking and cycling network already so any improvements would benefit them.

Part 2 - Full Equality Analysis /Impact Assessment

From the screening grid, identify the Protected Groups impacted

As a result of the Screening in Part 1, it is concluded that there is potential for the following protected characteristics to be indirectly affected at a low negative level:

- Age
- Disability
- Sex / gender
- Pregnancy and maternity
- Religion and belief

It is anticipated that the proposed mitigation measures may further limit the impact on these Protected Groups and could improve uptake of the proposed Scheme. Further detail is also provided within Part 3. Additionally, an EqIA is iterative, and should any additional issues be raised through consultation these will be considered.

Information and Data used to carry out your assessment

The data sources used to identify baseline characteristics of the Study Area are referenced in full in the analysis below, but include:

- The ONS - <https://www.ons.gov.uk/>
- NOMIS - <https://www.nomisweb.co.uk/>
- The National Travel Survey 2019:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf
- IMD mapping software: http://dclgapps.communities.gov.uk/imd/iod_index.html#
- Google Maps: <https://www.google.co.uk/maps>

Gaps identified include location-specific data relating to the Sexual Orientation and Gender Identity / Transgender Protected Groups, due to the absence of reliable sources of data on these groups at present.

Who have you involved consulted and engaged with?

The public consultation and programme for the schemes proposed under the Kent Active Travel Fund is as follows:

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- 9 December 2020 – 19 January 2021: Undertake initial engagement to understand how people feel about walking and cycling improvements where they live, and to seek views on early ideas;
- January 2021: Review feedback and issue report to inform scheme development; and
- Summer 2021: Public Consultation to seek views on the scheme designs which have been developed.

A number of key stakeholders relevant to Protected Groups have been identified, and who will be consulted with as part of this process. This includes active travel and accessibility groups (for example Sustrans, Bikeability, Living Streets), professional road users (for example taxi companies) and transport operators, education facilities, healthcare facilities, places of worship and local resident and community groups.

Specific organisations relevant to the disability Protected Group also to be consulted with are as follows:

- Kent Association for the Blind;
- Hi Kent (Support for Deaf and Hard of Hearing People);
- Kent Learning Disability Partnership Board;
- Disability Information Service Kent; and
- Kent Autistic Trust.

This EqlA is a live document and will be updated on a regular basis, particularly in light of any comments which arise during consultation.

Analysis

Age

Neither the construction or the operation of the proposed Scheme is likely to directly affect or have a disproportionate impact on pre-school school aged children. Given the relative distance of the proposed Scheme from the pre-schools within 1km, the short duration of the construction period and given each has several access route options, there is not likely to be a high negative impact in terms of journey delays due to diversions, or operational improvements in safety or access to the pre-schools.

The construction of the proposed Scheme is not likely to directly affect or have a disproportionate impact on primary school aged children. There are likely to be direct benefits of the proposed Scheme to primary age children during operation. According to the

National Travel Survey (NTS)⁹, 46% of children walk to school, with approximately 1% of primary aged children cycling to school. The average length and time of primary school trips is 1.6 miles (or 2.6km) so within the 1km study area. Therefore, there would likely be safety benefits of the proposed Scheme for those primary school aged children travelling to school on foot. The NTS also states that 46% of primary school aged children travel to school by car, for a number of reasons including traffic safety concerns. The provision of safe cycle paths and pavements as a result of the proposed Scheme could therefore increase the proportion of children travelling to school on foot or by bike, and therefore provide health benefits for local children. The benefits could particularly be felt for poorer households who are much less likely to have access to a car¹⁰, and who have to walk or cycle to school already.

During construction, there may be temporary disruption to secondary school age students, due to the proximity of the proposed Scheme works to the Barton Court Grammar School. This might include noise and vibration disruption as the works are conducted. There are likely to be operational benefits for secondary school age children who will be able to travel more safely to school along the new improved cycle routes via active travel means. According to the National Travel Survey Factsheet¹¹, secondary school aged children are more likely to use public transport or walking, cycling or horse-riding (WCH) routes, with 37% walking, 31% taking the bus and 24% by car. Approximately 5% cycle to school. Therefore, any improvements to the WCH network will benefit this age group and could encourage cycling uptake, especially given the direct access to the school.

The construction of the proposed Scheme, particularly any temporary road diversions, may cause temporary disruption and delays to residents of, carers at, and visitors to Chaucer House Care Home, who would likely use the A257 to access facilities (including health facilities) in the city centre. Elderly drivers who use this road to access facilities in the city centre, or St Martin's Hospital in the other direction, might also be disproportionately impacted by any confusion caused by unfamiliar road layouts which might be in place during construction. Delays during construction might also impact journey times for carers and staff at St Martin's Hospital. Once the proposed Scheme is operational, elderly residents of the area would likely benefit from the proposed Scheme, particularly relating to wider footways (which are more likely to comfortably host wheelchairs and mobility aids) and safer crossing points such as the signalised junction improvement at the intersection with Broad Street, and at St Augustine's Roundabout.

⁹ National Travel Survey (2014) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

¹⁰ Office for National Statistics (2011) <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

¹¹ National Travel Survey (2014) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

Any changes to the access to the two bus stops along the A257 as a result of the construction of the proposed Scheme might also indirectly and disproportionately impact elderly people and school-aged children, who are more likely to use public transport than other groups¹².

Should any changes to parking be required to accommodate the construction or the operation of the proposed Scheme (for example along Burgate between Canterbury Lane and Burgate Lane), this has the potential to directly (in the case of designated disabled parking bays) or indirectly (in the case of general parking removed in the vicinity of relevant services) impact upon blue badge holders (including elderly residents who may have reduced mobility). Where this is the case, alternative provision would be made to mitigate against any disproportionate impacts.

Disability

Neither the construction or the operation of the proposed Scheme is likely to directly affect disabled people.

The construction of the proposed Scheme, particularly any temporary road diversions, may cause temporary disruption and delays to local disabled residents, who would likely use the A257 to access facilities (including health facilities) in the city centre. Disabled drivers who use this road to access facilities in the city centre, or St Martin's Hospital in the other direction, might also be disproportionately affected by any confusion caused by unfamiliar road layouts which might be in place during construction. Any changes to the access to the two bus stops along the A257 as a result of the construction of the proposed Scheme might also disproportionately affect disabled people and those with limited mobility¹³. Delays during construction might also impact journey times for carers and staff at St Martin's Hospital.

Should any changes to parking be required to accommodate the construction or the operation of the proposed Scheme (for example along Burgate between Canterbury Lane and Burgate Lane), this has the potential to directly (in the case of designated parking bays) or indirectly (in the case of general parking removed in the vicinity of relevant services) impact upon disabled drivers and blue badge holders. Where this is the case, alternative provision would be made to mitigate against any disproportionate impacts. However, at this time it is not thought that any designated disabled parking spaces will be affected by the Proposed Scheme.

¹² National Travel Survey (2020) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929992/annual-bus-statistics-year-ending-march-2020.pdf

¹³ National Travel Survey (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf

Once the proposed Scheme is operational, disabled residents of the area would likely benefit from the proposed Scheme, particularly relating to wider footways (which are more likely to comfortably host wheelchairs and mobility aids) and safer crossing points.

The Wheels for Wellbeing's Annual Survey of Disabled Cyclists in 2019¹⁴ stated in its key findings that 51% of respondents have been unable to complete a journey due to inaccessible cycle routes and 32% have been unable to park their non-standard cycle. Opportunities should be sought to ensure that the network is also accessible for disabled cyclists, and that adequate cycle infrastructure is provided if found to be lacking, to reduce the possibility for indirect impacts.

Sex (including gender)

The proposed Scheme might indirectly impact a higher proportion of women during construction. Women are more likely than men to provide both education/escort trips and leisure trips¹⁵ (likely with children) and are much more likely to be responsible for childcare (according to the Office for National Statistics¹⁶). During construction, there may be traffic delays associated with diversions or re-routing, which are likely to disproportionately affect women as the primary escort providers. However once operational, the provision of wider pavements and safer crossings associated with the proposed Scheme would benefit women by providing a safe route to escort children to school on foot, or to provide leisure trips with infants, henceforth encouraging active travel. The provision of wider pavements along the proposed Scheme corridor may also benefit women with infants in prams or young children, as it would provide a safer travel route to access services in the city centre.

Men are much more likely than women to commute to work via bicycle (74% of commuters that cycle are men, 26% are women¹⁷), therefore the operation of the proposed Scheme is likely to benefit men, causing reduced journey times and safer travel routes. Delays associated with the construction of the proposed Scheme may also affect women's ability to access key services at the maternity ward at St Martin's Hospital.

¹⁴ Wheels for Wellbeing's Annual Survey of Disabled Cyclists (2019) <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

¹⁵ National Travel Survey (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf

¹⁶ Office for National Statistics (2020) INAC01 SA: Economic Inactivity by Reason <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/economicinactivity/datasets/economicinactivitybyreasonseasonallyadjustedinac01sa>

¹⁷ Office for National Statistics (2018) <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/thecommutinggapmenaccountfor65ofcommuteslastingmorethanahour/2018-11-07>

Gender identity and transgender

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Race

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Religion and belief

There is the possibility that the construction of the proposed Scheme could indirectly and disproportionately impact this protected group, due to the vicinity of the proposed Scheme to several churches, especially St Paul's Church and St Thomas' of Canterbury RC Church which are located very close to the proposed Scheme. The tranquillity of the churches and any internal and external spaces such as churchyards could be impacted (albeit temporarily) by the proposed Scheme's construction. There may be delays caused by visitors to the churches should the proposed Scheme require any temporary road diversions during construction. There may be benefits to visitors of the churches during operation, due to the improved connectivity for walkers, cyclists and wheelchair users as a result of the operation of the route, however it is likely that a larger proportion of visitors would use a vehicle to access them.

Sexual orientation

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Marriage and civil partnerships

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Pregnancy and Maternity

The proposed Scheme might indirectly impact a higher proportion of women during construction. Women are more likely than men to provide both education/escort trips and leisure trips¹⁸ (likely with children) and are much more likely to be responsible for childcare (according to the Office for National Statistics¹⁹). During construction, there may be traffic delays associated with diversions or re-routing, which are likely to indirectly and disproportionately impact women as the primary escort providers. However once operational, the provision of wider pavements and safer crossings associated with the proposed Scheme would benefit women by providing a safe route to escort children to school on foot, or to provide leisure trips with infants, henceforth encouraging active travel. The provision of wider pavements along the proposed Scheme corridor may also benefit women with infants in prams or young children, as it would provide a safer travel route to access services in the city centre.

Deprivation

There are unlikely to be disproportionate impacts on poorer households during construction, but there are likely to be benefits during operation. Poorer households are much less likely to have access to a car²⁰, and therefore have an existing dependence on the walking and cycle network already, for education, employment or access to facilities. Any improvements to the safety or efficiency of this network would therefore benefit them.

Adverse Impact,

As outlined above, there is likely to be a low negative impact on the Age, Disability, Sex, Religion and Pregnancy / Maternity Protected Groups during construction. These effects are associated with changes to access to healthcare and other facilities, journey delays including for education escort, potential confusion resulting from changing road layouts for elderly and disabled drivers) and noise and vibration disturbance. As stated above, these effects are temporary, short term and reversible, however the following mitigation is still deemed to be required to minimise impacts as far as possible:

- Suitable signage and other accessible communications will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme; and

¹⁸ National Travel Survey (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf

¹⁹ Office for National Statistics (2020) INAC01 SA: Economic Inactivity by Reason <https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/economicinactivity/datasets/economicinactivitybyreasonseasonallyadjustedinac01sa>

²⁰ Office for National Statistics (2011) <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

- The local police, fire department and hospitals will be informed of changes to the road layouts and access to destinations during the construction of the proposed Scheme.

Positive Impact:

A low or medium favourable impact has been identified for the Age, Disability, Sex / Gender, Religion, Pregnancy and Maternity, and Deprivation Protected Groups, as outlined above. This is due to a number of factors including improved journey times, improved safety, and health benefits associated with active travel. However, it is considered that the actual scale of the benefits depends on the uptake of the scheme. Some measures to improve uptake include:

- To ensure uptake is maximised, it should be ensured that there is adequate provision for cycling infrastructure to safely store bicycles at the school;
- It is also recommended that Bikeability Training is provided for school-age children within the study area, which may give parents more confidence to allow their children to cycle independently to school, as well as giving the children themselves confidence. This is likely to therefore help to reduce car trips;
- It is recommended that the adequacy of resting places along the route is reviewed, and additional resting places provided if deemed unsuitable;
- Opportunities should be sought to ensure that the network is also accessible for disabled cyclists, and that adequate cycle infrastructure is provided if found to be lacking, to reduce the possibility for indirect impacts; and
- It is recommended that all crossings (both during construction and operation) are usable for those with sight or hearing impairments, and for wheelchair users. The proposed Scheme should consider the type of surfacing used along the route. It is recommended that tarmac is used to surface the route, as this would make the route accessible for those with disabilities. If this is not possible, the route is likely to be less accessible to some users.

JUDGEMENT

There are likely to be a mixture of positive and negative impacts on Protected Groups resulting from the proposed Scheme. Until the design is developed in more detail it is an initial screen of these impacts that is required, however it is currently thought that the impacts are likely to be felt on the following Protected Groups:

- Age;
- Disability;
- Sex / Gender;
- Religion; and

- Pregnancy and maternity.

Assuming that the mitigation outlined in the sections below is implemented it is judged that the proposed Scheme can **adjust and continue** with minor implications on Protected Groups.

Part 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
All Protected Characteristics	Issues identified in Parts 1 and 2 above may evolve following consultation, or new issues may be identified.	Conclusions will be revisited following consultation.	Fully inclusive and thorough assessment of impacts on Protected Groups, including a list of appropriate and approved mitigation items.	Kent County Council (Schemes Planning and Delivery)	Following public consultation	To be built into project resource plans
Age	Increased uptake of cycling by school aged children (relative to the baseline) as a result of the proposed Scheme	Adequate provision of cycling infrastructure to safely store bicycles at the school should be ensured. Kent County Council to liaise with local schools to explore what can be offered to students.	Improvement in uptake of active travel to school.	Kent County Council (Schemes Planning and Delivery and School officers), local schools	Detailed design stage	To be built into project resource plans
Age	Increased uptake of cycling by	It is recommended that Bikeability Training is provided	This may give parents and caregivers	Kent County Council (Schemes Planning and	Post-Construction / Operation	To be built into project resource

	school aged children (relative to the baseline) as a result of the proposed Scheme	for school-age children in the study area. Kent County Council to liaise with local schools and Bikeability to explore what can be offered to students.	more confidence to allow their children to cycle independently to school, as well as giving the children themselves confidence. This would therefore reduce car trips.	Delivery and School officers), local schools and Kent Bikeability officer		plans
Age / Disability	Increased use of safer footpaths and crossings by elderly / disabled people	It is recommended that the adequacy of resting places along the route is reviewed, and additional resting places included in the detailed design if deemed unsuitable.	Improvement in safe uptake of the proposed Scheme for elderly / disabled people, and those with limited mobility.	Kent County Council (Schemes Planning and Delivery) and Designer & Main Contractor (Amey)	Detailed design stage	To be built into project resource plans
Age / Disability	Increased confusion associated with altered road layout	Suitable signage and other accessible communications will be erected to advise of impending	Safer travel for elderly / disabled drivers during construction.	Kent County Council (Schemes Planning and Delivery) and Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans

	during construction.	changes and access to the area will be retained during the construction of the proposed Scheme.				
Age / Disability	Changes in access / locations of bus stops for travel	Suitable signage and other accessible communications will be erected at bus stops to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Reduced disturbance to bus travel during construction.	Kent County Council (Schemes Planning and Delivery) and Main Contractor (Amey), Canterbury Borough Council and local bus operators	Pre-Construction / Construction	To be built into project resource plans
Age / Disability	Delays to access care homes and hospitals during construction	The local police, fire department and hospitals will be informed of changes to the road layouts and access to destinations during the construction of the proposed Scheme.	Informed decision-making and travel plans for carer trips.	Kent County Council (Schemes Planning and Delivery) and Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans
Age/Disability	Removal or amendments to designated	Review of parking provision during detailed design and	Avoidance of direct or indirect	Kent County Council (Schemes Planning and	Detailed design stage	To be built into project resource

	disabled parking or parking for eligible blue badge holders	provision of alternatives if necessary	impact on these Protected Characteristic Group	Delivery) and Designer		plans
Disability	Increased use of safer footpaths and crossings by disabled people and those with limited mobility	Design of the proposed Scheme should be in line with best practice guidance (such as Local Transport Note 1/20 ²¹). It is recommended that all crossings (both during construction and operation) are appropriate for those with sight or hearing impairments. The proposed Scheme should consider the type of surfacing used along the route. It is recommended that tarmac is used to surface the route, as this would make the	Improvement in safe uptake of the proposed Scheme for disabled people.	Kent County Council (Schemes Planning and Delivery), Designer and Main Contractor (Amey)	Detailed design stage	To be built into project resource plans

²¹ Department for Transport (2020) Local Transport Note 1/20: Cycle Infrastructure Design
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

		route accessible for those with disabilities. Opportunities should be sought to ensure the design is accessible and inclusive (including inclusive cycle parking infrastructure). If this is not possible, the route is likely to be less accessible to some users.				
Sex (including gender)	Delays to education escort trips, which would affect women	Suitable signage will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Informed decision-making and travel plans for education escort trips.	Kent County Council (Schemes Planning and Delivery) and Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans

Sex (including gender)	Delays to access to healthcare facilities such as the maternity ward at St Martin's Hospital.	Suitable signage will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Informed decision-making and travel plans for healthcare trips.	Kent County Council (Schemes Planning and Delivery) and Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans
Religion and Belief	Delays to access to places of worship during construction.	Suitable signage will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Informed decision-making and travel plans for trips to places of worship.	Kent County Council (Schemes Planning and Delivery) and Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans

Have the actions been included in your business/ service plan?

Yes/No

Next Steps

1. **Having completed Part 3, then then please complete the Judgement and the Summary RAG Rating above, and submit this form to your Head of Service and Director for sign off. Once they have both signed, please send to GETcsp@kent.gov.uk and diversityinfo@kent.gov.uk with the title of the project clearly stated along with 'Final EqIA'. It will then be logged and published on the KCC Intranet as well as available to external customers upon request.**

2. If the activity will be subject to a Cabinet decision, the EqlA must be submitted to Democratic Services democratic.services@kent.gov.uk along with the relevant Cabinet report.
3. The original signed hard copy and electronic copy should be kept with your team for audit purposes



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KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA) template

Directorate/ Service:

Name of decision, policy, procedure, project or service: Kent Active Travel Fund: Folkestone: Central Rail Station to Cheriton

Pathway of Equality Analysis:

Summary and recommendations of equality analysis / impact assessment

Context

Kent County Council has ambitious targets for growth, and as a County Council we recognise that transport infrastructure and the environment are vital to creating sustainable developments and encourage people to live, work and play in Kent.

The ability to travel quickly and safely to our destinations requires a transport network that provides a variety of travel choices that supports a growing population. As such, we have developed initial concept designs in five locations within Kent which seek to create a safer environment for both walking and cycling to offer a real choice to our residents about how they can travel throughout the County. We have received funding for the following five proposed Schemes, which are still very much in an early design stage:

- Canterbury: Littlebourne Road - City Centre;
- Folkestone: Central Rail Station – Cheriton;
- Margate: Birchington – Westgate;
- Folkestone: Hythe – Dymchurch; and
- Gravesham: Gravesend – Northfleet.

The proposed Schemes aim to encourage and enable active travel, which means walking or cycling as a means of transport in addition to leisure purposes – an attractive and realistic choice for short journeys. It can benefit health and wellbeing by incorporating physical activity into everyday routine as well as reduce the number of vehicles on the road and improve air quality.

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We believe these improvements will enable local support for active travel and encourage future investment which will:

- Support our local high streets and businesses by increasing footfall and making efficient use of our road space;
- Address public health crises in our communities by enabling our residents to get active and stay healthy, and get their children walking and cycling to school;
- Encourage cycle friendly streets and public spaces which encourages sustainable tourism;
- Provide a variety of safe and efficient means of transport; and
- Improve air quality and create more pleasant and attractive places to live.

Aims and Objectives

The B2064 is a busy road which connects Cheriton High Street, nearby residential areas and schools to Folkestone West and Central Railway Stations and other destinations to the east. The focus of the scheme is the creation of a safe and direct cycle route along the B2064 to connect these locations and provide access into the adjacent Healthy Neighbourhoods. This would mean that people can travel from home to destination by bike more easily. Improving these areas for cycling creates an opportunity to make the B2064 and local streets better places for walking and to improve their attractiveness. In future, there is the potential to extend the routes around the railway stations to make it easier to travel by bike towards Folkestone town centre and residential areas to the south. The route length is approximately 1.2 miles (2.0 km).

All interventions are proposed to be permanent, subject to feasibility, statutory consultation and delivery. These interventions are shown in the available proposed Scheme concept plans showing context maps and proposed interventions; these proposed Scheme plans are available on the consultation section of KCCs website. Measures will include:

- Improvements to reduce through traffic and reduce road danger in neighbourhood areas and around schools;
- Placemaking improvements throughout the area such as seating, tree planting and landscaping;
- New cycle route along Cheriton Road / Cheriton High Street, separated from traffic and pedestrians;
- Wider footways to provide additional space for pedestrians';
- Improved crossing facilities to provide safer crossing points;
- Junction improvements to give pedestrians and cyclists priority at certain locations; and
- Signage throughout the area for cyclists and pedestrians.

Summary of equality impact

There are likely to be a mixture of positive and negative impacts on Protected Groups resulting from the proposed Scheme. Until the design is developed in more detail it is an initial screen of these impacts that is required, however it is currently thought that the impacts are likely to be felt on the following groups:

- Age;
- Disability;
- Sex / gender;
- Religion; and
- Pregnancy and maternity.

Assuming that the mitigation outlined in the sections below is implemented it is judged that the proposed Scheme can **adjust and continue** with minor implications on Protected Groups.

I have found the Adverse Equality Impact Rating to be **Low**.

GET Document Control

Revision History

Version	Date	Authors	Comment
V0.2	4/12/2020	Sheri Shai (Author), WSP	
		Sophie Collins (Review), WSP	
		Gavin Lewis (Quality Assurance), WSP	
V1 (this should be assigned to the version the Director signs off)			

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Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Tim Read		Head of Service	7/12/20

Date Document Updated 08/12/2020

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Simon Jones		Director	7/12/20
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Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Social Baseline

Introduction

The following local social profile for the district of Folkestone and Hythe has been compiled from publicly available data to provide context for and to inform the assessment. Data for Folkestone and Hythe has been compared with the average for England and Wales. This comprises information on the following:

- Protected characteristic groups;
- Local community facilities and public transport; and
- Local community facilities and sensitive receptors.

A 1km study area has been used to identify sensitive receptors in line with professional judgement and experience on similar proposed Scheme s.

The proposed Scheme is located within the city of Folkestone and Hythe, with the local authority of Kent County Council which has a population of 1,581,600 in 2019¹.

Protected characteristic profile

¹ NOMIS (2019), Labour Market Profile – Kent. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1941962885/report.aspx> (Accessed: 11 November 2020).

Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act 2010²:

- Age;
- Disability;
- Race;
- Religion or belief;
- Sex / gender;
- Sexual orientation; and
- Deprivation.

Due to the lack of publicly available data, certain protected characteristics, including gender reassignment, marriage and civil partnership and pregnancy and maternity have not been included in the assessment. Although not required under the Act, the social profile also includes data for deprivation, as it provides a measure of a combination of social-economic matrices and can be used as an indicator for vulnerable groups.

Ethnicity and religion profile

The percentage of each ethnicity in the Folkestone and Hythe District as measured by ONS, and as outlined in the 2011 Census, is presented in **Table 1**. It shows that the percentage of the population classified as White British in Folkestone and Hythe (90.8%) is significantly higher than the England and Wales average percentage (80.5%). The percentage of population for other ethnicities in Folkestone and Hythe are generally lower than the England and Wales average, except for those classified as “Asian/Asian British: Other Asian”. This indicates that Folkestone and Hythe are less diverse when compared to the general population in England and Wales. This data therefore suggests that there are no minority groups under this protected characteristic group which are more highly represented and need to be given additional consideration within this assessment.

Table 1 Ethnicity breakdown of Folkestone and Hythe and England and Wales (2011)³

Ethnic group	Folkestone and Hythe		England and Wales	
	Total no.	% of total*	Total no.	% of total*

² HM Government (2010) The Equality Act 2010. Available at: <https://www.gov.uk/guidance/equality-act-2010-guidance> (Accessed: 24 November 2020).

³ NOMIS (2011), Ethnic group. Available at: <https://www.nomisweb.co.uk/census/2011/ks201ew> (Accessed: 11 November 2020).

White: English/welsh/Scottish/Northern Irish/British	98,029	90.8%	45,134,686	80.5%
White: Irish	745	0.7%	531,087	0.9%
White: Gypsy or Irish Traveller	164	0.2%	57,680	0.1%
White: Other White	3,277	3.0%	2,485,942	4.4%
Mixed/Multiple Ethnic Groups: White and Black Caribbean	387	0.4%	426,715	0.8%
Mixed/Multiple Ethnic Groups: White and Black African	149	0.1%	165,974	0.3%
Mixed/Multiple Ethnic Groups: White and Asian	420	0.4%	341,727	0.6%
Mixed/Multiple Ethnic Groups: Other Mixed	311	0.3%	289,984	0.5%
Asian/Asian British: Indian	413	0.4%	1,412,958	2.5%
Asian/Asian British: Pakistani	93	0.1%	1,124,511	2.0%
Asian/Asian British: Bangladeshi	226	0.2%	447,201	0.8%
Asian/Asian British: Chinese	281	0.3%	393,141	0.7%
Asian/Asian British: Other Asian	2,686	2.5%	835,720	1.5%
Black/African/Caribbean/Black British: African	277	0.3%	989,628	1.8%
Black/African/Caribbean/Black British: Caribbean	130	0.1%	594,825	1.1%
Black/African/Caribbean/Black British: Other Black	51	0.0%	280,437	0.5%
Other ethnic group: Arab	64	0.1%	230,600	0.4%
Other ethnic group: Any other ethnic group	266	0.2%	333,096	0.6%

*Note: Percentages may not sum exactly due to rounding.

The proportion of different beliefs in Folkestone and Hythe, and England and Wales are provided in **Table 2**. It shows that the majority of the population in Folkestone and Hythe identifies as Christian (62.3%) and the second largest group is no religion

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(26.5%). It also indicates that the population in Folkestone and Hythe has a higher percentage to the England and Wales average (59.3%) that identifies as Christian, therefore there are not likely to be any significant number of additional receptors which could be affected by the proposed Scheme however this will be explored further in the Screening and Full Assessment below.

Table 2 Percentage of people belonging to specific faiths in Folkestone and Hythe, and England and Wales (2011)⁴

Religion	Folkestone and Hythe		England and Wales	
	Total no.	% of total*	Total no.	% of total*
Christian	67,296	62.3%	33,243,175	59.3%
Buddhist	962	0.9%	247,743	0.4%
Hindu	1,551	1.4%	816,633	1.5%
Jewish	78	0.1%	263,346	0.5%
Muslim	796	0.7%	2,706,066	4.8%
Sikh	34	0.0%	423,158	0.8%
Other religion	506	0.5%	240,530	0.4%
No religion	28,575	26.5%	14,097,229	25.1%
Religion not stated	8,171	7.6%	4,038,032	7.2%

*Note: Percentages may not sum exactly due to rounding.

Age profile

The age profile in Folkestone and Hythe, and England and Wales are provided in **Table 3** below. It shows that when compared to the England and Wales average, the percentage of the population in Folkestone and Hythe is in line for age at 15 ; lower for ages ranging between 0 and 9, 18 and 44; and slightly higher for ages ranging between 10 and 14, 16 and 17, 45 and above 90, therefore there may be a higher proportion of receptors in these categories which could be affected by the proposed Scheme.

Table 3 Age profile in Folkestone and Hythe and England and Wales (2011)⁵

Age range	Folkestone and Hythe	England and Wales
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⁴ NOMIS (2011), Religion. Available at: <https://www.nomisweb.co.uk/census/2011/ks209ew> (Accessed: 11 November 2020).

⁵ NOMIS (2011), Age structure. Available at: <https://www.nomisweb.co.uk/census/2011/ks102ew> (Accessed: 11 November 2020).

	Total no.	% of total*	Total no.	% of total*
0 – 4	5,996	5.6%	3,496,750	6.2%
5 – 7	3,333	3.1%	1,927,039	3.4%
8 – 9	2,242	2.1%	1,208,672	2.2%
10 – 14	6,331	5.9%	3,258,677	5.8%
15	1,307	1.2%	687,994	1.2%
16 – 17	2,796	2.6%	1,391,235	2.5%
18 – 19	2,487	2.3%	1,460,156	2.6%
20 – 24	6,200	5.7%	3,807,245	6.8%
25 – 29	5,591	5.2%	3,836,609	6.8%
30 – 44	19,532	18.1%	11,515,165	20.5%
45 – 59	21,597	20.0%	10,886,135	19.4%
60 – 64	8,142	7.5%	3,377,162	6.0%
65 – 74	11,593	10.7%	4,852,833	8.7%
75 – 84	7,413	6.9%	3,115,552	5.6%
85 – 89	2,141	2.0%	825,671	1.5%
90+	1,268	1.2%	429,017	0.8%

*Note: Percentages may not sum exactly due to rounding.

Sex Profile

Table 4 presents the 2011 Census gender profile in Folkestone and Hythe and England and Wales. It indicates that the percentage of males (all ages) and females (all ages) in Folkestone and Hythe is in line with the England and Wales average in 2011, therefore there are not likely to be any significant number of additional receptors of either sex which could be affected by the proposed Scheme.

Table 4 Sex profile in Folkestone and Hythe and England and Wales (2011)⁶

Sex	Folkestone and Hythe		England and Wales	
	Total no.	% of total	Total no.	% of total
Male	53,135	49.2%	27,075,912	49.2%

⁶ NOMIS (2011), Usual resident population. Available at: <https://www.nomisweb.co.uk/census/2011/ks101ew> (Accessed: 11 November 2020).

Female	54,834	50.8%	28,502,536	50.8%
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Disability

A total of 22,718 (21.0%), of the population in Folkestone and Hythe, are living with a long-term health problem or disability, which is a higher proportion than the England and Wales average of 17.9%. A higher proportion of the population in Folkestone and Hythe (10.0%) identify as having a long-term health problem or disability which limits their day to day activities a lot than the England and Wales average (8.5%)⁷, therefore there are likely to be additional receptors which could be affected by the proposed Scheme however this will be explored further in the Screening and Full Assessment below.

Index of Multiple Deprivation

The Indices of Multiple Deprivation (IMD) 2019 use a combination of information relating to income, employment, education, health, skills and training, barrier to housing and services, and crime to create an overall score of deprivation. These scores are then used to rank specific geographical extents, out of a total of 32,844 areas in England. A low rank indicates higher, relative deprivation; hence the most deprived area is ranked 1. IMD data is broken down into smaller areas, known as Lower-layer Super Output Areas (LSOAs), which are a standard statistical geography designed to be of a similar population size, with an average of approximately 1,500 residents or 650 households.

The proposed Scheme lies within seven LSOAs⁸: Shepway 006C, Shepway 015A, Shepway 005A, Shepway 005B, Shepway 006B, Shepway 006D and Shepway 015D:

- Shepway 006C, located along the centre section of the proposed Scheme, is amongst the 50% most deprived neighbourhoods in the country, ranked 16,975. It is amongst the 30% to 50% most deprived for most of the domains, except for “Health Deprivation and Disability” (which is 40% least deprived), “Crime” (which is 40% least deprived), “Barriers to Housing and Services” (which is 30% least deprived) and “Living Environment Deprivation” (which 50% least deprived).
- Shepway 015A, located along the eastern section of the proposed Scheme, is amongst the 30% most deprived neighbourhoods in the country, ranked 8,797. It is amongst the 20% to 40% most deprived for most of the domains, except for “Barriers to Housing and Services” (which is 50% least deprived).

⁷ NOMIS (2011), Long-term health problem or disability. Available at: <https://www.nomisweb.co.uk/census/2011/dc3201ew> (Accessed: 11 November 2020).

⁸ Indices of Deprivation (2019), Indices of Deprivation. Available at: https://dclgapps.communities.gov.uk/imd/iod_index.html# (Accessed: 12 November 2020)

- Shepway 005A, located along the eastern section of the proposed Scheme, is amongst the 50% least deprived neighbourhoods in the country, ranked 17,699. It is amongst the 20% least deprived to 50% most deprived for most of the domains, except for “Education, Skills and Training” (which is 40% most deprived), “Living Environment Deprivation” (which is 40% most deprived) and “Income Deprivation Affecting Older People” (which is 30% most deprived).
- Shepway 005B, located along the eastern section of the proposed Scheme, is amongst the 30% most deprived neighbourhoods in the country, ranked 9,658. It is amongst the 20% to 50% most deprived for most of the domains, except for “Crime” (which is 50% least deprived) and “Barriers to Housing and Services” (which is 30% least deprived).
- Shepway 006B, located along the eastern section of the proposed Scheme, is amongst the 50% most deprived neighbourhoods in the country, ranked 15,677. It is amongst the 40% to 50% most deprived for most of the domains, except for “Health Deprivation and Disability” (which is 50% least deprived), “Crime” (which is 40% least deprived) and “Barriers to Housing and Services” (which is 20% least deprived).
- Shepway 006D, located along the centre section of the proposed Scheme, is amongst the 30% least deprived neighbourhoods in the country, ranked 24,695. It is amongst the 30% to 50% least deprived for most of the domains, except for “Income Deprivation Affecting Older People” (which is 50% most deprived).
- Shepway 015D, located along the centre and eastern section of the proposed Scheme, is amongst the 20% most deprived neighbourhoods in the country, ranked 5,361. It is amongst the 20% to 50% most deprived for all the domains.

The range in deprivation levels between the affected LSOAs within the proposed Scheme areas means that people living and working within the proposed Scheme area are likely to use and uptake the proposed Scheme in different ways (including host and source destinations and means of travel).

Local Communities and Public Transport

Residential communities located within the 1km Study Area include the following:

- Residences located immediately adjacent to the proposed Scheme, along the B2064 Cheriton High Street, B2064 Cheriton Road, A2034 Cheriton Road, A259 Shorncliffe Road, Kingsnorth Gardens Folkestone Station Road.
- Roads in the wider area in Cheriton, including Chiham Road, Stanley Road, the B2063 Risborough Lane, Somerset Road, Broomfield Road, Ashley Avenue, Park Road, Marler Road, Grange Road, Quested Road, St Hilda Road, Ilex Road, St Winifred Road, Surrenden Road, St Francis Road, St George’s Road, Lawrence Close, Coombe Road, Station Road, Limes Road, Trimworth Road, Beachborough Road, A2034 Cherry Garden Avenue, Cornwallis Avenue and A259 Earls Avenue connect to the proposed Scheme.

Public transport, pedestrian and cycling facilities

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- There are approximately 163 bus stops within the 1km Study Area. There are seven bus stops along the B2064 Cheriton High Street and Cheriton Road, five bus stops located on the A2034 Cheriton Road, two bus stops located on the A259 Shorncliffe Road, and two bus stops located on the A259 Cheriton Road which lies on the proposed Scheme route;
- Sustrans National Cycle Network Route 2 is located approximately 780m south of the proposed Scheme;
- There are pedestrian pavement provisions along the length of the proposed Scheme, except for the route located directly west of Folkestone College;
- Public Footpath 0096/HBX14/1 lies on the proposed Scheme;
- Public Footpath 0096/HBX11/1 is located approximately 185m south west of the proposed Scheme;
- Public Footpath 0096/HBX12/1 is located approximately 75m north of the proposed Scheme;
- Public Footpath 0096/HBX13/1 is located approximately 145m north of the proposed Scheme;
- There are 63 Public Footpaths and three Public Bridleways located within the 1km Study Area;
- Folkestone West railway station is located approximately 145m south of the proposed Scheme; and
- Folkestone Central railway station is located approximately 70m north of the proposed Scheme.

Local Community Facilities and facilities relevant to Protected Groups

The following text outlines those community facilities and other facilities relevant to Protected Groups within the study area for the proposed Scheme, and are shown on Figure 1 (all distances are approximate):

Pre-schools and nurseries

There are 15 pre-schools within 1km of the proposed Scheme:

- Playbox, located approximately 690m north of the proposed Scheme;
- Little Stars Nursery, located approximately 920m north of the proposed Scheme;
- Ashfield Nursery School, located approximately 70m north of the proposed Scheme;
- Folkestone Primary Kindergarten, located approximately 890m north of the proposed Scheme;
- First Learners' Nursery Ltd, located approximately 100m south of the proposed Scheme;
- Shorncliffe Nursery, located approximately 580m south of the proposed Scheme;
- Greenfields Nursery School, located approximately 710m south of the proposed Scheme;
- Little Oaks Nursery Sandgate, located approximately 790m south of the proposed Scheme;
- The Nursery at East Kent College Folkestone, located approximately 100m north of the proposed Scheme;
- Radnor Park Kindergarten, located approximately 480m south of the proposed Scheme;

- Greenfields House Nursery, located approximately 730m south of the proposed Scheme;
- Kiddiwinx, located approximately 240m east of the proposed Scheme;
- Christchurch Nursery School, located approximately 350m east of the proposed Scheme;
- Smarty Tots Nursery, located approximately 450m south east of the proposed Scheme; and
- Spring Honeypot, located approximately 780m east of the proposed Scheme.

Primary schools

There are nine primary schools within 1km of the proposed Scheme:

- Mundella Primary School, located approximately 870m north east of the proposed Scheme;
- Cheriton Primary School, located approximately 660m west of the proposed Scheme;
- Sandgate Primary School, located approximately 870m south of the proposed Scheme;
- Harcourt Primary School, located approximately 540m north of the proposed Scheme;
- Christ Church Cep Academy, located approximately 150m east of the proposed Scheme;
- St Eanswythe's Church of England Primary School, located approximately 790m south east of the proposed Scheme;
- Stella Maris Catholic Primary School, located approximately 510m north of the proposed Scheme;
- Morehall Primary School, located approximately 220m north of the proposed Scheme; and
- All Soul's Church of England Primary School, located approximately 100m north of the proposed Scheme.

Secondary schools

There are two secondary schools within 1km of the proposed Scheme:

- The Harvey Grammar School, located approximately 50m north of the proposed Scheme; and
- Turner Free School, located approximately 460m north of the proposed Scheme.

Higher education

There are three higher education campuses within 1km of the proposed Scheme:

- Stagecoach Performing Arts Folkestone, located approximately 820m north of the proposed Scheme;
- Folkestone Collage, located approximately 100m north of the proposed Scheme; and
- University Centre Folkestone, located approximately 800m east of the proposed Scheme.

GPs, dentists and pharmacies

There are seven GP surgeries within 1km of the proposed Scheme:

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- Central Surgery, located approximately 90m south east of the proposed Scheme;
- Folkestone East Family Practice, located approximately 700m east of the proposed Scheme;
- Guildhall Street Survey, located approximately 450m east of the proposed Scheme;
- Manor Clinic, located approximately 260m south east of the proposed Scheme;
- Park Farm Surgery, located approximately 630m north of the proposed Scheme;
- Sandgate Road Surgery, located approximately 660m south of the proposed Scheme; and
- White House Surgery, located approximately 10m south of the proposed Scheme.

There are seven dentist surgeries within 1km of the proposed Scheme:

- Bupa Dental Care Folkestone, located approximately 80m south east of the proposed Scheme;
- CRM Hunt, located approximately 15m south of the proposed Scheme;
- Folkestone & Dover Orthodontics Limited (Shornccliffe Road), located approximately 15m south of the proposed Scheme;
- Folkestone & Dover Orthodontics Limited (Godwyn Road), located approximately 290m west of the proposed Scheme;
- H Patel Associates, located approximately 860m north east of the proposed Scheme;
- Providence Dental, located approximately 250m south east of the proposed Scheme; and
- Total Dentalcare, located approximately 600m south east of the proposed Scheme.

There are 11 pharmacies within 1km of the proposed Scheme:

- Asda Pharmacy, located approximately 540m south east of the proposed Scheme;
- Boots, located approximately 650m south east of the proposed Scheme;
- Central Pharmacy, located approximately 40m east of the proposed Scheme;
- Guildhall Pharmacy, located approximately 440m east of the proposed Scheme;
- Lloyds Pharmacy (A259), located approximately 680m south east of the proposed Scheme;
- Lloyds Pharmacy (Sandgate Road), located approximately 540m south east of the proposed Scheme;
- Paydens Pharmacy, located approximately 15m north of the proposed Scheme;
- Superdrug Pharmacy, located approximately 660m south east of the proposed Scheme;
- Taylors Pharmacy, located approximately 20m north of the proposed Scheme;
- Tesco Pharmacy, located approximately 780m north west of the proposed Scheme; and
- Well Folkestone Black Bull Road, located approximately 930m east of the proposed Scheme.

Hospitals

The Royal Victoria Hospital (where dementia services and chaplaincy services are provided) is located approximately 340m north of the proposed Scheme.

Care homes

There are 21 care homes located within 1km of the proposed Scheme:

- Laurel Court Retirement Living Plus (McCarthy & Stone), located approximately 340m north of the proposed Scheme;
- Home Instead Senior Care, located approximately 15m north of the proposed Scheme;
- The Grange Care Home, located approximately 310m north of the proposed Scheme;
- Burnham Residential Care Homes, located approximately 250m north of the proposed Scheme;
- Trisford, located approximately 300m north of the proposed Scheme;
- Ashley House, located approximately 180m north of the proposed Scheme;
- Magenta, located approximately 400m north of the proposed Scheme;
- Broadmeadow Registered Care Centre, located approximately 890m north of the proposed Scheme;
- Cumbria House, located approximately 360m south of the proposed Scheme;
- Folkestone Care Centre, located approximately 150m west of the proposed Scheme;
- Pelham House Care Home, located approximately 730m south west of the proposed Scheme;
- Rosemere Care Home, located approximately 320m south of the proposed Scheme;
- Brampton Lodge, located approximately 590m south west of the proposed Scheme;
- Grimston House Care Home, located approximately 270m south of the proposed Scheme;
- Wells Lodge Nursing Home, located approximately 90m south of the proposed Scheme;
- St Heliers Residential Hotel-Style Care Home / Folkestone Retirement and Respite, located approximately 570m south of the proposed Scheme;
- ACL Care Homes Ltd, located approximately 180m south of the proposed Scheme;
- Sal Care Homes, located approximately 390m south of the proposed Scheme;
- Millfield House, located approximately 800m south east of the proposed Scheme;
- Marlborough House Care Home, located approximately 250m east of the proposed Scheme; and
- St Claire's, located approximately 200m east of the proposed Scheme.

Places of worship and cemeteries / burial grounds

There are 16 places of worship within 1km of the proposed Scheme:

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- Cheriton Pentecostal Church, located approximately 50m south of the proposed Scheme;
- All Souls Cheriton, located approximately 50m north of the proposed Scheme;
- Cheriton Baptist Church, located approximately 10m south of the proposed Scheme;
- Saint Andrews Methodist Church, located approximately 50m north of the proposed Scheme;
- St George's Church, located approximately 270m south of the proposed Scheme;
- Christ Embassy Folkstone, located approximately 230m north of the proposed Scheme;
- Kingdom Hall Folkestone, located approximately 530m north of the proposed Scheme;
- St John's Church Folkestone, located approximately 480m north east of the proposed Scheme;
- Ioni House, located approximately 470m south west of the proposed Scheme;
- Holy Trinity Church Folkestone, located approximately 490m south of the proposed Scheme;
- Folkestone Methodist Church, located approximately 560m south of the proposed Scheme;
- Christian Church Methodist, located approximately 560m south of the proposed Scheme;
- South Kent Community Church, located approximately 20m east of the proposed Scheme;
- Catholic Church Folkestone, located approximately 540m south east of the proposed Scheme;
- Grace Chapel, located approximately 680m east of the proposed Scheme; and
- The Parish Church of St Mary & St Eanswythe, located approximately 850m south east of the proposed Scheme.

Local facilities

There are 11 food stores within 1km of the proposed Scheme:

- Morrisons Cheriton Folkestone, located approximately 40m north of the proposed Scheme;
- Tesco Folkestone Superstore, located approximately 820m west of the proposed Scheme;
- Tesco Folkestone Bouverie Road Express, located approximately 460m south of the proposed Scheme;
- Lidl Central Folkestone, located approximately 600m east of the proposed Scheme;
- The Co-operative Food Cheriton, located approximately 40m north of the proposed Scheme;
- The Co-operative Food Folkestone Station, located approximately 35m east of the proposed Scheme;
- Sainsburys Folkestone, located approximately 490m south east of the proposed Scheme;
- Asda Folkestone Supercentre, located approximately 540m south east of the proposed Scheme;
- Tesco Folkestone Foord Road Express, located approximately 500m east of the proposed Scheme;
- Marks and Spencer Folkestone BP, located approximately 380m west of the proposed Scheme; and

- Iceland Folkestone, located approximately 690m south east of the proposed Scheme.

There are two post offices within 1km of the proposed Scheme:

- Cheriton Post Office, located immediately north of the proposed Scheme; and
- Royal Mail Folkestone Delivery Office, located approximately 580m south east of the proposed Scheme.

There are 14 mobility service facilities within 1km of the proposed Scheme:

- Shepway Disable Supplies, located approximately 590m north of the proposed Scheme;
- Prestige Stairlifts Folkestone, located approximately 730m north of the proposed Scheme.;
- Safe Hands Mobility Centres Ltd, located immediately south of the proposed Scheme;
- Cinque Ports Mobility Ltd, located approximately 570m south of the proposed Scheme;
- Ravenlea, located approximately 230m south of the proposed Scheme;
- Priority Adult Care, located approximately 530m south of the proposed Scheme;
- Carile Lodge, located approximately 460m south west of the proposed Scheme;
- The Life Skills Centre Folkestone Ltd, located approximately 370m south of the proposed Scheme;
- Channel Homes UK Ltd, located approximately 370m south of the proposed Scheme;
- Folkestone Mobility, located approximately 530m south east of the proposed Scheme;
- Disability Information Services, located approximately 530m south east of the proposed Scheme;
- Wheelchair Users Group, located approximately 530m south east of the proposed Scheme;
- ASV the Caring Shop, located approximately 780m south east of the proposed Scheme; and
- Home and Community Care, located approximately 610m north east of the proposed Scheme.

There are two facilities with a food bank service within 1km of the proposed Scheme:

- Folkestone Methodist Church, located approximately 500m south of the proposed Scheme; and
- Folkestone Rainbow Centre, located approximately 670m south east of the proposed Scheme.

Screening

Based on the proximity of facilities relevant to Protected Groups, the local social profile and the nature of the proposed Scheme, the proposed Scheme is considered to have a **low negative** impact during construction on the Age, Disability, Sex, Religion and Maternity protected groups. This rating has been allocated because there are likely to be short-term and reversible negative

impacts of the construction of the proposed Scheme on a small number of individuals from these groups, including noise and vibration impacts, temporary road closures and diversions, temporary bus stop relocations and delays to journey times. It is considered that these impacts can be mitigated (partially or wholly) using the actions outlined in Part 3 and below.

Part 1 also identifies a **medium favourable** impact on the Age, Sex, Pregnancy / Maternity and Deprivation protected groups during operation, because there are likely to be a moderate number of individuals in these groups affected by the changes, and the benefits are likely to be felt in the medium/long-term. A **low favourable** impact on the Disability and Religious protected groups was identified; the benefits were considered to be lower for this group as the uptake of the scheme is unlikely to be as high, but there may be some benefits associated with improved walking and cycling network.

There are not considered to be any positive or negative impacts (during construction or operation) on the Gender Identity / Transgender, Sexual Orientation, or Marriage / Civil Partnership protected groups due to the absence of a clear relationship between these groups and the proposed Scheme.

Could this policy, procedure, project or service promote equal opportunities for this group?

The proposed Scheme and the consultation process offers the potential for engagement with relevant stakeholder groups and to foster good relations with local organisations and communities.

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age	-	-	Yes, during construction. Impacts are likely to be felt on secondary age children at the Harvey Grammar School, as	Yes, medium favourable impact during operation. Benefits are likely to be felt on nursey, primary and secondary

			well as elderly residents of Home Instead Senior Care / elderly drivers / young and elderly users of the adjacent bus stops would be adversely affected.	age students, as well as elderly people who are able to safely walk and cycle in the area wide interventions zone.
Disability	-	-	Yes, during construction. Impacts are likely to be felt on disabled drivers / disabled residents / carers and dementia patients travelling to and from healthcare facilities. Disabled users of the adjacent bus stops would be adversely affected.	Yes, low favourable impact during operation. Disabled cyclists could benefit from the proposed Scheme if disable cycling infrastructure provision is in place.
Sex (including gender)	-	-	Yes, during construction. Impacts are likely to be felt on women who undertake education escort trips.	Yes, medium favourable impact during operation. Women are likely to benefit from the area wide interventions zone when providing education escort and leisure trips. Men are likely to benefit from safer cycling routes for

				commuting purposes.
Gender identity/ Transgender	-	-	-	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Race	-	-	-	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Religion and Belief	-	-	Yes, during construction. Impacts are likely to be felt on visitors of several places of worships, associated with construction noise and vibration and access.	Yes, low favourable impact during operation. There may be some benefits to users of these places of worship associated with the safer walking and cycling zones /

				new cycleway, but it is more likely that a vehicle would be used to access them.
Sexual Orientation	-	-	-	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Pregnancy and Maternity	-	-	Yes, during construction. Impacts are likely to be felt on women who undertake education escort trips.	Yes, medium favourable impact during operation. Women are likely to benefit from the area wide interventions zone when providing education escort and leisure trips.
Marriage and Civil Partnerships	-	-	-	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted

				by the proposed Scheme.
Deprivation	-	-	No impact predicted during construction. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the construction of the proposed Scheme.	Yes, medium favourable impact during operation. Poorer households are likely to use the walking and cycling network already so any improvements would benefit them.

Part 2 - Full Equality Analysis /Impact Assessment

From the screening grid, identify the Protected Groups impacted

As a result of the Screening in Part 1, it is concluded that there is potential for the following protected characteristics to be indirectly affected at a low negative level:

- Age;
- Disability;
- Sex / gender;
- Pregnancy and maternity; and
- Religion and belief.

It is anticipated that the following mitigation measures may further limit the impact on these Protected Groups and could improve uptake of the proposed Scheme. Further detail is also provided within Part 3. Additionally, an EqlA is iterative, and should any additional issues be raised through consultation these will be considered:

Information and Data used to carry out your assessment

The data sources used to identify baseline characteristics of the Study Area are referenced in full in Part 1 above, but include:

- The ONS: <https://www.ons.gov.uk/>
- NOMIS: <https://www.nomisweb.co.uk/>

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- The National Travel Survey: <https://www.gov.uk/government/collections/national-travel-survey-statistics>
- IMD mapping software: http://dclgapps.communities.gov.uk/imd/iod_index.html#
- Google Maps: <https://www.google.co.uk/maps>
- Indices of Deprivation: http://dclgapps.communities.gov.uk/imd/iod_index.html
- Wheels for Wellbeing's Annual Survey of Disabled Cyclists: <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

Gaps identified include location-specific data relating to the Sexual Orientation and Gender Identity / Transgender Protected Groups, due to the absence of reliable sources of data on these groups at present.

Who have you involved consulted and engaged with?

The public consultation and programme for the schemes proposed under the Kent Active Travel Fund is as follows:

- 9 December 2020 – 19 January 2021: Undertake initial engagement to understand how people feel about walking and cycling improvements where they live, and to seek views on early ideas;
- January 2021: Review feedback and issue report to inform scheme development; and
- Summer 2021: Public Consultation to seek views on the scheme designs which have been developed.

A number of key stakeholders relevant to Protected Groups have been identified, and who will be consulted with as part of this process. This includes active travel and accessibility groups (for example Sustrans, Bikeability, Living Streets), professional road users (for example taxi companies) and transport operators, education facilities, healthcare facilities, places of worship and local resident and community groups.

Specific organisations relevant to the disability Protected Group also to be consulted with are as follows:

- Kent Association for the Blind;
- Hi Kent (Support for Deaf and Hard of Hearing People);
- Kent Learning Disability Partnership Board;
- Disability Information Service Kent; and
- Kent Autistic Trust.

This EqIA is a live document and will be updated on a regular basis, particularly in light of any comments which arise during consultation.

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Analysis

Age

There are not expected to be any direct disproportionate impacts from the construction of the proposed Scheme on this group, and during operation, there are likely to be indirect benefits from the proposed Scheme.

Playbox, Little Stars Nursery, Frist Learners' Nursery Ltd and the Nursery at East Kent College Folkestone would be located within the area wide interventions where traffic restrictions will be in place. However, these restrictions would only apply to through traffic where access to the four pre-schools would be maintained. Hence, pre-school school aged children and education escort will not be affected during operational phase. The proposed Scheme is likely to benefit pre-school school aged children and education escort who cycle or walk to school.

According to the National Travel Survey (NTS)⁹, 46% of children walk to school, with approximately 1% of primary aged children cycling to school. The average length and time of primary school trips is 1.6 miles (or 2.6km) so within the 1km study area. Therefore, there would likely be safety benefits of the proposed Scheme for those primary school aged children travelling to school on foot. The NTS also states that 46% of primary school aged children travel to school by car, for a number of reasons including traffic safety concerns. Morehall Primary School, All Soul's Church of England Primary School and Harcourt Primary School would be located within the area wide interventions where traffic restrictions will be in place. However, these restrictions would only apply to through traffic where access to the three primary schools would be maintained. Hence, primary school aged children and education escort will not be affected during the operational phase. The provision of a permanent segregated cycleway and walking and cycling zone as a result of the proposed Scheme could encourage modal shift from travelling to school by car to on foot or by bike and therefore provide health benefits for local children. The benefits could particularly be felt for poorer households who are much less likely to have access to a car¹⁰, and who have to walk or cycle to school already.

During construction, there may be temporary disruption to secondary school age students, due to the proposed Scheme works would be located directly adjacent to the Harvey Grammar School. This might include noise and vibration disruption as the works are conducted. Given that there are alternative access route options to Harvey Grammar School, there is not likely to be a high negative impact in terms of journey delays due to diversions. Consultation can be undertaken with the school where necessary to

⁹ National Travel Survey (2014) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

¹⁰ Office for National Statistics (2011) <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

mitigate the potential impact during construction. There are likely to be operational benefits for secondary school age children who will be able to travel more safely to school along the new segregated cycle routes via active travel means. According to the National Travel Survey Factsheet¹¹, secondary school aged children are more likely to use public transport or walking, cycling or horse-riding (WCH) routes, with 37% walking, 31% taking the bus, 24% by car and approximately 5% cycle to school. Therefore, any improvements to the WCH network will benefit this age group and could encourage cycling uptake, especially given the direct access to the school.

The construction of the proposed Scheme, particularly any temporary road diversions, may cause temporary disruption and delays to residents of, carers at, and visitors to Home Instead Senior Care, who would likely use the B2064 Cheriton Road to access facilities (including health facilities) in Folkestone town centre. Elderly drivers who use this road to access facilities in the town centre, including the Royal Victoria Hospital, might also be indirectly disproportionately impacted by any confusion caused by unfamiliar road layouts which might be in place during construction. These impacts can be mitigated by providing clear signages of road diversions during construction to minimise the potential of route uncertainty and advance warning to allow drivers to better plan their journeys.

Any changes to the access to the seven bus stops along the B2064 Cheriton High Street and Cheriton Road, five bus stops located on the A2034 Cheriton Road, two bus stops located on the A259 Shorncliffe Road, and two bus stops located on the A259 Cheriton Road as a result of the construction of the proposed Scheme might also indirectly and disproportionately impact elderly people and school-aged children, who are more likely to use public transport than other groups¹². It is suggested that if temporary bus stop relocations are required, advance notice should be erected on the existing bus stops prior construction also throughout the duration of the construction.

Should any changes to parking be required to accommodate the construction or the operation of the proposed Scheme, this has the potential to directly (in the case of designated disabled parking bays) or indirectly (in the case of general parking removed in the vicinity of relevant services) impact upon blue badge holders (including elderly residents who may have reduced mobility). Where this is the case, alternative provision would be made to mitigate against any disproportionate impacts.

¹¹National Travel Survey (2014) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

¹² National Travel Survey (2020) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929992/annual-bus-statistics-year-ending-march-2020.pdf

Disability

There are not expected to be any direct disproportionate impacts from the construction of the proposed Scheme on this group, and during operation, there are likely to be indirect benefits from the proposed Scheme.

The construction phase of the proposed Scheme is likely to affect users and staff of the Safe Hands Mobility Centres Ltd., White House Surgery, CRM Hunt, Folkestone & Dover Orthodontics Limited (Shorncliffe Road), Central Pharmacy, and Paydens Pharmacy, particularly from any temporary road diversions of the B2064 Cheriton High Street, B2064 Cheriton Road and A259 Shorncliffe Road during construction. This may affect direct access to the facility and therefore result in indirect impacts on members of this Protected Group. These impacts can be mitigated by providing clear signages of road diversion during construction to minimise the potential of route uncertainty and advance warning to allow drivers to better plan their journeys. Given that the services have alternative access route options, with the mitigation measures in place, there is not likely to be a high negative impact in terms of journey delays due to diversions.

The construction of the proposed Scheme, particularly any temporary road diversions, may cause temporary disruption and delays to local disabled residents, who would likely use the B2064 Cheriton Road to access facilities (including health facilities) in the town centre. Disabled drivers or patients with dementia who use this road to access facilities in the town centre, including the Royal Victoria Hospital, might also be disproportionately affected by any confusion caused by unfamiliar road layouts which might be in place during construction. Any changes to the access to the seven bus stops along the B2064 Cheriton High Street and Cheriton Road, five bus stops located on the A2034 Cheriton Road, two bus stops located on the A259 Shorncliffe Road, and two bus stops located on the A259 Cheriton Road as a result of the construction of the proposed Scheme might also disproportionately affect disabled people, people with dementia and people with limited mobility¹³. It is suggested that if temporary bus stop relocations are required, advance notice should be erected on the existing bus stops prior construction also throughout the duration of the construction.

Should any changes to parking be required to accommodate the construction or the operation of the proposed Scheme, this has the potential to directly (in the case of designated disabled parking bays) or indirectly (in the case of general parking removed in the

¹³ National Travel Survey (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf

vicinity of relevant services) impact upon blue badge holders (including elderly residents who may have reduced mobility). Where this is the case, alternative provision would be made to mitigate against any disproportionate impacts.

The Wheels for Wellbeing's Annual Survey of Disabled Cyclists in 2019¹⁴ stated in its key findings that 51% of respondents have been unable to complete a journey due to inaccessible cycle routes and 32% have been unable to park their non-standard cycle. Opportunities should be sought to ensure that the network is also accessible for disabled cyclists, and that adequate cycle infrastructure is provided if found to be lacking, to reduce the possibility for indirect impacts.

Sex (including gender)

There are not expected to be any direct disproportionate impacts from the construction of the proposed Scheme on this group, and during operation, there are likely to be indirect benefits from the proposed Scheme.

The proposed Scheme might indirectly impact a higher proportion of women during construction and operation. Women are more likely than men to provide both education/escort trips and leisure trips¹⁵ (likely with children) and are much more likely to be responsible for childcare (according to the Office for National Statistics¹⁶). During construction, there may be traffic delays associated with diversions or re-routing, which are likely to disproportionately affect women as the primary escort providers. During operational phase, women car user education escort are unlikely to be disproportionately affected. Although four pre-schools and three primary schools are located within the area wide interventions where traffic restrictions will be in place, those restrictions will only apply to through traffic. Hence, women education escort will not be disproportionately affected during operational phase. The provision of new segregated cycleways, and walking and cycling zones associated with the proposed Scheme would benefit women by providing a safe route to escort children to school on foot and by bike, or to provide leisure trips with infants, henceforth encouraging active travel.

¹⁴ Wheels for Wellbeing's Annual Survey of Disabled Cyclists (2019) <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

¹⁵ National Travel Survey (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf

¹⁶ Office for National Statistics (2020) INAC01 SA: Economic Inactivity by Reason <https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/economicinactivity/datasets/economicinactivitybyreasonseasonallyadjustedinac01sa>

According to the ONS, men are much more likely than women to commute to work via bicycle (74% of commuters that cycle are men, 26% are women¹⁷), therefore the operation of the proposed Scheme is likely to benefit men during operational phase by reducing journey times and providing safer cycle routes.

Gender identity and transgender

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Race

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Religion and belief

There are not expected to be any direct disproportionate impacts from the construction of the proposed Scheme on this group, and during operation, there are likely to be indirect benefits from the proposed Scheme.

There is the possibility that the construction of the proposed Scheme could indirectly and disproportionately impact this protected group, due to the vicinity of the proposed Scheme to several churches, including All Souls Cheriton, Cheriton Baptist Church, Saint Andrews Methodist Church and South Kent Community Church which are located directly adjacent to the proposed Scheme. The tranquillity of the churches and any internal and external spaces such as churchyards could be impacted (albeit temporarily) by the proposed Scheme's construction. It is suggested that the construction schedule should give consideration to the service time of the four places of worship and avoid times where people will be attending church services where possible. There may be delays caused by visitors to the churches should the proposed Scheme require any temporary road diversions during construction. This can be mitigated by providing clear signage of road diversion during construction and advance warning to minimise the potential of route uncertainty. There may be benefits to visitors of the churches during operation, due to the improved connectivity for walkers

¹⁷ Office for National Statistics (2018)

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/thecommutinggapmenaccountfor65ofcommuteslastingmorethananhour/2018-11-07>

and cyclists as a result of the new segregated cycleway and walking and cycling zones, however it is likely that a larger proportion of visitors would access the place of worships via cars.

Sexual orientation

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Marriage and civil partnerships

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Pregnancy and Maternity

There are not expected to be any direct disproportionate impacts from the construction of the proposed Scheme on this group, and during operation, there are likely to be indirect benefits from the proposed Scheme.

The proposed Scheme might indirectly impact a higher proportion of women during construction. Women are more likely than men to provide both education/escort trips and leisure trips¹⁸ (likely with children) and are much more likely to be responsible for childcare (according to the Office for National Statistics¹⁹). During construction, there may be traffic delays associated with diversions or re-routing, which are likely to indirectly and disproportionately impact women as the primary escort providers. This can be mitigated by providing clear signages of road diversion during construction and advance warning to minimise the potential of route uncertainty. Once operational, the provision of new segregated cycleway, and walking and cycling zones would benefit women by providing a safe route to escort children to school by bike or on foot, or to provide leisure trips with infants, henceforth encouraging active travel.

¹⁸ National Travel Survey (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf

¹⁹ Office for National Statistics (2020) INAC01 SA: Economic Inactivity by Reason <https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/economicinactivity/datasets/economicinactivitybyreasonseasonallyadjustedinac01sa>

Deprivation

There are unlikely to be disproportionate impacts on poorer households during construction, but there are likely to be benefits during operation. Poorer households are much less likely to have access to a car²⁰, and therefore have an existing dependence on the walking and cycle network already, for education, employment or access to facilities. Any improvements to the safety or efficiency of this network would therefore benefit them.

Adverse Impact:

As outlined above, there is likely to be a **low negative** impact on the Age, Disability, Sex, Religion and Pregnancy / Maternity protected groups during construction. These impacts are associated with changes to access to schools, healthcare and other facilities, journey delays including for education escort, potential confusion resulting from changing road layouts for elderly, people with dementia and disabled drivers) and noise and vibration disturbance. As stated above, these impacts are temporary, short term and reversible, however the following mitigation is still deemed to be required to minimise impacts as far as possible:

- Early warnings, suitable signage and other accessible communications will be erected to advise of impending changes. Access to the area will be retained during the construction of the proposed Scheme. These measures will allow road users and bus users to better plan their journeys.
- The local police, fire department and hospitals will be informed of changes to the road layouts and access to destinations during the construction of the proposed Scheme.
- Consultation can be undertaken with the Harvey Grammar School, White House Surgery, CRM Hunt, Folkestone & Dover Orthodontics Limited (Shorncliffe Road), Central Pharmacy, Paydens Pharmacy, Home Instead Senior Care, Morrisons Cheriton Folkestone, the Co-operative Food Cheriton, the Co-operative Food Folkestone Station, and Safe Hands Mobility Centres Ltd where necessary to mitigate potential negative impact during construction.
- Construction schedule should give consideration to the service time of the All Souls Cheriton, Cheriton Baptist Church, Saint Andrews Methodist Church and South Kent Community Church to avoid times where people will be attending church services where possible.

Positive Impact:

A low or medium favourable impact has been identified for the Age, Disability, Sex / Gender, Religion, Pregnancy and Maternity, and Deprivation protected groups, as outlined above. This is due to a number of factors including improved journey times, improved

²⁰ Office for National Statistics (2011) <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

safety, and health benefits associated with active travel. However, it is considered that the actual scale of the benefits depends on the uptake of the proposed Scheme. Some measures to improve uptake include:

- To ensure uptake is maximised, it should be ensured that there is adequate provision for cycling infrastructure to safely store bicycles at the school;
- It is also recommended that Bikeability Training is provided for school-age children within the study area, which may increase children's confidence and parents' confidence in allowing children to cycle independently to school. This is likely to therefore help to reduce car trips; and
- Opportunities should be sought to ensure that the network is also accessible for disabled cyclists, and that adequate cycle infrastructure is provided if found to be lacking, to reduce the possibility for indirect impacts.

JUDGEMENT

There are likely to be a mixture of indirect positive and negative impacts on protected groups resulting from the proposed Scheme. The initial screening of the Proposed Scheme at this stage has identified that impacts are possible to be felt on the following groups:

- Age;
- Disability;
- Sex / gender;
- Religion; and
- Pregnancy and maternity

Assuming that the mitigation outlined in the sections below is implemented it is judged that the proposed Scheme can **adjust and continue** with minor implications on Protected Groups.

Part 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
All Protected	Issues identified	Conclusions will be	Fully inclusive	Kent County	Following	To be built into

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Characteristics	in Parts 1 and 2 above may evolve following consultation, or new issues may be identified.	revisited following consultation.	and thorough assessment of impacts on Protected Groups, including a list of appropriate and approved mitigation items.	Council (Schemes Planning and Delivery)	public consultation	project resource plans
Age	Increased uptake of cycling by school aged children (relative to the baseline) as a result of the proposed Scheme	Adequate provision of cycling infrastructure to safely store bicycles at the school should be ensured.	Improvement in uptake of active travel to school.	Kent County Council (Schemes Planning and Delivery and School officers), local schools	Detailed design stage	To be built into project resource plans
Age	Increased uptake of cycling by school aged children (relative to the baseline) as a result of the proposed Scheme	It is recommended that Bikeability Training is provided for school-age children in the study area.	This may give parents more confidence to allow their children to cycle independently to school, as well as giving the children themselves confidence. This would therefore reduce car trips.	Kent County Council (Schemes Planning and Delivery and School officers), local schools and Kent Bikeability officer	Post-Construction / Operation	To be built into project resource plans
Disability	Increased use of	Design of the	Improvement in	Kent County	Detailed design	To be built into

	safer footpaths and crossings by disabled people and those with limited mobility	<p>Scheme should be in line with best practice guidance (such as Local Transport Note 1/20²¹). It is recommended that all crossings (both during construction and operation) are appropriate for those with sight or hearing impairments.</p> <p>The proposed Scheme should consider the type of surfacing used along the route. It is recommended that tarmac is used to surface the route, as this would make the route accessible for those with disabilities.</p> <p>Opportunities should be sought to ensure the design is accessible and</p>	safe uptake of the proposed Scheme for disabled people.	Council (Schemes Planning and Delivery), Designer and Main Contractor (Amey)	stage	project resource plans
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²¹ Department for Transport (2020) Local Transport Note 1/20: Cycle Infrastructure Design
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

		inclusive (including inclusive cycle parking infrastructure). If this is not possible, the route is likely to be less accessible to some users.				
Age / Disability	Delays to access care homes and hospitals (patients with dementia) during construction.	The local police, fire department and hospitals will be informed of changes to the road layouts and access to destinations during the construction of the proposed Scheme.	Informed decision-making and travel plans for carer trips.	Kent County Council (Schemes Planning and Delivery) and Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans
Age / Disability / Sex (gender) / Religion and Belief	Delays to access school and services during construction due to the close proximity of the proposed Scheme. These comprise, Harvey Grammar School, White House Surgery,	Ensure the identified school and services are on the stakeholder mapping. It is recommended that consultation can be undertaken prior construction of the proposed Scheme where necessary.	To partially or wholly mitigate potential access issues to the identified school and services during construction.	Kent County Council (Schemes Planning and Delivery) and Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans

	CRM Hunt, Folkestone & Dover Orthodontics Limited (Shorncliffe Road), Central Pharmacy, Paydens Pharmacy, Home Instead Senior Care, Morrisons Cheriton Folkestone, the Co-operative Food Cheriton, the Co-operative Food Folkestone Station, and Safe Hands Mobility Centres Ltd.					
Age / Disability / Sex (gender) / Religion and Belief	Increased confusion associated with altered road layout during construction.	Advance warning, suitable signage and other accessible communications will be erected to advise of impending changes and access to the area will be retained during the	Safer travel, reduce route uncertainty and allow better planned journey for school age children, women (education escort), elderly, disabled drivers	Kent County Council (Schemes Planning and Delivery) and Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans

		construction of the proposed Scheme.	and people with dementia during construction.			
Age / Disability / Sex (gender) / Religion and Belief	Changes in access / locations of bus stops for travel	Advance warning, suitable signage and other accessible communications will be erected at bus stops to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Reduced disturbance to bus travel for school age children, women (education escort), elderly, disabled drivers and people with dementia during construction.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey) / Canterbury Borough Council / Local bus operators	Pre-Construction / Construction	To be built into project resource plans
Religion and Belief	Changes in tranquillity at All Souls Cheriton, Cheriton Baptist Church, Saint Andrews Methodist Church and South Kent Community Church during construction of the proposed Scheme.	It is recommended that construction schedule should give consideration to the service time of the places of worships and avoid times where people will be attending church services where possible.	Mitigate potential construction noise during service time as a result of the proposed Scheme.	Kent County Council (Schemes Planning and Delivery) and Main Contractor (Amey)	Detailed design stage	To be built into project resource plans

Have the actions been included in your business/ service plan?

Yes/**No** (These actions are to be confirmed and carried out by the Applicant and the relevant parties.)

Next Steps

1. Having completed Part 3, then then please complete the Judgement and the Summary RAG Rating above, and submit this form to your Head of Service and Director for sign off. Once they have both signed, please send to GETcsp@kent.gov.uk and diversityinfo@kent.gov.uk with the title of the project clearly stated along with 'Final EqIA'. It will then be logged and published on the KCC Intranet as well as available to external customers upon request.
2. If the activity will be subject to a Cabinet decision, the EqIA must be submitted to Democratic Services democratic.services@kent.gov.uk along with the relevant Cabinet report.
3. The original signed hard copy and electronic copy should be kept with your team for audit purposes



KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA)

Directorate Service:

Name of decision, policy, procedure, project or service: Kent Active Travel Fund: A28 Birchington to Westgate

Pathway of Equality Analysis:

Summary and recommendations of equality analysis / impact assessment

Kent County Council has ambitious targets for growth, and as a County Council we recognise that transport infrastructure and the environment are vital to creating sustainable developments and encourage people to live, work and play in Kent.

The ability to travel quickly and safely to our destinations requires a transport network that provides a variety of travel choices that supports a growing population. As such, we have developed initial concept designs in five locations within Kent which seek to create a safer environment for both walking and cycling to offer a real choice to our residents about how they can travel throughout the County. We have received funding for the following five schemes, which are still very much in an early design stage:

- Canterbury: Littlebourne Road - City Centre;
- Folkestone: Central Rail Station – Cheriton;
- Margate: Birchington – Westgate;
- Folkestone: Hythe – Dymchurch; and
- Gravesham: Gravesend – Northfleet.

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The schemes aim to encourage and enable active travel, which means walking or cycling as a means of transport in addition to leisure purposes – an attractive and realistic choice for short journeys. It can benefit health and wellbeing by incorporating physical activity into everyday routine as well as reduce the number of vehicles on the road and improve air quality.

We believe these improvements will enable local support for active travel and encourage future investment which will:

- Support our local high streets and businesses by increasing footfall and making efficient use of our road space;
- Address public health crises in our communities by enabling our residents to get active and stay healthy, and get their children walking and cycling to school;
- Encourage cycle friendly streets and public spaces which encourages sustainable tourism;
- Provide a variety of safe and efficient means of transport; and
- Improve air quality and create more pleasant and attractive places to live.

Aims and Objectives

A key aspect of this scheme is the introduction of a new cycle route between Birchington and Margate. This route would provide better connections to key destinations in and around Birchington, Westgate-on-Sea and Margate. These include railway stations, schools, town centres, coastal attractions and business areas. Improvements could also be made along roads which connect to the National Cycle Route on the coast, to make them safer and more attractive for cycling. We also have ideas for area-wide improvements to provide a more pleasant environment for pedestrians and cyclists. These types of improvements aim to create an interconnected transport network for walking and cycling across the area. The cycle route between Birchington and Margate would be around 3.5 miles (5.6km) long.

All interventions are proposed to be permanent, subject to feasibility, statutory consultation and delivery. These interventions are shown in the available proposed Scheme concept plans showing context maps and proposed interventions; these proposed Scheme plans are available on the consultation section of KCCs website.

The improvement ideas are shown below:

- New east-west cycle route linking Birchington to Margate. North-south cycle route improvements to connect to coastal roads;
- Junction improvements to give cyclists priority;
- Crossing improvements for pedestrians and cyclists;
- More cycle parking, including at railway stations; and
- New signage to help navigate cyclists and pedestrians.

Summary of equality impact

There are likely to be a mixture of positive and negative impacts on Protected Groups resulting from the proposed Scheme. Until the design is developed in more detail it is an initial screen of these impacts that is required, however it is currently thought that the impacts are likely to be felt on the following groups:

- Age;
- Disability;
- Sex / Gender;
- Religion; and
- Pregnancy/maternity.

Assuming that the mitigation outlined in the sections below is implemented it is judged that the proposed Scheme can **adjust and continue** with minor implications on Protected Groups.

I have found the Adverse Equality Impact Rating to be **Low**

GET Document Control



Revision History

Version	Date	Authors	Comment
V0.2	04/12/2020	Katie Dean (Author), WSP	
		Sophie Collins (Review), WSP	
		Gavin Lewis (Quality Assurance), WSP	
V1 (this should be assigned to the version the Director signs off)			

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Tim Read		Head of Service	7/12/20
Simon Jones		Director	7/12/20

Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration, could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Social Baseline

Introduction

The following local social profile for the district of Thanet has been compiled from publicly available data to provide context for and to inform the assessment. Data for Thanet has been compared with the average for England / Wales. This comprises information on the following:

- Protected characteristic groups;
- Local communities; and
- Local community facilities and public transport.

A 1km study area has been used to identify facilities relevant to Protected Groups in line with professional judgement and experience on similar schemes.

The proposed Scheme is located in Thanet, within the local authority of the County of Kent which has a population of 1,581,600 in 2019¹.

Protected characteristic profile

Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act²:

¹ NOMIS (2019), Labour Market Profile – Kent. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1941962885/report.aspx> (Accessed: 11 November 2020).

² Highways Agency (2011), Guide to Equality Impact Assessment.

- Age;
- Disability;
- Race;
- Religion or belief;
- Sex/ gender;
- Sexual orientation; and
- Deprivation.

Due to the lack of publicly available data, certain protected characteristics, including gender reassignment, marriage and civil partnership and pregnancy and maternity have not been included in the assessment. Although not required under the Act, the social profile also includes data for deprivation as it provides a measure of a combination of socio-economic matrices, and can be used as an indicator for vulnerable groups.

Ethnicity and religion profile

The percentage of each ethnicity in Thanet District as measured by the ONS, and as outlined in the 2011 Census, is presented in **Table 1**. It shows that the percentage of population classified as White British in Thanet (90.4%) is significantly higher than the England and Wales average percentage (80.5%). The percentages of population for other ethnicities in Thanet are lower than the England and Wales average. This indicates that Thanet is less diverse when compared to the general population in England and Wales. This data suggests that there are no minority groups under this protected characteristic group which are more highly represented and need to be given additional consideration within this assessment.

Table 1 Ethnicity breakdown of Thanet and England and Wales (2011)³

Ethnic group	Thanet		England and Wales	
	Total no.	% of total*	Total no.	% of total*
White: English/welsh/Scottish/Northern Irish/British	121,346	90.4%	45,134,686	80.5%
White: Irish	1,026	0.8%	531,087	0.9%
White: Gypsy or Irish Traveller	187	0.1%	57,680	0.1%
White: Other White	5,635	4.2%	2,485,942	4.4%
Mixed/Multiple Ethnic Groups: White and Black Caribbean	720	0.5%	426,715	0.8%
Mixed/Multiple Ethnic Groups: White and Black African	329	0.2%	165,974	0.3%
Mixed/Multiple Ethnic Groups: White and Asian	598	0.4%	341,727	0.6%
Mixed/Multiple Ethnic Groups: Other Mixed	539	0.4%	289,984	0.5%
Asian/Asian British: Indian	738	0.5%	1,412,958	2.5%
Asian/Asian British: Pakistani	184	0.1%	1,124,511	2.0%
Asian/Asian British: Bangladeshi	178	0.1%	447,201	0.8%
Asian/Asian British: Chinese	450	0.3%	393,141	0.7%
Asian/Asian British: Other Asian	954	0.7%	835,720	1.5%
Black/African/Caribbean/Black British: African	585	0.4%	989,628	1.8%
Black/African/Caribbean/Black British: Caribbean	239	0.2%	594,825	1.1%
Black/African/Caribbean/Black British: Other Black	86	0.1%	280,437	0.5%
Other ethnic group: Arab	118	0.1%	230,600	0.4%

³ NOMIS (2011), Ethnic group. Available at: <https://www.nomisweb.co.uk/census/2011/ks201ew> (Accessed: 11 November 2020).

Ethnic group	Thanet		England and Wales	
	Total no.	% of total*	Total no.	% of total*
Other ethnic group: Any other ethnic group	274	0.2%	333,096	0.6%

*Note: Percentages may not sum exactly due to rounding.

The proportion of different beliefs in Thanet and England and Wales are provided in **Table 2**. It shows that the majority of the population in Thanet is identified as Christian (61.4%) and the second largest group is no religion (28.6%). It also indicates that the population in Thanet has a higher percentage than the England and Wales average (59.3%) that identified as Christian. There are unlikely to be any significant number of additional receptors which could be disproportionately affected by the proposed Scheme.

Table 2 Percentage of people belonging to specific faiths in Thanet and England and Wales (2011)⁴

Religion	Thanet		England and Wales	
	Total no.	% of total*	Total no.	% of total*
Christian	82,447	61.4%	33,243,175	59.3%
Buddhist	491	0.4%	247,743	0.4%
Hindu	639	0.5%	816,633	1.5%
Jewish	273	0.2%	263,346	0.5%
Muslim	1,230	0.9%	2,706,066	4.8%
Sikh	94	0.1%	423,158	0.8%
Other religion	690	0.5%	240,530	0.4%
No religion	38,383	28.6%	14,097,229	25.1%
Religion not stated	9,939	7.4%	4,038,032	7.2%

*Note: Percentages may not sum exactly due to rounding.

⁴ NOMIS (2011), Religion. Available at: <https://www.nomisweb.co.uk/census/2011/ks209ew> (Accessed: 11 November 2020).

Age profile

The age profile in Thanet and England and Wales are provided in **Table 3** below. It shows that when compared to the England and Wales average, the percentage of the population in Thanet is lower for ages ranging between 0 and 9, 25 and 59; and slightly higher for ages ranging between 10 and 17, 60 and over 90. Given these variances to national trends, there is potential for some additional receptors to be affected by the proposed Scheme.

Table 3 Age profile in Thanet and England and Wales (2011)⁵

Age range	Thanet		England and Wales	
	Total no.	% of total*	Total no.	% of total*
0 – 4	8,093	6.0%	3,496,750	6.2%
5 – 7	4,436	3.3%	1,927,039	3.4%
8 – 9	2,805	2.1%	1,208,672	2.2%
10 – 14	8,570	6.4%	3,258,677	5.8%
15	1,726	1.3%	687,994	1.2%
16 – 17	3,473	2.6%	1,391,235	2.5%
18 – 19	3,394	2.5%	1,460,156	2.6%
20 – 24	7,396	5.5%	3,807,245	6.8%
25 – 29	7,320	5.5%	3,836,609	6.8%
30 – 44	23,092	17.2%	11,515,165	20.5%
45 – 59	25,887	19.3%	10,886,135	19.4%
60 – 64	9,581	7.1%	3,377,162	6.0%
65 – 74	14,309	10.7%	4,852,833	8.7%
75 – 84	9,571	7.1%	3,115,552	5.6%
85 – 89	2,866	2.1%	825,671	1.5%
90+	1,667	1.2%	429,017	0.8%

*Note: Percentages may not sum exactly due to rounding.

⁵ NOMIS (2011), Age structure. Available at: <https://www.nomisweb.co.uk/census/2011/ks102ew> (Accessed: 11 November 2020).

Gender Profile

Table 4 presents the 2011 Census gender profile in Thanet and England and Wales. It indicates that the percentage of males (all ages) and females (all ages) in Thanet is similar with the England and Wales average in 2011, Therefore there are not likely to be any significant number of additional receptors which could be disproportionately affected by the proposed Scheme.

Table 4 Gender profile in Thanet and England and Wales (2011)⁶

Gender	Thanet		England and Wales	
	Total no.	% of total	Total no.	% of total
Male	64,555	48.1%	27,075,912	49.2%
Female	69,631	51.9%	28,502,536	50.8%

Disability

A total of 31,348 (23.4%), of the population in Thanet are living with a long-term health problem or disability, significantly higher than the England and Wales average 17.9%. A higher proportion of the population in Thanet (11.5%) identify as having a long-term health problem or disability which limits their day to day activities a lot than the England and Wales average (8.5%)⁷. Given these variances to national trends, there is potential for some additional receptors to be affected by the proposed Scheme.

Index of Multiple Deprivation

The Indices of Multiple Deprivation (IMD) 2019 use a combination of information relating to income, employment, education, health, skills and training, barrier to housing and services, and crime to create an overall score of deprivation. These scores are then used to rank specific geographical extents. A low rank indicates higher, relative deprivation; hence the most deprived area is ranked 1. IMD data is broken down into smaller areas, known as Lower-layer Super Output Areas (LSOAs), which are a standard statistical geography designed to be of a similar population size, with an average of approximately 1,500 residents or 650 households.

⁶ NOMIS (2011), Usual resident population. Available at: <https://www.nomisweb.co.uk/census/2011/ks101ew> (Accessed: 11 November 2020).

⁷ NOMIS (2011), Long-term health problem or disability. Available at: <https://www.nomisweb.co.uk/census/2011/dc3201ew> (Accessed: 11 November 2020).

The proposed Scheme lies within 12 LSOAs⁸: Thanet 005E, Thanet 005B, Thanet 005C, Thanet 005D, Thanet 003A, Thanet 007C, Thanet 007D, Thanet 008D, Thanet 007E, Thanet 007B, Thanet 003E and Thanet 008C.

Across the seven domains of deprivation, Thanet 003A, Thanet 003E, Thanet 005B, Thanet 007C and Thanet 007D are amongst the 10% to 40% most deprived neighbourhoods in the country for “Income deprivation”, “Employment Deprivation”, “Education Skills and Training”, “Health Deprivation and Disability”, “Crime”, “Income Deprivation Affecting Children Index”, and “Income Deprivation Affecting Older People Index”. Thanet 005E are amongst the least deprived neighbourhoods in the country for the domains for deprivation, except for “Education Skills and Training” and “Living Environment”.

The range in deprivation levels between the affected LSOAs within the proposed Scheme areas means that people living and working within the proposed Scheme area are likely to use and uptake the proposed Scheme in different ways (including host and source destinations and means of travel).

Given the levels of deprivation, particularly within Thanet 003A, Thanet 003E, Thanet 005B, Thanet 007C and Thanet 007D, there is potential for some additional receptors to be affected by the proposed Scheme.

Local Communities and Public Transport

Residential communities located within the 1km study area include the following:

- The town of Birchington-on-Sea at the western end of the proposed Scheme;
- The town of Westgate-on-Sea of which the middle section of the proposed Scheme runs through;
- The village of Garlinge located south of the proposed Scheme, towards the eastern end of the proposed Scheme;
- The settlement of Westbrook located north of the proposed Scheme, towards the eastern end of the proposed Scheme; and
- The town of Margate located at the eastern end of the proposed Scheme.

Public transport, pedestrian and cycling facilities located within 1km of the proposed Scheme include:

- There are three train stations located within 1km of the proposed Scheme located at Birchington-on-Sea, Westgate-on-Sea and Margate. These provide local services to and from Ramsgate, Faversham and Canterbury as well as services to London Victoria and London St Pancras;

⁸ Indices of Deprivation (2019), Indices of Deprivation. Available at: https://dclgapps.communities.gov.uk/imd/iod_index.html# (Accessed: 12 November 2020)

- There are multiple bus stops located along Canterbury Road (A28), Westbrook Avenue (Westbrook), St Mildred's Way (Westgate-on-Sea) Minnis Road (Birchington-on-Sea) and Cecil Square/ Road (Margate), which provide services to and from Birchington-on-Sea, Margate, Canterbury, Westgate-on-Sea, Westcliff, Broadstairs, Minnis Bay and Ramsgate;
- The Viking Trail National Cycle Route (15) runs in parallel to the proposed Scheme along the coast;
- There is some form of pedestrian pavement provision along the length of the proposed Scheme, although this is narrow in places and often lacks suitable crossing points; and
- There are number of Public Rights of Way, most notable of which are the Thanet Coastal Path, Viking Coastal Trail - Sandwich to Reculver and the Beach Roamer - Botany, Bay and Beaches, which are located along the northern coastline north of the proposed Scheme.

Local Community Facilities Relevant to Protected Groups

There are a number of local community facilities which are situated within the study area for the proposed Scheme and are shown on Figure 1. All distances are approximate.

Pre-schools

There are eight pre-schools within 1km of the proposed Scheme:

- Noah's Ark Pre-School, Birchington-on-Sea (650m south of the proposed Scheme);
- Piggybank Day Nursery, Westgate-on-Sea (215m north of the proposed Scheme);
- Cheeky Monkeys Pre-school, Westgate-on-Sea (160m north of the proposed Scheme);
- Garlinge Children's Centre, Garlinge (315m south of the proposed Scheme);
- Bright Start, Margate (295m south of the proposed Scheme);
- Manor House Nursery, Margate (295m south east of the proposed Scheme);
- Curious Explorers, Margate (570m south east of the proposed Scheme); and
- Townsend Montessori, Margate (945m south east of the Proposed Scheme).

Primary Schools

There are five primary schools located within 1km of the proposed Scheme:

- Birchington Church of England Primary School (660m south of the proposed Scheme);
- St Saviour's Church of England Junior School (100m north of the proposed Scheme);
- St Crispin's Community Primary Infant School (335m south of the proposed Scheme);
- Garlinge Primary School and Nursery (360m south of the proposed Scheme); and

- Holy Trinity and St John's Church of England Primary School (835m south east of the proposed Scheme).

Secondary Schools

There are three secondary schools located within 1km of the proposed Scheme:

- King Ethelbert Secondary School, Birchington-on-Sea (90m south of the proposed Scheme);
- Ursuline College, Westgate-on-Sea (160m south of the proposed Scheme); and
- Hartsdown Academy, Margate (545m south of the proposed Scheme).

Higher Education

There are two higher education facilities within 1km of the proposed Scheme:

- Margate Adult education, Margate (700m east of the proposed Scheme); and
- University of Kent at Hartsdown Academy (545m south of the proposed Scheme).

GPs, Dentists and Pharmacy

There are two GP practices within 1km of the proposed Scheme:

- Birchington Medical Centre, Birchington-on-Sea (375m west of the proposed Scheme); and
- Westgate Surgery, Westgate-on-Sea (390m north of the proposed Scheme).

There are four dentists located within 1km of the proposed Scheme:

- Birchington Orthodontic Practice, Birchington-on-Sea (170m south west of the proposed Scheme);
- Station Road Dental Surgery, Birchington-on-Sea (70m south of the proposed Scheme);
- Mydentist, Westgate-on-Sea (315m north of the proposed Scheme); and
- Mydentist, Margate (600m north east of the proposed Scheme).

There are six pharmacies located within 1km of the proposed Scheme:

- Payden's Pharmacy, Birchington-on-Sea (320m west of the proposed Scheme);
- Courts Pharmacy, Birchington-on-Sea (120m south of the proposed Scheme);
- Payden's Pharmacy, Westgate-on-Sea (300m north of the proposed Scheme);
- Baxter Pharmacy, Westbrook, (10m north of the proposed Scheme);
- Boots, Margate (600m east of the proposed Scheme); and
- Payden's, Margate (725m north east of the proposed Scheme).

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Hospitals

There are no hospitals located within 1km of the proposed Scheme. The nearest hospital is the Queen Elizabeth Hospital in Margate, which is located approximately 1.4km south east of the proposed Scheme.

Care Homes

There are eight care homes located within 1km of the proposed Scheme:

- Beach House, Birchington-on-Sea (130m north west of the proposed Scheme);
- Grenham Bay Court, Birchington-on-Sea (645m north west of the proposed Scheme);
- Spencer House Care Home, Birchington-on-Sea (395m north of the proposed Scheme);
- The West Gate Nursing Home, Westgate-on-Sea (25m north of the proposed Scheme)
- Highfield Residential Home, Birchington-on-Sea (25m north of the proposed Scheme);
- The Lourdes Community Nursing Home, Westgate-on-Sea (260m south of the proposed Scheme);
- Springfield Residential Home, Westgate-on-Sea (235m north of the proposed Scheme);
- Select Health, Westgate-on-Sea (390m north of the proposed Scheme); and
- St. Michaels Care, Westgate-on-Sea (140m north of the proposed Scheme).

Places of Worship, cemeteries/burial grounds

There are 15 places of worship located within 1km of the proposed Scheme:

- Our Lady & St Benedict Royal Catholic Church, Birchington-on-Seas (300m west of the proposed Scheme);
- All saints church, Birchington-on-Sea, (360m south of the proposed Scheme);
- Birchington Methodist Church, Birchington-on-Sea, (350m south of the proposed Scheme);
- Birchington Baptist Church, Birchington-on-Sea (240m south of the proposed Scheme);
- Daughters of Jesus Church, Westgate-on-Sea (510m north of the proposed Scheme);
- Christ Church United Reformed Church, Westgate-on-Sea (385m north of the proposed Scheme);
- Georgina Spiritual Medium Spiritism Centre, Westgate-on-Sea (515m north of the proposed Scheme);
- St James' Church, Westgate-on-Sea (20m north of the proposed Scheme);
- Saint Saviours Parish Church, Westgate-on-Sea (360m north of the proposed Scheme);
- Garlinge Methodist Church, Garlinge, (25m south of the proposed Scheme);
- Greek Orthodox Church of the Archangel Michael, Margate (40m south of the proposed Scheme);
- St John's Church, Margate (835m south east of the proposed Scheme);

- New Life Family Church, Margate (950m south east of the proposed Scheme);
- St Austin & St Gregory Catholic Church (890m south east of the proposed Scheme); and
- Al-Birr Community Centre and Mosque (765m east of the proposed Scheme).

There are no cemeteries, burial grounds or crematoriums located within 1km of the proposed Scheme.

Local Facilities

There are eight convenience stores located within 1km of the proposed Scheme:

- Co-op, 54-56 Station Road, Birchington-on-Sea (185 from proposed Scheme);
- Sainsbury's Local, Station Road, Birchington-on-Sea (125m south from proposed Scheme)
- Co-op, 70-80 Station Road, Birchington-on-Sea (90m south from proposed Scheme);
- Co-op, Station Road, Westgate-on-Sea (195m north of the proposed Scheme);
- Marks and Spencer, Canterbury Road, Garlinge (10m south of the proposed Scheme);
- Tesco Express, Canterbury Road, Westgate-on-Sea (15m north of the proposed Scheme);
- Iceland, Union Road, Margate (730m east of the proposed Scheme); and
- Morrisons, Hawley Street, Margate (770m north east of the proposed Scheme).

There are four post offices located within 1km of the proposed Scheme:

- Birchington Post office (located within Co-op) 70-80 Station Road, Birchington-on-Sea (90m south from proposed Scheme);
- Westgate-on-Sea Post Office, Westgate-on-Sea (320m north east of the proposed Scheme);
- Garlinge Post Office, Garlinge (15m north of proposed Scheme); and
- Margate Post Office (located within WH Smiths), Margate (560m east of the proposed Scheme).

There are four food banks located within 1km of the Proposed Scheme:

- Birchington Baptist Church (250m south of the Proposed Scheme);
- Margate Independent Food Bank CIC (710m east of the Proposed Scheme);
- Salvation Army, Union Crescent, Margate (815m east of the Proposed Scheme); and
- Salvation Army, High St, Margate (585m south east of the Proposed Scheme).

Screening

Based on the proximity of facilities relevant to Protected Groups, the local social profile and the nature of the proposed Scheme, the proposed Scheme is considered to have a **Low Negative** Impact during construction on the Age, Disability, Sex, Religion and Maternity Protected Groups. This rating has been allocated because there are likely to be short-term and reversible negative impacts of the construction of the proposed Scheme on a small number of individuals from these groups, including noise and vibration impacts, temporary road closures and diversions, and delays to journey times. It is considered that these effects can be mitigated using the actions outlined in Part 3 and below.

Part 1 also identifies a **Medium Favourable** impact on the Age, Disability, Sex, Pregnancy / Maternity and Deprivation Protected Groups during operation, because there are likely to be a large number of individuals in these groups affected by the changes, and the benefits are likely to be felt in the medium/long-term. A **Low Favourable** impact on the Religious Protected Group was identified; the benefits were considered to be lower for this group as the uptake of the scheme is unlikely to be as high, but there may be some benefits associated with improved crossing points and safer footways.

There are not considered to be any positive or negative impacts (during construction or operation) on the Gender Identity / Transgender, Sexual Orientation, or Marriage / Civil Partnership Protected Groups due to the absence of a clear relationship between these groups and the proposed Scheme.

Could this policy, procedure, project or service promote equal opportunities for this group?

The proposed Scheme and the consultation process offers the potential for engagement with relevant stakeholder groups and to foster good relations with local organisations and communities.

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned	
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	High Negative Impact	Medium Negative Impact	Low Negative Impact	High/Medium/Low Favourable Impact
Age	-	-	Yes, potential disruption along the A27 and Alpha Road (particularly for the school aged children and the elderly) during construction	Yes, new and improved cycleways, traffic free routes and improved crossing points will help to facilitate exercise (medium favourable)
Disability	-	-	Yes, potential disruption during construction along the A27 and Alpha Road, which could result in accessibility issues for those with disabilities, in particular those with visual impairments.	Yes, new and improved cycleways, traffic free routes and improved crossing points will help to facilitate exercise particularly for those with disabilities. (medium favourable)
Sex (including gender)	-	-	Yes, during construction, there may be traffic delays, which are likely to disproportionately affect women as the primary escort providers to school aged children.	Yes, new and improved cycleways, traffic free routes and improved crossing points will help to facilitate exercise (medium favourable)

Protected Group	You MUST provide a brief commentary as to your findings, or this EqlA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Gender identity/ Transgender	-	-	-	No impact predicted during construction or operation
Race	-	-	-	No impact predicted during construction or operation
Religion and Belief	-	-	Yes, potential negative effects from noise and vibration during construction, which could disturb the tranquillity at places of worship and religious services.	Yes, there may be benefits to visitors of the churches during operation, due to the improved connectivity. (Low favourable)
Sexual Orientation	-	-	-	No impact predicted during construction or operation
Pregnancy and Maternity	-	-	Yes, during construction, there may be traffic delays, which are likely to disproportionately affect women as primary escort providers to school aged children.	Yes, new and improved cycleways, traffic free routes and improved crossing points will help to facilitate exercise (medium favourable)

Protected Group	You <i>MUST</i> provide a brief commentary as to your findings, or this EqlA will be returned to you unsigned			
	High Negative Impact	Medium Negative Impact	Low Negative Impact	High/Medium/Low Favourable Impact
Marriage and Civil Partnerships	-	-	-	No impact predicted during construction or operation
Deprivation	-	-	No impact predicted during construction	Yes, new and improved cycleways, traffic free routes and improved crossing points will help to facilitate exercise and provide affordable transport modes (medium favourable)

Part 2 - Full Equality Analysis /Impact Assessment

Protected Groups

As a result of the Screening in Part 1, it is concluded that there is potential for the following protected characteristics to be indirectly affected at a low negative level:

- Age;
- Disability;
- Sex / gender;
- Pregnancy and maternity; and
- Religion and belief.

It is anticipated that the following mitigation measures may further limit the impact on these Protected Groups and could improve uptake of the proposed Scheme. Further detail is also provided within Part 3. Additionally, an EqlA is iterative, and should any additional issues be raised through consultation these will be considered:

Information and Data used to carry out your assessment

The data sources used to identify baseline characteristics of the Study Area are referenced in full in Part 1 above, but include:

- The ONS - <https://www.ons.gov.uk/>
- NOMIS - <https://www.nomisweb.co.uk/>
- The National Travel Survey 2019: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf
- IMD mapping software: http://dclgapps.communities.gov.uk/imd/iod_index.html#
- Google Maps: <https://www.google.co.uk/maps>

Gaps identified include location-specific data relating to the Sexual Orientation and Gender Identity / Transgender Protected Groups, due to the absence of reliable sources of data on these groups at present.

Who have you involved consulted and engaged with?

The public consultation and programme for the schemes proposed under the Kent Active Travel Fund is as follows:

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- 9 December 2020 – 19 January 2021: Undertake initial engagement to understand how people feel about walking and cycling improvements where they live, and to seek views on early ideas;
- January 2021: Review feedback and issue report to inform scheme development; and
- Summer 2021: Public Consultation to seek views on the scheme designs which have been developed.

A number of key stakeholders relevant to Protected Groups have been identified, and who will be consulted with as part of this process. This includes active travel and accessibility groups (for example Sustrans, Bikeability, Living Streets), professional road users (for example taxi companies) and transport operators, education facilities, healthcare facilities, places of worship and local resident and community groups.

Specific organisations relevant to the disability Protected Group also to be consulted with are as follows:

- Kent Association for the Blind;
- Hi Kent (Support for Deaf and Hard of Hearing People);
- Kent Learning Disability Partnership Board;
- Disability Information Service Kent; and
- Kent Autistic Trust.

This EqlA is a live document and will be updated on a regular basis, particularly in light of any comments which arise during consultation.

Analysis

Age

There are not expected to be any direct disproportionate impacts from the construction of the proposed Scheme on this group, and during operation, there are likely to be benefits from the proposed Scheme.

Neither the construction or the operation of the proposed Scheme is likely to directly affect or have a disproportionate impact on pre-school school aged children. Given the relative distance of the proposed Scheme from the pre-schools within 1km, and given each has several access route options, there is not likely to be a high negative impact in terms of journey delays due to diversions, or operational improvements in safety or access to the pre-schools.

There are likely to be benefits for primary school age children who will be able to travel more safely to school along the new off-road route via active travel means. According to the National Travel Survey (NTS)⁹, 43% of children walk to school, with approximately 2% of primary aged children cycling to school. The average length and time of primary school trips is 1.8 miles (or 2.8km) so within the 1km study area. Therefore, any improvements to the cycle network will benefit this age group, especially given the proximity of the new route to St Saviour's Church of England Junior School and St Crispin's Community Primary Infant School.

During construction, there may be temporary disruption to secondary school age students, due to the proximity of the proposed Scheme works to both King Ethelbert Secondary School and Ursuline College. This might include noise and vibration disruption as the works are conducted. However, there are likely to be operational benefits for secondary school age children who will be able to travel more safely to school along the new segregated cycle routes via active travel means. According to the National Travel Survey^{Error! Bookmark not defined.}, secondary school aged children are more likely to use public transport or walking or cycling routes, with 39% walking, 29% taking the bus, 26% by car and 3% cycling. Therefore, any improvements to the cycling network will benefit this age group and could encourage cycling uptake, especially given the direct access to the school.

The construction of the proposed Scheme, particularly any temporary road diversions, may cause temporary disruption and delays to residents of, carers at, and visitors to the Highfield Residential Home and West Gat Care Home, who would likely use the A28 to access facilities (including health facilities) in Westgate-on-Sea or Margate. Elderly drivers who use this road to access facilities in Westgate-on-Sea, Birchington-on-Sea and Margate, might also be disproportionately impacted by any confusion caused by unfamiliar road layouts which might be in place during construction. Once the proposed Scheme is operational, elderly residents of the area would likely benefit from the proposed Scheme, particularly relating to wider footways (which are more likely to comfortably host wheelchairs and mobility aids) and safer crossing points.

Any changes to the access to the bus stops along the A28, Epple Road and Alpha Road as a result of the construction of the proposed Scheme might also indirectly and disproportionately impact elderly people and young people aged between 17-20, who are more likely to use public transport than other groups¹⁰.

⁹ National Travel Survey, 2020, Trips to and from School by Main Mode (NTS0613) available at: <https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons#mode-by-purpose>

¹⁰ National Travel Survey, 2020, Average number of trips (trip rates) by age, gender and main mode (NTS0601) available at: <https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons#mode-by-purpose>

Should any changes to parking be required to accommodate the construction or the operation of the proposed Scheme, this has the potential to directly (in the case of designated disabled parking bays) or indirectly (in the case of general parking removed in the vicinity of relevant services) impact upon blue badge holders (including elderly residents who may have reduced mobility). Where this is the case, alternative provision would be made to mitigate against any disproportionate impacts.

Disability

There are not expected to be any direct disproportionate impacts from the construction of the proposed Scheme on disabled people.

The construction of the Scheme, particularly any temporary road diversions, may cause temporary disruption and delays to local disabled residents, who would likely use the A28 to access facilities (including health facilities) in Westgate-on-Sea, Margate and Birchington-on-Sea. Disabled drivers who use this road to access facilities, might also be disproportionately affected by any confusion caused by unfamiliar road layouts which might be in place during construction.

According to the DfT's report on Disabled People's Travel Behaviour and Attitudes to Travel (2017)¹¹, having a disability significantly increases the probability of travelling by bus. Therefore, any changes to the access to the two bus stops along A28, Epple Road and Alpha Road as a result of the construction of the proposed Scheme might also indirectly disproportionately affect disabled people and those with limited mobility.

Once the proposed Scheme is operational, disabled residents of the area would likely benefit from the proposed Scheme, particularly relating to wider footways (which are more likely to comfortably host wheelchairs and mobility aids) and safer crossing points. New and improved cycleways, traffic free routes and improved crossing points will help to facilitate exercise particularly for those who may have felt they cannot walk or cycle in their area due to a lack of access to safe walk and cycle routes.

Should any changes to parking be required to accommodate the construction or the operation of the proposed Scheme, this has the potential to directly (in the case of designated disabled parking bays) or indirectly (in the case of general parking removed in the vicinity of relevant services) impact upon blue badge holders (including elderly residents who may have reduced mobility). Where this is the case, alternative provision would be made to mitigate against any disproportionate impacts.

¹¹ Department for Transport, Clery, E, et al, Disabled People's Travel Behaviour and Attitudes to Travel, 2017 available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/647703/disabled-peoples-travel-behaviour-and-attitudes-to-travel.pdf

The Wheels for Wellbeing's Annual Survey of Disabled Cyclists in 2019¹² stated in its key findings that 51% of respondents have been unable to complete a journey due to inaccessible cycle routes and 32% have been unable to park their non-standard cycle. Opportunities should be sought to ensure that the network is also accessible for disabled cyclists, and that adequate cycle infrastructure is provided, to reduce the possibility for indirect impacts.

Sex (including gender)

The proposed Scheme has potential to indirectly impact a higher proportion of women during construction, as women are more likely than men to provide both education/escort trips and leisure trips (likely with children) and according to the Office for National Statistics¹³, are much more likely to be responsible for childcare. This is particularly so in women aged between 30-39 and 40-49, who in 2019, made 220 and 239 (respectively) more trips than men in the same age groups^{Error! Bookmark not defined.}.

During construction, there may be traffic delays associated with diversions or re-routing, which are likely to disproportionately affect women as the primary escort providers, particularly give the proximity of King Ethelbert Secondary School, Ursuline College, St Saviour's Church of England Junior School and St Crispin's Community Primary Infant School to the proposed Scheme.

Once operational, it is expected that the proposed Scheme has the potential to produce benefits, although these benefits are likely to differ between males and females. Men are much more likely than women to commute to work via bicycle (74% of commuters that cycle are men, 26% are women¹⁴), therefore the operation of the proposed Scheme is likely to benefit men, causing reduced journey times and safer travel routes. According to Sustrans¹⁵, 76% of women who cycle or would like to start, would find cycle routes along the road (but physically separated from traffic) very useful to begin cycling or cycle more. The provision of segregated routes along the A28 may encourage more females to take up cycling more regularly.

¹² Wheels for Wellbeing's Annual Survey of Disabled Cyclists, 2019, available at: <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

¹³ Office for National Statistics, 2020 INAC01 SA: Economic Inactivity by Reason, available at:

<https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/economicinactivity/datasets/economicinactivitybyreasonseasonallyadjustedinac01sa>

¹⁴ Office for National Statistics, The Commuting Gap, 2018, available at:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/thecommutinggapmenaccountfor65ofcommuteslastingmorethananhour/2018-11-07>

¹⁵ Sustrans, Inclusive City Cycling Women: Reducing the Gender Gap, 2018, available at: <https://www.sustrans.org.uk/media/2930/2930.pdf>

The provision of pedestrianised zones, traffic restrictions and the provision of safer crossings, will also benefit women by providing a safe route to escort children to school on foot, or to provide leisure trips with infants, encouraging active travel.

Gender identity/ Transgender

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Race

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Religion and Belief

There is the possibility that the construction of the proposed Scheme could disproportionately affect members of this protected group, due to the vicinity of the proposed Scheme to St James' Church in Westgate-on-Sea, Garlinge Methodist Church in Garlinge and the Greek Orthodox Church of the Archangel Michael in Margate.

The tranquillity of the churches and any internal and external spaces such as churchyards could be impacted (albeit temporarily) by the proposed Scheme's construction. There may be delays caused by visitors to the churches should the proposed Scheme require any temporary road diversions during construction.

However, once operational there may be benefits to visitors of the churches during operation, due to the improved connectivity for walkers, cyclists and wheelchair users as a result of the operation of the route. However, it is likely that a larger proportion of visitors would use a vehicle to access them.

Sexual Orientation

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Marriage and Civil Partnerships

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Pregnancy and Maternity

The proposed Scheme has potential to indirectly impact a higher proportion of women during construction, as women are more likely than men to provide both education/escort trips and leisure trips (likely with children) and according to the Office for National Statistics^{Error! Bookmark not defined.}, are much more likely to be responsible for childcare. This is particularly so in women aged between 30-39 and 40-49, who in 2019, made 220 and 239 (respectively) more trips than men in the same age groups^{Error! Bookmark not defined.}.

During construction, there may be traffic delays associated with diversions or re-routing, which are likely to disproportionately affect women as the primary escort providers, particularly given the proximity of King Ethelbert Secondary School, Ursuline College, St Saviour's Church of England Junior School and St Crispin's Community Primary Infant School to the proposed Scheme. However, once operational, the provision of pedestrianised zones, traffic restrictions and the provision of safer crossings, will also benefit women by providing a safe route to escort children (particularly those in prams and pushchairs) to school on foot, or to provide leisure trips with infants, encouraging active travel.

Deprivation

There are not expected to be any direct disproportionate impacts from the construction of the proposed Scheme on this group. It is expected that the proposed Scheme might produce benefits to more deprived areas and individuals with lower incomes once operational. Poorer households are much less likely to have access to a car¹⁶, and therefore have an existing dependence on the walking and cycle network already, for education, employment or access to facilities. Any improvements to the safety or efficiency of this network would therefore benefit them.

¹⁶ ONS, Percentage of households with cars by income group, tenure and household composition: Table A47, 2018, available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/expenditure/datasets/percentageofhouseholdswithcarsbyincomegroupandhouseholdcompositionuktablea47>

Adverse Impact

As outlined above, there is likely to be a low negative impact on the Age, Disability, Sex, Religion and Pregnancy / Maternity Protected Groups during construction. These effects are associated with changes to access to healthcare services, local facilities, journey delays (including for education escort), potential confusion resulting from changing road layouts (particularly for elderly and disabled drivers) and noise and vibration disturbance. As stated above, these effects are temporary, short term and reversible, however the following mitigation is still deemed to be required to minimise impacts as far as possible:

- Potential disturbance during construction for pupils at King Ethelbert Secondary School, Ursuline College, St Saviour's Church of England Junior School and St Crispin's Community Primary Infant School, should be considered during construction. Construction should ensure that disturbance lasts the minimum amount of time and disruption during peak drop off and pick up times should be limited.
- The tranquillity and setting of St James' Church, Garlinge Methodist Church and the Greek Orthodox Church of the Archangel Michael, should be considered during the construction phase of the proposed Scheme. No disproportionate effects should be felt by users and visitors, for instance by ensuring construction disturbance lasts the minimum amount of time, avoidance of construction work during service times and ensuring that peace and privacy is maintained throughout the operation of the proposed Scheme.
- Suitable signage and other accessible communications will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.
- Consideration should be given to how the route connects with the wider road and public transport network and general perceived safety of the route. If the accessibility of the routes which connect to the Proposed Scheme are deemed to be dangerous or inaccessible, it could affect the ability of those with disabilities to use the Proposed Scheme.
- The local police, fire department and hospitals will be informed of changes to the road layouts and access to destinations during the construction of the proposed Scheme.
- Consideration should be given to the accessibility of the route for parents with prams, or those with small children on bikes (including gradients and pavement materials).

Positive Impact

A low or medium favourable impact has been identified for the Age, Disability, Sex / Gender, Religion, Pregnancy and Maternity, and Deprivation Protected Groups, as outlined above. This is due to a number of factors including improved journey times,

improved safety, and health benefits associated with active travel. However, it is considered that the actual scale of the benefits depends on the uptake of the scheme. Some measures to improve uptake include:

- To ensure uptake is maximised, it should be ensured that there is adequate provision for cycling infrastructure to safely store bicycles at the school.
- It is also recommended that Bikeability Training is provided for school-age children within the study area, which may give parents more confidence to allow their children to cycle independently to school, as well as giving the children themselves confidence. This is likely to therefore help to reduce car trips.
- It is recommended that the adequacy of resting places along the route is reviewed, and additional resting places provided if deemed unsuitable.
- Opportunities should be sought to ensure that the network is also accessible for disabled cyclists, and that adequate cycle infrastructure is provided if found to be lacking, to reduce the possibility for indirect impacts.
- Consideration should be given to the type of surfacing used along the route. It is recommended that tarmac is used to surface the route, as this would make the route more accessible for the elderly and those with disabilities.
- It is recommended that all crossings (both during construction and operation) are usable for those with sight or hearing impairments, and for wheelchair users. The proposed Scheme should consider the type of surfacing used along the route. It is recommended that tarmac is used to surface the route, as this would make the route accessible for those with disabilities. If this is not possible, the route is likely to be less accessible to some users.
- Consideration should also be given to how the route connects with the wider road and public transport network (in particular the existing Viking Trail National Cycle Route), and general perceived safety of the route.

JUDGEMENT

There are likely to be a mixture of positive and negative impacts on Protected Groups resulting from the proposed Scheme. Until the design is developed in more detail it is an initial screen of these impacts that is required, however it is currently thought that the impacts are likely to be felt on the following Protected Groups:

- Age;
- Disability;
- Sex / gender;
- Pregnancy and maternity; and
- Religion and belief.

Assuming that the mitigation outlined in the sections below is implemented it is judged that the proposed Scheme can **adjust and continue** with minor implications on Protected Groups.

Part 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
All Protected Characteristics	Issues identified in Parts 1 and 2 above may evolve following consultation, or new issues may be identified.	Conclusions will be revisited following consultation.	Fully inclusive and thorough assessment of impacts on Protected Groups, including a list of appropriate and approved mitigation items.	Kent County Council (Schemes Planning and Delivery)	Following public consultation	To be built into project resource plans
Age	Increased uptake of cycling by school aged children (relative to the baseline) as a result of the proposed Scheme	Adequate provision of cycling infrastructure to safely store bicycles at the school should be ensured.	Improvement in uptake of active travel to school.	Kent County Council (Schemes Planning and Delivery and School officers), local schools	Detailed design stage	To be built into project resource plans
Age	Increased uptake of cycling by school aged children (relative to the baseline) as a result of the proposed Scheme	It is recommended that Bikeability training is provided for school-age children in the study area.	This may give parents more confidence to allow their children to cycle independently to school, as well as giving the	Kent County Council (Schemes Planning and Delivery and School officers), local schools	Post-Construction / Operation	To be built into project resource plans

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
			children themselves confidence. This would therefore reduce car trips.	and Kent Bikeability officer		
Age	Disturbance of pupils at King Ethelbert Secondary School, Ursuline College, St Saviour's Church of England Junior School and St Crispin's Community Primary Infant School.	Construction should ensure that disturbance lasts the minimum amount of time, and peace and disruption during peak drop off and pick up times should be limited.	Limited disturbance from construction to staff, pupils and visitors.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans
Age / Disability	Increased use of safer footpaths and crossings by elderly / disabled people	It is recommended that the adequacy of resting places along the route is reviewed, and additional resting places included in the detailed design if deemed unsuitable.	Improvement in safe uptake of the proposed Scheme for elderly / disabled people, and those with limited mobility.	Kent County Council (Schemes Planning and Delivery) / Designer & Main Contractor (Amey)	Detailed design stage	To be built into project resource plans
Age / Disability	Increased use of	Design of the	Improvement in	Kent County	Detailed design	To be built into

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
	safer footpaths, cycleways and crossings by elderly / disabled people	proposed Scheme should be in line with best practice guidance (such as Local Transport Note 1/20 ¹⁷). The proposed Scheme should consider the type of surfacing used along the route. It is recommended that tarmac is used to surface the route, as this would make the route accessible for those with disabilities.	safe uptake of proposed Scheme for elderly / disabled people, and those with limited mobility.	Council (Schemes Planning and Delivery) / Designer & Main Contractor (Amey)	stage	project resource plans
Age / Disability	Increased confusion associated with altered road layout during construction.	Suitable signage and other accessible communications will be erected to advise of impending changes and access to the area will be retained during the construction of the	Safer travel for elderly / disabled drivers during construction.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans

¹⁷ Department for Transport (2020) Local Transport Note 1/20: Cycle Infrastructure Design
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
		proposed Scheme.				
Age / Disability	Changes in access / locations of bus stops for travel	Suitable signage and other accessible communications will be erected at bus stops to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Reduced disturbance to bus travel during construction.	Kent County Council (Schemes Planning and Delivery) / Local Highway Authority / Main Contractor (Amey) / Bus operators	Pre-Construction / Construction	To be built into project resource plans
Age / Disability	Delays to access care homes and hospitals during construction	The local police, fire department and hospitals will be informed of changes to the road layouts and access to destinations during the construction of the proposed Scheme.	Informed decision-making and travel plans for carer trips.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans
Disability	Increased use of safer footpaths and crossings by disabled people	Design of the proposed Scheme should be in line with best practice	Improvement in safe uptake of proposed Scheme for	Kent County Council (Schemes Planning	Detailed design stage	To be built into project resource plans

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
	and limited mobility	guidance (such as Local Transport Note 1/20 ¹⁸). It is recommended that all crossings (both during construction and operation) are appropriate for those with sight or hearing impairments. Opportunities should be sought to ensure the design is accessible and inclusive (including inclusive cycle parking infrastructure).	disabled people.	and Delivery) / Designer & Main Contractor (Amey)		
Sex (including gender)	Delays to education escort trips, which would affect women	Suitable signage will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Informed decision-making and travel plans for education escort trips.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans

¹⁸ Department for Transport (2020) Local Transport Note 1/20: Cycle Infrastructure Design
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Religion and Belief	Delays to access to places of worship during construction.	Suitable signage will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Informed decision-making and travel plans for trips to places of worship.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans
Religion and Belief	Disturbance of the tranquillity and setting of St James' Church, Garlinge Methodist Church and the Greek Orthodox Church of the Archangel Michael, for visitors and users.	Construction should ensure that disturbance lasts the minimum amount of time, is mindful of service times.	Limited disturbance from construction to visitors and users.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans

Have the actions been included in your business/ service plan?

Yes/No

Next Steps

Date Document Updated 08/12/2020

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1. Having completed Part 3, then then please complete the Judgement and the Summary RAG Rating above, and submit this form to your Head of Service and Director for sign off. Once they have both signed, please send to GETcsp@kent.gov.uk and diversityinfo@kent.gov.uk with the title of the project clearly stated along with 'Final EqIA'. It will then be logged and published on the KCC Intranet as well as available to external customers upon request.
2. If the activity will be subject to a Cabinet decision, the EqIA must be submitted to Democratic Services democratic.services@kent.gov.uk along with the relevant Cabinet report.
3. The original signed hard copy and electronic copy should be kept with your team for audit purposes



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KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA) template

Directorate/ Service:

Name of decision, policy, procedure, project or service: Kent Active Travel Fund: Folkestone to Lydd – the Dymchurch missing link

Pathway of Equality Analysis:

Summary and recommendations of equality analysis / impact assessment

Context

Kent County Council has ambitious targets for growth, and as a County Council we recognise that transport infrastructure and the environment are vital to creating sustainable developments and encourage people to live, work and play in Kent.

The ability to travel quickly and safely to our destinations requires a transport network that provides a variety of travel choices that supports a growing population. As such, we have developed initial concept designs in five locations within Kent which seek to create a safer environment for both walking and cycling to offer a real choice to our residents about how they can travel throughout the County. We have received funding for the following five proposed Schemes, which are still very much in an early design stage:

- Canterbury: Littlebourne Road – City Centre;
- Folkestone: Central Rail Station – Cheriton;
- Margate: Birchington – Westgate;
- Folkestone: Hythe – Dymchurch; and
- Gravesham: Gravesend – Northfleet.

The proposed Schemes aim to encourage and enable active travel, which means walking or cycling as a means of transport rather in addition to leisure purposes – an attractive and realistic choice for short journeys. It can benefit health and wellbeing by incorporating physical activity into everyday routine as well as reduce the number of vehicles on the road and improve air quality.

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We believe these improvements will enable local support for active travel and encourage future investment which will:

- Support our local high streets and businesses by increasing footfall and making efficient use of our road space;
- Address public health crises in our communities by enabling our residents to get active and stay healthy, and get their children walking and cycling to school;
- Encourage cycle friendly streets and public spaces which encourages sustainable tourism;
- Provide a variety of safe and efficient means of transport; and
- Improve air quality and create more pleasant and attractive places to live.

Aims and Objectives

The proposed Scheme (shown on Figure 1) aims to create a missing link in the cycling network between Folkestone and Lydd, the new cycle facility will connect to an existing shared use facility northward towards Folkestone and southwards via Dymchurch Promenade. This will connect Folkestone with Romney, New Romney and Lydd via Dymchurch Promenade and minor roads. The majority of the route is classified as an A-road.

All interventions are proposed to be permanent, subject to feasibility, statutory consultation and delivery. These interventions are shown in the available proposed Scheme concept plans showing context maps and proposed interventions; these proposed Scheme plans are available on the consultation section of KCCs website.

Measures could include:

- Safe, dedicated space for cycling on the A259, connecting to the existing shared-use path to Folkstone in the north, and Dymchurch in the south;
- Junction improvements to give pedestrians and cyclists priority at certain locations;
- Network of signage throughout the area for cyclists and pedestrians; and
- The route length of the proposed Scheme is 0.95 miles (1.54km).

Summary of equality impact

There are likely to be a mixture of positive and negative impacts on Protected Groups resulting from the proposed Scheme. Until the design is developed in more detail it is an initial screen of these impacts that is required, however it is currently thought that the impacts are likely to be felt on the following Protected Groups:

- Age;
- Disability;
- Sex (including gender);
- Religion and Belief; and
- Pregnancy and Maternity.

Assuming that the mitigation outlined in the sections below is implemented it is judged that the proposed Scheme can **adjust and continue** with minor implications on Protected Groups.

Adverse Equality Impact Rating

I have found the Adverse Equality Impact Rating to be **Low**

GET Document Control

Revision History

Version	Date	Authors	Comment
V0.2	04/12/2020	Rebecca Dipoti (Author), WSP	
		Sophie Collins (Review), WSP	
		Gavin Lewis (Quality Assurance), WSP	
V1 (this should be assigned to the version the Director signs off)			

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Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation



I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
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Date Document Updated 08/12/2020

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Tim Read		Head of Service	7/12/20
Simon Jones		Director	7/12/20

Part 1 - Screening

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Social Baseline

Introduction

The following local social profile for the district of Shepway has been compiled from publicly available data to provide context and to inform the assessment. Data for Shepbury has been compared with the average for England / Wales. This comprises information on the following:

- Protected characteristic groups;
- Local community facilities and public transport; and
- Local community facilities and facilities relevant to Protected Groups.

A 1km study area has been used to identify facilities relevant to Protected Groups in line with professional judgement and experience on similar schemes.

The proposed Scheme is located within the Shepway, within the local authority of Kent County Council which had a population of 1,581,600 in 2019¹.

Protected characteristic profile

Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act 2010²:

¹ NOMIS (2019), Labour Market Profile – Kent. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1941962885/report.aspx> (Accessed: 25 November 2020).

² HM Government (2010) The Equality Act 2010. Available at: <https://www.gov.uk/guidance/equality-act-2010-guidance> (Accessed: 25 November 2020).

- Age;
- Disability;
- Race;
- Religion or belief;
- Sex / gender;
- Sexual orientation; and
- Deprivation.

Due to the lack of publicly available data, certain protected characteristics, including gender reassignment, marriage and civil partnership and pregnancy and maternity have not been included in the assessment. Although not required under the Act, the social profile also includes data for deprivation, as it provides a measure of a combination of social-economic matrices and can be used as an indicator for vulnerable groups.

Ethnicity and religion profile

The percentage of each ethnicity in the Shepway District as measured by ONS, and as outlined in the 2011 Census, is presented in **Table 1**. It shows that the percentage of the population classified as White British in Shepway (90.8%) is higher than the England and Wales average percentage (80.5%). The percentages of population for other ethnicities in Shepway are generally lower than the England and Wales average, except for those classified as “White: Gypsy or Irish Traveller” and “Asian/Asian British: Other Asian”. This indicates that Shepway is less diverse when compared to the general population in England and Wales.

Table 1 Ethnicity breakdown of Shepway and England and Wales (2011)³

Ethnic group	Shepway		England and Wales	
	Total no.	% of total*	Total no.	% of total*
White: English/welsh/Scottish/Northern Irish/British	98,029	90.8%	45,134,686	80.5%
White: Irish	745	0.7%	531,087	0.9%
White: Gypsy or Irish Traveller	164	0.2%	57,680	0.1%
White: Other White	3,277	3.0%	2,485,942	4.4%

³ NOMIS (2011), Ethnic group. Available at: <https://www.nomisweb.co.uk/census/2011/ks201ew> (Accessed: 25 November 2020).

Mixed/Multiple Ethnic Groups: White and Black Caribbean	387	0.4%	426,715	0.8%
Mixed/Multiple Ethnic Groups: White and Black African	149	0.1%	165,974	0.3%
Mixed/Multiple Ethnic Groups: White and Asian	420	0.4%	341,727	0.6%
Mixed/Multiple Ethnic Groups: Other Mixed	311	0.3%	289,984	0.5%
Asian/Asian British: Indian	413	0.4%	1,412,958	2.5%
Asian/Asian British: Pakistani	93	0.1%	1,124,511	2.0%
Asian/Asian British: Bangladeshi	226	0.2%	447,201	0.8%
Asian/Asian British: Chinese	281	0.3%	393,141	0.7%
Asian/Asian British: Other Asian	2,686	2.5%	835,720	1.5%
Black/African/Caribbean/Black British: African	277	0.3%	989,628	1.8%
Black/African/Caribbean/Black British: Caribbean	130	0.1%	594,825	1.1%
Black/African/Caribbean/Black British: Other Black	51	0.0%	280,437	0.5%
Other ethnic group: Arab	64	0.1%	230,600	0.4%
Other ethnic group: Any other ethnic group	266	0.2%	333,096	0.6%

*Note: Percentages may not sum exactly due to rounding.

The proportion of different beliefs in Shepway and England and Wales are provided in **Table 2**. It shows that the majority of the population in Shepway identifies as Christian (62.3%) and the second largest group is no religion (26.5%). It also indicates that the population in Shepway has a higher percentage to the England and Wales average (59.3%) that identifies as Christian. This data suggests that there are no minority groups under this protected characteristic group which are more highly represented and need to be given additional consideration within this assessment.

Table 2 Percentage of People Belonging to Specific Faiths in Shepway and England and Wales (2011)⁴

Religion	Shepway		England and Wales	
	Total no.	% of total*	Total no.	% of total*
Christian	67,296	62.3%	33,243,175	59.3%
Buddhist	962	0.9%	247,743	0.4%
Hindu	1,551	1.4%	816,633	1.5%
Jewish	78	0.1%	263,346	0.5%
Muslim	796	0.7%	2,706,066	4.8%
Sikh	34	0.0%	423,158	0.8%
Other religion	506	0.5%	240,530	0.4%
No religion	28,575	26.5%	14,097,229	25.1%
Religion not stated	8,171	7.6%	4,038,032	7.2%

*Note: Percentages may not sum exactly due to rounding.

Age profile

The age profile in Shepway and England and Wales is provided in **Table 3** below. It shows that when compared to the England and Wales average, the percentage of the population in Shepway is generally lower for ages ranging between 0 and 44; and higher for ages ranging between 45 and above 90.

Table 3 Percentage of People Belonging to Specific Faiths in Shepway and England and Wales (2011)⁵

Age range	Shepway		England and Wales	
	Total no.	% of total*	Total no.	% of total*
0 – 4	5,996	5.6%	3,496,750	6.2%
5 – 7	3,333	3.1%	1,927,039	3.4%
8 – 9	2,242	2.1%	1,208,672	2.2%
10 – 14	6,331	5.9%	3,258,677	5.8%
15	1,307	1.2%	687,994	1.2%
16 – 17	2,796	2.6%	1,391,235	2.5%
18 – 19	2,487	2.3%	1,460,156	2.6%

⁴ NOMIS (2011), Religion. Available at: <https://www.nomisweb.co.uk/census/2011/ks209ew> (Accessed: 25 November 2020).

⁵ NOMIS (2011), Age. Available at: <https://www.nomisweb.co.uk/census/2011/ks209ew> (Accessed: 125 November 2020).

20 – 24	6,200	5.7%	3,807,245	6.8%
25 – 29	5,591	5.2%	3,836,609	6.8%
30 – 44	19,532	18.1%	11,515,165	20.5%
45 – 59	21,597	20.0%	10,886,135	19.4%
60 – 64	8,142	7.5%	3,377,162	6.0%
65 – 74	11,593	10.7%	4,852,833	8.7%
75 – 84	7,413	6.9%	3,115,552	5.6%
85 – 89	2,141	2.0%	825,671	1.5%
90+	1,268	1.2%	429,017	0.8%

*Note: Percentages may not sum exactly due to rounding.

Sex Profile

Table 4 presents the 2011 Census gender profile in Shepway and England and Wales. It indicates that the percentage of males (all ages) and females (all ages) in Shepway is similar to the England and Wales average in 2011, , therefore there are not likely to be any significant number of additional receptors of either sex which could be affected by the proposed Scheme.

Table 4 Sex profile in Shepway and England and Wales (2011)⁶

Sex	Shepway		England and Wales	
	Total no.	% of total	Total no.	% of total
Male	53,135	49.2%	27,075,912	49.2%
Female	54,834	50.8%	28,502,536	50.8%

Disability

A total of 21.1% (22,718) of the population in Shepway are living with a long-term health problem or disability, which is a higher proportion than the England and Wales average of 17.9%. A higher proportion of the population in Shepway (10.0%) identify as having a long-term health problem or disability which limits their day to day activities a lot, when compared with the England

⁶ NOMIS (2011), Usual resident population. Available at: <https://www.nomisweb.co.uk/census/2011/ks101ew> (Accessed: 25 November 2020).

and Wales average (8.5%).⁷ Although the number of those with disabilities is higher than the national average, a significant number of additional receptors are unlikely to be affected by the proposed Scheme.

Index of Multiple Deprivation

The Indices of Multiple Deprivation (IMD) 2019 use a combination of information relating to income, employment, education, health, skills and training, barrier to housing and services, and crime to create an overall score of deprivation. These scores are then used to rank specific geographical extents, out of a total of 32,844 LSOAs in England. A low rank indicates higher, relative deprivation; hence the most deprived area is ranked 1. IMD data is broken down into smaller areas, known as Lower-layer Super Output Areas (LSOAs), which are a standard statistical geography designed to be of a similar population size, with an average of approximately 1,500 residents or 650 households.

The proposed Scheme lies within one LSOA (Shepway 009B) and immediately adjacent to another to the south⁸ (Shepway 009A).

- Shepway 009B is ranked 17,833, putting it in the 50% least deprived neighbourhoods in the country. Across the seven domains of deprivation, Shepway 009B has a range of deprivation scores. It is amongst the 30-40% least deprived neighbourhoods in the country for five domains of deprivation (“Income Deprivation”, “Health Deprivation and Disability”, “Crime”, “Living Environment” and “Income Deprivation Affecting Children”). By contrast, it is in the 50% most deprived neighbourhoods in the country for “Employment Deprivation” and “Education, Skills and Training Deprivation”, and in the 10% most deprived neighbourhoods for “Barriers to Housing and Services”.
- Shepway 009A is ranked 11,827, putting it in the 40% most deprived neighbourhoods in the country. Across the seven domains of deprivation, Shepway 009A has a range of deprivation scores. It is amongst the 20-50% least deprived neighbourhoods in the country for “Income Deprivation”, “Living Environment Deprivation” and “Income Deprivation Affecting Children”. By contrast, it is in the 30-50% most deprived neighbourhoods in the country for “Employment Deprivation”, “Education, Skills and Training”, “Health Deprivation and Disability”, and “Crime”. It is in the 10% most deprived neighbourhoods for “Barriers to Housing and Services”.

The range in deprivation levels between the affected LSOAs within the proposed Scheme areas means that people living and working within the proposed Scheme area are likely to use and uptake the proposed Scheme in different ways (including host and source destinations and means of travel).

⁷ NOMIS (2011), Long-term health problem or disability. Available at: <https://www.nomisweb.co.uk/census/2011/dc3201ew> (Accessed: 25 November 2020).

⁸ Indices of Deprivation (2019), Indices of Deprivation. Available at: https://dclgapps.communities.gov.uk/imd/iod_index.html# (Accessed: 26 November 2020)

Public transport, pedestrian and cycling facilities

- There are approximately 19 bus stops within the 1km Study Area. There are 13 bus stops along the A250 Hythe Road / Dymchurch Road which lies on the proposed Scheme route, two bus stops on Burmarsh Road, two bus stops on Kingfisher Avenue and one bus stop on Grebe Crescent;
- Sustrans National Cycle Network Route 2 is located approximately 970m north of the proposed Scheme;
- There are pedestrian pavement provisions adjacent to the north bound carriageway along the length of the proposed Scheme;
- Sandwich to Rye cycle ride partially lies on the proposed Scheme;
- England Coast Path – Camber to Ramsgate lies on the proposed Scheme;
- Royal Military Canal – West Hythe to Hythe is located 915m north of the proposed Scheme;
- Royal Military Canal Path is located 935m north of the proposed Scheme;
- Hythe and the Royal Military Canal is located 935m north of the proposed Scheme;
- Byway 0135/HB75/1 is located immediately north of the proposed Scheme;
- Public Footpath 0135/HB71/1 is located 220m west of the proposed Scheme;
- Public Footpath 0135/HB72/4 is located 770m north west of the proposed Scheme;
- Public Footpath 0135/HB71/2 is located 770m north west of the proposed Scheme;
- Public Footpath 0135/HB72/6 is located 585m north of the proposed Scheme;
- Public Footpath 0135/HB73/1 is located 580m north of the proposed Scheme;
- Public Footpath 0135/HB72/3 is located 580m north of the proposed Scheme;
- Public Footpath 0135/HB72/2 is located 580m north of the proposed Scheme;
- Public Footpath 0135/HB72/5 is located 580m north of the proposed Scheme;
- Public Footpath 0135/HB84/1 is located 655m north east of the proposed Scheme;
- Public Footpath 0135/HB74/1 is located immediately north of the proposed Scheme;
- Public Footpath 0135/HB85/2 is located 915m north of the proposed Scheme;
- Public Footpath 0135/HB67/1 is located 935m north of the proposed Scheme; and
- Bridleway 0135/HB66/2 is located 935m north of the proposed Scheme.

Local Community Facilities and Facilities Relevant to Protected Groups

The following text outlines those community facilities and other facilities relevant to Protected Groups within the study area for the proposed Scheme, and are shown on Figure 1.

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The residential areas likely to be affected are:

- Residents located immediately adjacent to the proposed Scheme, along the A259 Dymchurch Road; and
- Residents located in the estates off the A259 Dymchurch Road, which are accessed via Nickolls Road and Botolph's Bridge Road.

Pre-schools and nurseries

There is one pre-school within 1km of the proposed Scheme. Lullabies is located 685m north east of the proposed Scheme.

Primary schools

There is one primary school within 1km of the proposed Scheme. Palmarsh Primary School is located 660m north east of the proposed Scheme.

Secondary schools

There are no secondary schools within 1km of the proposed Scheme.

Higher education

There are no higher education campuses within 1km of the proposed Scheme.

GPs

There are no GP surgeries within 1km of the proposed Scheme.

Dentists

There are no dentist surgeries within 1km of the proposed Scheme.

Pharmacies

There are no pharmacies within 1km of the proposed Scheme.

Hospitals

There are no hospitals within the study area. The closest, the Royal Victoria Hospital (includes dementia services and chaplaincy services) is located approximately 9.3km north east of the proposed Scheme.

Care homes

There are no care homes located within 1km of the proposed Scheme.

Places of worship and cemeteries / burial grounds

There is one place of worship within 1km of the proposed Scheme. Hythe Holy Cross Church is located 606m north east of the proposed Scheme.

Local facilities

There are no food stores, food banks, post offices or mobility service facilities within 1km of the proposed Scheme.

Screening

Based on the proximity of facilities relevant to Protected Groups, the local social profile and the nature of the proposed Scheme, the proposed Scheme is considered to have a **Low Negative** impact during construction on the Age, Disability, Sex (including gender), Religion and Belief and Pregnancy and Maternity Protected Groups. This rating has been allocated because there are likely to be short-term and reversible negative impacts of the construction of the proposed Scheme on a small number of individuals from these groups, including temporary road closures and diversions, and delays to journey times. It is considered that these effects can be mitigated using the actions outlined in Part 3 and below.

It is also likely that there will be a **Medium Favourable** impact on the Age, Sex (including gender) and Pregnancy and Maternity Protected Groups during operation, because there are likely to be a large number of individuals in these groups affected by the changes, and the benefits are likely to be felt in the medium / long-term. A **Low Favourable** impact on the Deprivation, Disability and Religion and Belief Protected Group was identified; the benefits were considered to be lower for this group as the uptake of the proposed Scheme is unlikely to be as high, but there may be some benefits associated with the new segregated cycleway and improved crossing points.

There are not considered to be any positive or negative impacts (during construction or operation) on the Gender Identity / Transgender, Sexual Orientation, or Marriage / Civil Partnership Protected Groups due to the absence of a clear relationship between these groups and the proposed Scheme.

Could this policy, procedure, project or service promote equal opportunities for this group?

The proposed Scheme and the consultation process offers the potential for engagement with relevant stakeholder groups and to foster good relations with local organisations and communities.

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Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You <i>MUST</i> provide a brief commentary as to your findings, or this EqlA will be returned to you unsigned			
	High Negative Impact	Medium Negative Impact	Low Negative Impact	High/Medium/Low Favourable Impact
Age	-	-	Yes, during construction. Impacts are likely to be felt on children attending Lullabies (pre-school) and Palmarsh Primary School. In addition, elderly people and school-aged children using bus stops could be adversely affected.	Yes, medium favourable impact during operation. The provision of safe cycleways could increase the proportion of children travelling to school by bike, and therefore provide health benefits for local children.
Disability	-	-	Yes, during construction. Disabled users of the bus stops along the A250 Hythe Road / Dymchurch Road would be adversely affected.	Yes, low favourable impact during operation. Disabled people would benefit from new and improved cycleways and traffic free routes.
Sex (including gender)	-	-	Yes, during construction. Impacts are likely to be felt on	Yes, medium favourable impact during operation.

			women who undertake education escort trips.	Women are likely to benefit from a new segregated cycleway and safer crossings to escort children to school by bicycle, or to provide leisure trips with infants, henceforth encouraging active travel.
Gender identity/ Transgender	-	-	No impacts are anticipated.	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Race	-	-	No impacts are anticipated.	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.

Religion and Belief	-	-	Yes, during construction. Adverse impacts are likely to be felt on visitors to Hythe Holy Cross Church due to disruption in access caused by closures and / or journey delays from diversions.	Yes, low favourable impact during operation. There may be some benefits to users who cycle to Hythe Holy Cross Church.
Sexual Orientation	-	-	No impacts are anticipated.	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Pregnancy and Maternity	-	-	Yes, during construction. Impacts are likely to be felt on women who undertake education escort trips.	Yes, medium favourable impact during operation. Women are likely to benefit from a new segregated cycleway and safer crossings to escort children to school by bicycle, or to provide leisure trips with infants,

				henceforth encouraging active travel.
Marriage and Civil Partnerships	-	-	No impacts are anticipated.	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Deprivation			No impacts are anticipated. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the construction of the proposed Scheme.	Yes, low favourable impact during operation. Poorer households are likely to use the cycling network already so any improvements would benefit them.

Part 2 - Full Equality Analysis /Impact Assessment

From the screening grid, identify the Protected Groups impacted

As a result of the Screening in Part 1, it is concluded that there is potential for the following protected characteristics to be indirectly affected at a low negative level:

- Age;
- Disability;
- Sex (including gender);
- Religion and belief; and
- Pregnancy and maternity.

It is anticipated that the following mitigation measures may further limit the impact on these Protected Groups and could improve uptake of the proposed Scheme. Further detail is also provided within Part 3. Additionally, an EqlA is iterative, and should any additional issues be raised through consultation these will be considered:

Information and Data used to carry out your assessment

The data sources used to identify baseline characteristics of the Study Area are referenced in full in Part 1 above, but include:

- The ONS - <https://www.ons.gov.uk/>
- NOMIS - <https://www.nomisweb.co.uk/>
- The National Travel Survey 2019:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf
- IMD mapping software: http://dclgapps.communities.gov.uk/imd/iod_index.html#
- Google Maps: <https://www.google.co.uk/maps>

Gaps identified include location-specific data relating to the Sexual Orientation and Gender Identity / Transgender Protected Groups, due to the absence of reliable sources of data on these groups at present.

Who have you involved consulted and engaged with?

The public consultation and programme for the schemes proposed under the Kent Active Travel Fund is as follows:

- 9 December 2020 – 19 January 2021: Undertake initial engagement to understand how people feel about walking and cycling improvements where they live, and to seek views on early ideas;
- January 2021: Review feedback and issue report to inform scheme development; and
- Summer 2021: Public Consultation to seek views on the scheme designs which have been developed.

A number of key stakeholders relevant to Protected Groups have been identified, and who will be consulted with as part of this process. This includes active travel and accessibility groups (for example Sustrans, Bikeability, Living Streets), professional road users (for example taxi companies) and transport operators, education facilities, healthcare facilities, places of worship and local resident and community groups.

Specific organisations relevant to the disability Protected Group also to be consulted with are as follows:

- Kent Association for the Blind;
- Hi Kent (Support for Deaf and Hard of Hearing People);
- Kent Learning Disability Partnership Board;
- Disability Information Service Kent; and
- Kent Autistic Trust.

This EqlA is a live document and will be updated on a regular basis, particularly in light of any comments which arise during consultation.

Analysis

Age

Lullabies pre-school is located 685m north east of the proposed Scheme on St George's Place, which is only accessible from the A259 Dymchurch Road. Any users travelling from the east will not be affected by the construction of the proposed Scheme, however those travelling from the west may experience some disruption in the form of closures and / or journey delays from diversions to enable improvements at the A259 Dymchurch Road and Botolph's Bridge Road junction. Given the temporary nature of the construction works, it is unlikely that pre-school aged children will experience high or medium negative impacts. In addition, it

is unlikely that pre-school children will be directly affected or will experience a disproportionate impact during operation and the proposed Scheme is likely to benefit pre-school school aged children and education escort who cycle to school.

Palmarsh Primary School is located to the north east of the proposed Scheme, and the majority of students are likely to reside in Palmarsh, and therefore will be unaffected by the proposed Scheme. However, if any students access the school from properties to the south via Dymchurch Road, there may be some temporary disruption during construction which could cause indirect impact. The operation of the proposed Scheme is unlikely to directly affect or have a disproportionate impact on primary school aged children. According to the National Travel Survey (NTS)⁹, 46% of children walk to school, with approximately 1% of primary aged children cycling to school. The average length and time of primary school trips is 1.6 miles (or 2.6km) so within the 1km study area. Therefore, there would likely be safety benefits of the proposed Scheme for those primary school aged children who cycle to school. The NTS also states that 46% of primary school aged children travel to school by car, for a number of reasons including traffic safety concerns. The provision of safe cycleways as a result of the proposed Scheme could therefore increase the proportion of children travelling to school by bike, and therefore provide health benefits for local children. The benefits could particularly be felt for poorer households who are much less likely to have access to a car¹⁰, and who have to cycle to school already.

Neither the construction or the operation of the proposed Scheme is likely to affect or have a disproportionate impact on secondary school aged children, given that there are no such facilities within 1km of the proposed Scheme.

Any changes to the access to the 13 bus stops along the A250 Hythe Road / Dymchurch Road as a result of the construction of the proposed Scheme might indirectly and disproportionately impact elderly people and school-aged children, who are more likely to use public transport than other age groups¹¹.

Should any changes to parking be required to accommodate the construction or the operation of the proposed Scheme, this has the potential to directly (in the case of designated disabled parking bays) or indirectly (in the case of general parking removed in the vicinity of relevant services) impact upon blue badge holders (including elderly residents who may have reduced mobility). Where this is the case, alternative provision would be made to mitigate against any disproportionate impacts.

⁹ National Travel Survey (2014) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf (Accessed: 25 November 2020).

¹⁰ Office for National Statistics (2011) <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access> (Accessed: 25 November 2020).

¹¹ National Travel Survey (2020) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929992/annual-bus-statistics-year-ending-march-2020.pdf (Accessed: 25 November 2020).

Disability

There are not expected to be any direct disproportionate impacts from construction of the proposed Scheme on those with disabilities.

According to the DfT's report on Disabled People's Travel Behaviour and Attitudes to Travel (2017)¹², having a disability significantly increases the probability of travelling by bus. Therefore, any changes in access to the 13 bus stops along the A250 Hythe Road / Dymchurch Road, as a result of the construction of the proposed Scheme could indirectly and disproportionately impact upon disabled people and those with limited mobility.

Once the proposed Scheme is operational, disabled residents of the area would likely benefit from the proposed Scheme. New and improved cycleways and traffic free routes will help to facilitate exercise particularly for those who may have felt they cannot cycle in their area due to a lack of access to safe cycle routes.

Should any changes to parking be required to accommodate the construction or the operation of the proposed Scheme, this has the potential to directly (in the case of designated disabled parking bays) or indirectly (in the case of general parking removed in the vicinity of relevant services) impact upon blue badge holders (including elderly residents who may have reduced mobility). Where this is the case, alternative provision would be made to mitigate against any disproportionate impacts.

The Wheels for Wellbeing's Annual Survey of Disabled Cyclists in 2019¹³ stated in its key findings that 51% of respondents have been unable to complete a journey due to inaccessible cycle routes and 32% have been unable to park their non-standard cycle. Opportunities should be sought to ensure that the network is also accessible for disabled cyclists, and that adequate cycle infrastructure is provided if found to be lacking, to reduce the possibility for indirect impacts.

¹² Department for Transport, Clery, E, et al, Disabled People's Travel Behaviour and Attitudes to Travel, 2017 available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/647703/disabled-peoples-travel-behaviour-and-attitudes-to-travel.pdf

¹³ Wheels for Wellbeing's Annual Survey of Disabled Cyclists (2019) <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

Sex (including gender)

The proposed Scheme has the potential to indirectly impact a higher proportion of women during construction. Women are more likely than men to provide both education / escort trips and leisure trips¹⁴ (likely with children) and are much more likely to be responsible for childcare (according to the Office for National Statistics¹⁵). During construction, there may be traffic delays associated with diversions or re-routing to enable improvements at the A259 Dymchurch Road and Botolph's Bridge Road junction. This could disproportionately affect women as the primary escort providers. However once operational, the provision of a new segregated cycleway and safer crossings associated with the proposed Scheme would benefit women by providing a safe route to escort children to school by bicycle, or to provide leisure trips with infants, henceforth encouraging active travel.

Men are much more likely than women to commute to work via bicycle (74% of commuters that cycle are men, 26% are women¹⁶), therefore the operation of the proposed Scheme is likely to benefit men, causing reduced journey times and safer travel routes.

Gender identity and transgender

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Race

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

¹⁴ National Travel Survey (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf (Accessed: 25 November 2020).

¹⁵ Office for National Statistics (2020) INAC01 SA: Economic Inactivity by Reason <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/economicinactivity/datasets/economicinactivitybyreasonseasonallyadjustedinac01sa> (Accessed: 25 November 2020).

¹⁶ Office for National Statistics (2018) <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/thecommutinggapmenaccountfor65ofcommutesla stingmorethanahour/2018-11-07> (Accessed: 25 November 2020).

Religion and belief

Hythe Holy Cross Church is located 606m north east of the proposed Scheme on Jubilee Close, which is only accessible from the A259 Dymchurch Road. Any users travelling from the east will not be affected by the construction of the proposed Scheme, however those travelling from the west may experience some disruption in the form of closures and / or journey delays from diversions. Given the temporary nature of the construction works, it is unlikely that attendees of the Hythe Holy Cross Church will experience significant effects. It is unlikely that attendees of the church will be directly affected or will experience a disproportionate impact during operation, the proposed Scheme is likely to benefit attendees of the church who cycle to this facility.

Sexual orientation

There is no clear evidence, data or rationale to consider that the construction or operation of the Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Marriage and civil partnerships

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Pregnancy and Maternity

The proposed Scheme might indirectly impact a higher proportion of women during construction. Women are more likely than men to provide both education / escort trips and leisure trips¹⁷ (likely with children) and are much more likely to be responsible for childcare (according to the Office for National Statistics¹⁸). During construction, there may be traffic delays associated with diversions or re-routing to enable improvements at the A259 Dymchurch Road and Botolph's Bridge Road junction, which is likely to indirectly and disproportionately impact women as the primary escort providers. However once operational, the provision of a new segregated cycleway and safer crossings associated with the proposed Scheme would benefit women by providing a safe route to escort children to school by bicycle, or to provide leisure trips with infants, henceforth encouraging active travel.

¹⁷ National Travel Survey (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf

¹⁸ Office for National Statistics (2020) INAC01 SA: Economic Inactivity by Reason <https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/economicinactivity/datasets/economicinactivitybyreasonseasonallyadjustedinac01sa>

Deprivation

There are unlikely to be disproportionate impacts on poorer households during construction, but there are likely to be benefits during operation. Poorer households are much less likely to have access to a car¹⁹, and therefore have an existing dependence on the walking and cycle network already, for education, employment or access to facilities. Any improvements to the safety or efficiency of this network would therefore benefit them.

Adverse Impact

As outlined above, there is likely to be a low negative impact on the Age, Disability, Sex (including gender), Religion and Belief and Pregnancy and Maternity Protected Groups during construction. These effects are associated with changes to access to educational and religious facilities, journey delays including for education escort, potential for closures and diversions to enable junction improvements. As stated above, these effects are temporary, short term and reversible, however the following mitigation is still deemed to be required to minimise impacts as far as possible:

- Suitable signage and other accessible communications will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme; and
- The local police, fire department and hospitals will be informed of changes to the road layouts and access to destinations during the construction of the proposed Scheme.

Positive Impact:

A low or medium favourable impact has been identified for the Age, Disability, Sex (including gender), Religion and Belief and Pregnancy and Maternity Protected Groups, and Deprivation Protected Groups, as outlined above. This is due to a number of factors including improved journey times, improved safety, improved access and health benefits associated with active travel. However, it is considered that the actual scale of the benefits depends on the uptake of the proposed Scheme. Some measures to improve uptake include:

- To ensure uptake is maximised, it should be ensured that there is adequate provision for cycling infrastructure to safely store bicycles at the schools;

¹⁹ Office for National Statistics (2011) <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

- It is also recommended that Bikeability Training is provided for school-age children within the study area, which may give parents more confidence to allow their children to cycle independently to school, as well as giving the children themselves confidence. This is likely to therefore help to reduce car trips;
- It is recommended that the adequacy of resting places along the route is reviewed, and additional resting places provided if deemed unsuitable; and
- Opportunities should be sought to ensure that the network is also accessible for disabled cyclists, and that adequate cycle infrastructure is provided if found to be lacking, to reduce the possibility for indirect impacts.

JUDGEMENT

There are likely to be a mixture of positive and negative impacts on Protected Groups resulting from the proposed Scheme. Until the design is developed in more detail it is an initial screen of these impacts that is required, however it is currently thought that the impacts are likely to be felt on the following Protected Groups:

- Age;
- Disability;
- Sex (including gender);
- Religion and Belief; and
- Pregnancy and Maternity.

Assuming that the mitigation outlined in the sections below is implemented it is judged that the proposed Scheme can **adjust and continue** with minor implications on Protected Groups.

Part 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
All Protected Characteristics	Issues identified in Parts 1 and 2 above may evolve following consultation, or new issues may be identified.	Conclusions will be revisited following consultation.	Fully inclusive and thorough assessment of impacts on Protected Groups, including a list of appropriate and approved mitigation items.	Kent County Council (Schemes Planning and Delivery)	Following public consultation	To be built into project resource plans
Age	Increased uptake of cycling by school aged children (relative to the baseline) as a result of the proposed Scheme.	Adequate provision of cycling infrastructure to safely store bicycles at the school should be ensured.	Improvement in uptake of active travel to school.	Kent County Council (Schemes Planning and Delivery and School officers), local schools	Detailed design stage	To be built into project resource plans
Age	Increased uptake of cycling by school aged children (relative to the baseline) as a result of the proposed Scheme.	It is recommended that Bikeability Training is provided for school-age children in the study area.	This may give parents more confidence to allow their children to cycle independently to school, as well as giving the	Kent County Council (Schemes Planning and Delivery and School officers), local schools and Kent Bikeability	Post-Construction / Operation	To be built into project resource plans

			children themselves confidence. This would therefore reduce car trips.	officer		
Age / Disability	Increased use of safer cycleway and crossings by elderly / disabled people.	It is recommended that the adequacy of resting places along the route is reviewed, and additional resting places including in the detailed design if deemed unsuitable.	Improvement in safe uptake of proposed Scheme for elderly / disabled people, and those with limited mobility.	Kent County Council (Schemes Planning and Delivery) and Designer & Main Contractor (Amey)	Detailed design stage	To be built into project resource plans
Age / Disability	Changes in access / locations of bus stops for travel.	Suitable signage and other accessible communications will be erected at bus stops to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Reduced disturbance to bus travel during construction.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey) / Local Highway authority / Local bus operators	Pre-Construction / Construction	To be built into project resource plans
Sex (including gender)	Delays to education escort trips, which would affect women.	Suitable signage will be erected to advise of impending changes and access to the area will be retained during the	Informed decision-making and travel plans for education escort trips.	Kent County Council (Schemes Planning and Delivery) / Main Contractor	Pre-Construction / Construction	To be built into project resource plans

		construction of the proposed Scheme.		(Amey)		
Religion and Belief	Delays to access to places of worship during construction.	Suitable signage will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Informed decision-making and travel plans for trips to places of worship.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans

Have the actions been included in your business/ service plan?

Yes/No

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KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA) template

Directorate/ Service:

Name of decision, policy, procedure, project or service: Kent Active Travel Fund Schemes: Gravesham: Gravesend to Northfleet (Overcliffe)

Pathway of Equality Analysis:

Summary and recommendations of equality analysis / impact assessment

Context

Kent County Council has ambitious targets for growth, and as a County Council we recognise that transport infrastructure and the environment are vital to creating sustainable developments and encourage people to live, work and play in Kent.

The ability to travel quickly and safely to our destinations requires a transport network that provides a variety of travel choices that supports a growing population. As such, we have developed initial concept designs in five locations within Kent which seek to create a safer environment for both walking and cycling to offer a real choice to our residents about how they can travel throughout the County. We have received funding for the following five schemes, which are still very much in an early design stage:

- Canterbury: Littlebourne Road - City Centre;
- Folkestone: Central Rail Station – Cheriton;
- Margate: Birchington – Westgate;
- Folkestone: Hythe – Dymchurch; and
- Gravesham: Gravesend – Northfleet.

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The proposed Schemes aim to encourage and enable active travel, which means walking or cycling as a means of transport in addition to leisure purposes – an attractive and realistic choice for short journeys. It can benefit health and wellbeing by incorporating physical activity into everyday routine as well as reduce the number of vehicles on the road and improve air quality.

We believe these improvements will enable local support for active travel and encourage future investment which will:

- Support our local high streets and businesses by increasing footfall and making efficient use of our road space;
- Address public health crises in our communities by enabling our residents to get active and stay healthy, and get their children walking and cycling to school;
- Encourage cycle friendly streets and public spaces which encourages sustainable tourism;
- Provide a variety of safe and efficient means of transport; and
- Improve air quality and create more pleasant and attractive places to live.

Aims and Objectives

This scheme aims to create a new cycle route along London Road / Overcliffe connecting Gravesend and Northfleet. It would provide a direct, convenient and safe active travel option through this busy urban area. The route will help cyclists access Gravesend Railway Station, Gravesend town centre, Imperial Retail Park and businesses to the north as well as residential areas and schools. The new route also connects with National Cycle Route 1 which links through to the coastal roads and Springhead to the south. This scheme could provide the foundation for the future development of a cycling network across the local area. This would make it easier for local journeys to be made by bike and provide an alternative to using the car for short trips.

All interventions are proposed to be permanent, subject to feasibility, statutory consultation and delivery. These interventions are shown in the available proposed Scheme concept plans showing context maps and proposed interventions; these proposed Scheme plans are available on the consultation section of KCCs website.

Measures could include:

- New cycle route along London Road / Overcliffe which is separated from traffic and pedestrians;
- Junction improvements to give cyclists greater priority;
- Bus stop improvements to reduce risk of conflict between cyclists and bus users;
- Crossing improvements for pedestrians and cyclists;
- Network of signs through the area to navigate cyclists and pedestrians; and
- Localised placemaking improvements along the new cycle route such as seating and tree planting.

Route length:

- 2 miles

Summary of equality impact

There are likely to be a mixture of positive and negative impacts on Protected Groups resulting from the proposed Scheme. Until the design is developed in more detail it is an initial screen of these impacts that is required, however it is currently thought that the impacts are likely to be felt on the following groups:

- Age;
- Disability;
- Sex / Gender;
- Religion; and
- Pregnancy and maternity.

Assuming that the mitigation outlined in the sections below is implemented it is judged that the proposed Scheme can **adjust and continue** with minor implications on Protected Groups.

Adverse Equality Impact Rating

I have found the Adverse Equality Impact Rating to be **Low**.

GET Document Control

Revision History

Version	Date	Authors	Comment
V0.2	04/12/2020	Ellie Lester (Author), WSP	
		Sophie Collins (Review), WSP	
		Gavin Lewis (Quality Assurance), WSP	
V1 (this should be assigned to the version the Director signs off)			

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Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation



I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
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Tim Read		Head of Service	7/12/20
Simon Jones		Director	7/12/20

Part 1 - Screening

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Social Baseline

Introduction

The local social profile for Kent has been compiled from publicly available data to provide context for and to inform the assessment. This comprises information on the following:

- Protected characteristic groups;
- Local communities; and
- Local community facilities and public transport.

A 1km study area has been used to identify facilities relevant to Protected Groups in line with professional judgement and experience on similar schemes.

The proposed Scheme is located within the local authority of the County of Kent which had a population of 1,581,600 in 2019¹.

Protected characteristic profile

Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Act²:

- Age;

¹ NOMIS (2019), Labour Market Profile – Kent. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1941962885/report.aspx> (Accessed: 11 November 2020).

² Highways Agency (2011), Guide to Equality Impact Assessment.

- Disability;
- Race;
- Religion or belief;
- Sex / gender; and
- Sexual orientation.

Due to the lack of publicly available data, certain protected characteristics, including gender reassignment, marriage and civil partnership and pregnancy and maternity have not been included in the assessment. Although not required under the Act, the social profile also includes deprivation as it provides a measure of a combination of social-economic matrices.

Ethnicity and religion profile

The percentage of each ethnicity in Gravesham District as measured by the ONS, and as outlined in the 2011 Census, is presented in **Table 1**. It shows that the percentage of population classified as White British in Gravesham (77.1%) are lower than the England and Wales average percentage (80.5%). Population for other ethnicities in Gravesham are generally higher than the England and Wales average, especially for population classified as “Asian/Asian British: Indian”. This indicates that Gravesham is more diverse when compared to the general population in England and Wales, and therefore there may be additional receptors within the ‘Race’ Protected Group which may be affected by the proposed Scheme.

Table 1 Ethnicity breakdown of Gravesham and England and Wales (2011)³

Ethnic group	Gravesham		England and Wales	
	Total no.	% of total*	Total no.	% of total*
White: English/welsh/Scottish/Northern Irish/British	78,422	77.1%	45,134,686	80.5%
White: Irish	791	0.8%	531,087	0.9%
White: Gypsy or Irish Traveller	320	0.3%	57,680	0.1%
White: Other White	4,693	4.6%	2,485,942	4.4%
Mixed/Multiple Ethnic Groups: White and Black Caribbean	564	0.6%	426,715	0.8%
Mixed/Multiple Ethnic Groups:	359	0.4%	165,974	0.3%

³ NOMIS (2011), Ethnic group. Available at: <https://www.nomisweb.co.uk/census/2011/ks201ew> (Accessed: 11 November 2020).

White and Black African				
Mixed/Multiple Ethnic Groups: White and Asian	627	0.6%	341,727	0.6%
Mixed/Multiple Ethnic Groups: Other Mixed	516	0.5%	289,984	0.5%
Asian/Asian British: Indian	7,538	7.4%	1,412,958	2.5%
Asian/Asian British: Pakistani	550	0.5%	1,124,511	2.0%
Asian/Asian British: Bangladeshi	477	0.5%	447,201	0.8%
Asian/Asian British: Chinese	326	0.3%	393,141	0.7%
Asian/Asian British: Other Asian	1,713	1.7%	835,720	1.5%
Black/African/Caribbean/Black British: African	2,226	2.2%	989,628	1.8%
Black/African/Caribbean/Black British: Caribbean	456	0.4%	594,825	1.1%
Black/African/Caribbean/Black British: Other Black	203	0.2%	280,437	0.5%
Other ethnic group: Arab	94	0.1%	230,600	0.4%
Other ethnic group: Any other ethnic group	1,845	1.8%	333,096	0.6%

*Note: Percentages may not sum exactly due to rounding.

Proportion of different beliefs in Gravesham and England and Wales are provided in **Table 2**. It shows that the majority of the population in Gravesham is identified as Christian (60.8%) and the second largest group identifies as having no religious beliefs (21.5%). Gravesham also has a significantly higher percentage of population identified as Sikh. It also indicates that the population in Gravesham has a higher percentage than the England and Wales average (59.3%) that identified as Christian. This divergence from the English and Welsh average means there may be additional receptors within the 'Religion and Belief' Protected Group which may be affected by the proposed Scheme, however this will be explored further in the Screening and Full Assessment below.

Table 2 Percentage of people belonging to specific faiths in Gravesham and England and Wales (2011)⁴

Religion	Gravesham		England and Wales	
	Total no.	% of total*	Total no.	% of total*
Christian	61,891	60.8%	33,243,175	59.3%
Buddhist	333	0.3%	247,743	0.4%
Hindu	942	0.9%	816,633	1.5%
Jewish	54	0.1%	263,346	0.5%
Muslim	1,894	1.9%	2,706,066	4.8%
Sikh	7,743	7.6%	423,158	0.8%
Other religion	606	0.6%	240,530	0.4%
No religion	21,862	21.5%	14,097,229	25.1%
Religion not stated	6,395	6.3%	4,038,032	7.2%

*Note: Percentages may not sum exactly due to rounding.

Age profile

The age profile in Gravesham and England and Wales is provided in **Table 3** below. It shows that when compared to the England and Wales average, the percentage of the population in Gravesham is similar for ages between 75 and 84; lower for ages ranging between 18 and 74, 85 and over 90; and slightly higher for ages ranging between 0 and 17. Therefore there are not likely to be any significant number of additional receptors which could be affected by the proposed Scheme.

Table 3 Age profile in Gravesham and England and Wales (2011)⁵

Age range	Gravesham		England and Wales	
	Total no.	% of total*	Total no.	% of total*
0 – 4	6,647	6.5%	3,496,750	6.2%
5 – 7	3,894	3.8%	1,927,039	3.4%
8 – 9	2,381	2.3%	1,208,672	2.2%
10 – 14	6,529	6.4%	3,258,677	5.8%
15	1,305	1.3%	687,994	1.2%

⁴ NOMIS (2011), Religion. Available at: <https://www.nomisweb.co.uk/census/2011/ks209ew> (Accessed: 11 November 2020).

⁵ NOMIS (2011), Age structure. Available at: <https://www.nomisweb.co.uk/census/2011/ks102ew> (Accessed: 11 November 2020).

16 – 17	2,942	2.9%	1,391,235	2.5%
18 – 19	2,476	2.4%	1,460,156	2.6%
20 – 24	6,502	6.4%	3,807,245	6.8%
25 – 29	6,618	6.5%	3,836,609	6.8%
30 – 44	20,673	20.3%	11,515,165	20.5%
45 – 59	19,589	19.3%	10,886,135	19.4%
60 – 64	5,874	5.8%	3,377,162	6.0%
65 – 74	8,517	8.4%	4,852,833	8.7%
75 – 84	5,725	5.6%	3,115,552	5.6%
85 – 89	1,348	1.3%	825,671	1.5%
90+	700	0.7%	429,017	0.8%

*Note: Percentages may not sum exactly due to rounding.

Sex Profile

Table 4 presents the 2011 Census sex profile in Gravesham and England and Wales. It indicates that the percentage of males (all ages) and females (all ages) in Gravesham is in line with the England and Wales average in 2011. Therefore, there are not likely to be any significant number of additional receptors which could be affected by the proposed Scheme.

Table 4 Sex profile in Gravesham and England and Wales (2011)⁶

Sex	Gravesham		England and Wales	
	Total no.	% of total	Total no.	% of total
Male	50,139	49.3%	27,075,912	49.2%
Female	51,581	50.7%	28,502,536	50.8%

Disability

A total of 17,342 (17.0%), of the population in Gravesham are living with a long-term health problem or disability, lower than the England and Wales average 17.9%. A lower proportion of population in Gravesham (7.7%) with a long-term health problem or

⁶ NOMIS (2011), Usual resident population. Available at: <https://www.nomisweb.co.uk/census/2011/ks101ew> (Accessed: 11 November 2020).

disability find that their condition limits their day to day activities a lot than the England and Wales average (8.5%).⁷ Therefore there are not likely to be any significant number of additional receptors which could be affected by the proposed Scheme.

Index of Multiple Deprivation

The Indices of Multiple Deprivation (IMD) 2019 use a combination of information relating to income, employment, education, health, skills and training, barrier to housing and services, and crime to create an overall score of deprivation. These scores are then used to rank specific geographical extents. A low rank indicates higher, relative deprivation; hence the most deprived area is ranked 1. IMD data is broken down into smaller areas, known as Lower-layer Super Output Areas (LSOAs), which are a standard statistical geography designed to be of a similar population size, with an average of approximately 1,500 residents or 650 households.

The proposed Scheme lies within five LSOAs⁸: Gravesham 001A, Gravesham 001B, Gravesham 001D, Gravesham 002C and Gravesham 002F, with the majority of the proposed Scheme falling within Gravesham 002F.

Gravesham 001B and Gravesham 002F are more deprived when compared to Gravesham 001A, Gravesham 001D and Gravesham 002C:

- Gravesham 001B is located to the west of the proposed Scheme, and is the most deprived of the six LSOAs. It ranks 6,113 and is amongst the 20% most deprived neighbourhoods in the country. It is amongst the 20% to 40% most deprived neighbourhoods in the country in all domains of deprivation, except “Barriers to Housing and Services”, where it is amongst the 40% least deprived.
- Gravesham 002C is located to the south east of the proposed Scheme and is ranked 9,857 and is amongst the 40% most deprived neighbourhoods in the country. It is amongst the 10-50% most deprived neighbourhoods in the country for six of the domains of deprivation, including “Crime” where it is amongst the 10% most deprived. It is amongst the 30-50% least deprived neighbourhoods in the country for the remaining three domains (“Health Deprivation and Disability”, “Barriers to Housing and Services”, and “Income Deprivation Affecting Children”).
- Gravesham 002F is located to the north, east and south east of the proposed Scheme and is ranked 12,571, and is amongst the 40% most deprived neighbourhoods in the country. It is amongst the 10-50% most deprived neighbourhoods in the country in all domains of deprivation. It is especially deprived in “Crime” (amongst the 10% most

⁷ NOMIS (2011), Long-term health problem or disability. Available at: <https://www.nomisweb.co.uk/census/2011/dc3201ew> (Accessed: 11 November 2020).

⁸ Indices of Deprivation (2019), Indices of Deprivation. Available at: https://dclgapps.communities.gov.uk/imd/iod_index.html# (Accessed: 12 November 2020)

deprived) and “Education, Skills and Training”, “Health Deprivation and Disability” and “Income Deprivation Affecting Children” (all rated amongst the 20% most deprived).

- Gravesham 001D is located to the central sections of the proposed Scheme, and is ranked 12,742 and is amongst the 40% most deprived neighbourhoods in the country. It is in the 20-50% most deprived neighbourhood in the country in seven domains of deprivation, including “Crime” where it ranks amongst the 10% most deprived neighbourhoods in the country. It ranks amongst the 50% least deprived neighbourhoods for “Health Deprivation and Disability” and 30% least deprived neighbourhoods for “Barriers to Housing and Services”.
- Gravesham 001A is located to the central and southern sections of the proposed Scheme, and is the least deprived for the six LSOAs. It ranks 17,030 and is amongst the 50% least deprived neighbourhoods in the country. Its deprivation rank is mixed, and is ranked amongst the 20-50% most deprived neighbourhoods for five domains of deprivation (“Income Deprivation”, “Education, Skills and Training”, “Crime”, “Living Environment” and “Income Deprivation Affecting Children”), and 30-50% least deprived for the remaining four domains.

The range in deprivation levels between the affected LSOAs within the proposed Scheme areas means that people living and working within the proposed Scheme area are likely to use and uptake the proposed Scheme in different ways (including host and source destinations and means of travel). The way people travel and the routes that they take could also be influenced in areas where there are higher levels of petty or serious crime, from factors such as perceived safety or damage or theft of private property (e.g. bicycles).

Local Communities and Public Transport

Residential communities located within the 1km study area include the following:

- The areas of Northfleet and Gravesend;
- Residences located immediately adjacent to the proposed Scheme, along London Road, Marina Drive and Overcliffe;
- The Hill Northfleet, Springhead Road, Dover Road, Rural Vale, Gordon Road, Burnaby Road, Beresford Road, Fountain Walk, Marina Drive, St Mark’s Avenue, Burch Road, Pier Road, Lennox Road, St James’s Avenue, St James’s Street, Stuart Road and New Road which connect to the proposed Scheme;
- Waterside, located 20m south of the proposed Scheme;
- Church Path, located 50m north west of the proposed Scheme;
- Chestnut Close, located 50m north of the proposed Scheme;
- Covesfield, located 55m south of the proposed Scheme;

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- Laburnum Grove, located 60m south of the proposed Scheme;
- Cross Road, located 90m north of the proposed Scheme;
- Lennox Avenue, located 95m south of the proposed Scheme; and
- St James's Road, located 100m south of the proposed Scheme.

Public transport, pedestrian and cycling facilities

- There are ten bus stops along the B2175 London Road;
- There are four bus stops along the A226 Overcliffe;
- There are several bus stops along The Hill Northfleet, Springhead Road and Thames Way; these roads run off the main proposed Scheme route;
- There is existing unsegregated provision for cyclists along the B2175 London Road which starts at the western extent of the proposed Scheme until it reaches the tunnel over Rosherville Way;
- There is some form of pedestrian pavement provision along the length of the proposed Scheme and there are four Zebra crossings along the B2175 London Road.
- National Cycle Route 1 intersects the proposed Scheme at the eastern extent of the B2175 London Road, and connect to a wider network across the city;
- There are no National Trails or Public Rights of Way within or in close proximity to the proposed Scheme;
- Gravesend railway station is located 175m south east of the proposed Scheme; and
- Northfleet railway station is located 975m north west of the proposed Scheme.

Local Community Facilities and facilities relevant to Protected Groups

The following text outlines those community facilities and other facilities relevant to Protected Groups within the study area for the proposed Scheme, and are shown on Figure 1. All distances provided are approximate.

Pre-schools and Nurseries

There are seven nursery school within 1km,

- Northfleet Nursery School, located adjacent to the proposed Scheme, at the centre of the proposed Scheme on London Road;
- Smart Start Day Nursery, located adjacent to the proposed Scheme at the eastern extent on Overcliffe;
- Little Angels Day Nursery, located 215m south of the proposed Scheme;

- Bronte Nursery, located 335m south of the proposed Scheme;
- Little Explorers Kindergarten and Nursery Hive, located 800m north west of the proposed Scheme;
- The Rainbow Tree Day Nursery, located 810m south east of the proposed Scheme; and
- Cecil Road Primary and Nursery School, located 940m south of the proposed Scheme.

Primary schools

There are ten primary schools within 1km of the proposed Scheme:

- Rosherville Church of England Academy, located adjacent to the scheme, at the eastern extent on London Road;
- St Botolph's Church of England Primary School, located 290m south of the proposed Scheme;
- St Joseph's Catholic Primary School, Northfleet, located 365m south of the proposed Scheme;
- Lawn Primary School, located 510m north west of the proposed Scheme;
- Copperfield Academy, located 580m south of the proposed Scheme;
- Wrotham Road Primary School, located 590m south east of the proposed Scheme;
- River Mill Primary School, located 620m east of the proposed Scheme;
- Holy Trinity Church of England Voluntary Aided Primary School, located 800m south east of the proposed Scheme;
- Chantry Community Academy, located 930m east of the proposed Scheme; and
- Cecil Road Primary and Nursery School, located 940m south of the proposed Scheme.

Secondary schools

There are two secondary school within 1km of the proposed Scheme:

- Mayfield Grammar School, Gravesend, located 585m south of the proposed Scheme; and
- Northfleet Technology College, located 815m south of the proposed Scheme.

Higher education

There are no higher education campuses within 1km of the proposed Scheme.

GPs, dentists and pharmacies

There are nine GP surgeries within 1km of the proposed Scheme:

- Beaumont Drive Surgery, located 245m south of the proposed Scheme;
- Pelham Medical Practice, located 295m south of the proposed Scheme;
- Gravesend Medical Centre, located 415m north east of the proposed Scheme;

- Parrock Street Surgery, located 480m east of the proposed Scheme;
- White Horse Surgery and Walk-In Centre, located 665m south of the proposed Scheme;
- The Forge Surgery, located 690m south of the proposed Scheme;
- The Gateway Medical Practice, located 765m south of the proposed Scheme;
- The Shrubbery Surgery, located 985m south of the proposed Scheme; and
- Old Road West Surgery, located 985m south of the proposed Scheme.

There are eight dentist surgeries within 1km of the proposed Scheme:

- Beaconsfield Dental Practice, located 90m north east of the proposed Scheme;
- J F Lynch and Associates, located 130 m east of the proposed Scheme;
- PMA Dental Care; located 340m south east of the proposed Scheme;
- Mr A A Tikare, located 365m south east of the proposed Scheme;
- Pelham Dental Studio, located 475m south of the proposed Scheme;
- Parrock Street Dental Care, located 480m east of the proposed Scheme;
- Gravesend Dental Clinic, located 570m south east of the proposed Scheme; and
- Dehbokri Dental Surgery, located 990m south of the proposed Scheme.

There are eight pharmacies within 1km of the proposed Scheme:

- Asda Pharmacy, located 30m north of the proposed Scheme;
- Hill Pharmacy, located 125m north west of the proposed Scheme;
- Boots, located 200m north east of the proposed Scheme;
- Darnley Pharmacy, located 290m south of the proposed Scheme;
- Regent Pharmacy, located 390m south east of the proposed Scheme;
- Gravesend Medical Pharmacy Centre, located 415m north east of the proposed Scheme;
- Pender Pharmacy, located 480m east of the proposed Scheme; and
- Lloyds Pharmacy, located 690m south of the proposed Scheme.

Hospitals

The Gravesham Community Hospital is located 40m north of the proposed Scheme.

Care homes

There are ten care homes located within 1km of the proposed Scheme:

- Overcliffe House, located adjacent to the proposed Scheme on Overcliffe;
- Windmill Lodge, located 145m south of the proposed Scheme;
- Benham Lodge, located 430m south of the proposed Scheme;
- Pelham Lodge, located 465m south of the proposed Scheme;
- The Hollies Residential Home, located 560m south of the proposed Scheme;
- Bluebird Care Gravesham and Dartford – Homecare and Live-in Care Services, located 745m east of the proposed Scheme;
- Alexandrias, located 810m south of the proposed Scheme;
- Ashley Down Nursing Home, located 900m south east of the proposed Scheme;
- Exclusive Care Ltd, located 915m south east of the proposed Scheme; and
- Edward Moore, located 925m south east of the proposed Scheme.

Places of worship and cemeteries / burial grounds

There are 15 places of worship within 1km of the proposed Scheme:

- Saint Mark's Church of Rosherville, located adjacent to the proposed Scheme on London Road;
- Our Lady of the Assumption RC Church, located 65m west of the proposed Scheme;
- Northfleet URC Church, located 110m south of the proposed Scheme;
- The Vicarage, located 150m north west of the proposed Scheme;
- The Church of Jesus Christ of Latter-day Saints, located 185m south of the proposed Scheme;
- Saint Botolph Church of England, located 200m north west of the proposed Scheme;
- Full Gospel Church, located 205m north of the proposed Scheme;
- St George's Church, located 315m north east of the proposed Scheme;
- St John the Evangelist RC Church, located 480m east of the proposed Scheme;
- Emmanuel Baptist Church, located 495m south east of the proposed Scheme;
- The Basileia Commission, located 505 m south east of the proposed Scheme;
- Elim Pentecostal Church Northfleet, located 700m south of the proposed Scheme;
- The Redeemed Christian Church of God, City of His Grace, located 890m north west of the proposed Scheme;
- Wycliffe United Reformed Church, located 950m south of the proposed Scheme; and
- All Saints, located 965m south of the proposed Scheme.

Other local facilities

There are nine convenience stores within 1km of the proposed Scheme:

- Aldi Northfleet Gravesend, located adjacent to the proposed Scheme on London Road;
- Iceland Gravesend, located 15m north of the proposed Scheme;
- Asda Gravesend Superstore, located 30m north of the proposed Scheme;
- Lidl Central Gravesend, located 160m north of the proposed Scheme;
- Tesco Gravesend Metro; located 170m east of the proposed Scheme;
- Farmfoods Gravesend, located 245m south east of the proposed Scheme;
- Budgens Clock Tower, located 700m east of the proposed Scheme;
- Tesco Gravesend Perry Street Express, located 895m south of the proposed Scheme; and
- Co-op Northfleet, located 920m south of the proposed Scheme.

There are four post offices within 1km of the proposed Scheme:

- Rosherville Post Office, located adjacent to the proposed Scheme on London Road;
- Gravesend Post Office, located 175m north east of the proposed Scheme;
- Royal Mail Gravesend Delivery Office, located 620m east of the proposed Scheme; and
- Post Office (Salisbury Road), located 750m south of the proposed Scheme.

There is one foodbank within 1km, located at Gravesend Methodist Church.

Screening

Based on the proximity of facilities relevant to Protected Groups, the local social profile and the nature of the proposed Scheme, the proposed Scheme is considered likely to have a **Low Negative** impact during construction on the Age, Disability, Sex, Religion and Maternity Protected Groups. This rating has been allocated because there are likely to be short-term and reversible negative impacts of the construction of the proposed Scheme on a small number of individuals from these groups, including noise and vibration impacts, temporary road closures and diversions, and delays to journey times. The proposed Scheme is also considered likely to have a **Low Negative** impact during operation on the Age and Disability Protected Groups, as these would be disproportionately impacted by the loss of the disabled parking spaces on London Road. It is considered that these effects can be mitigated using the actions outlined in Part 3 and below.

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It is also likely that there will be a **Medium Favourable** impact on the Age, Disability, Sex, Pregnancy / Maternity and Deprivation Protected Groups during operation, because there are likely to be a large number of individuals in these groups affected by the changes, and the benefits are likely to be felt in the medium/long-term. A **Low Favourable** impact on the Religious Protected Group was identified; the benefits were considered to be lower for this group as the uptake of the scheme is unlikely to be as high, but there may be some benefits associated with safer footways.

There are not considered to be any positive or negative impacts (during construction or operation) on the Gender Identity / Transgender, Sexual Orientation, Race or Marriage / Civil Partnership Protected Groups due to the absence of a clear relationship between these groups and the proposed Scheme.

Could this policy, procedure, project or service promote equal opportunities for this group?

The proposed Scheme and the consultation process offers the potential for engagement with relevant stakeholder groups and to foster good relations with local organisations and communities.

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age	-	-	Yes, during construction and operation. Impacts are likely to be felt during construction on pre-school aged children at Northfleet Nursery School and Smart	Yes, medium favourable impact during operation. Benefits are likely to be felt on pre-school and primary aged students who are able to safely cycle / walk to

			Start Day Nursery and primary school aged children at Rosherville Church of England Academy. Impacts are also likely to be felt during construction and operation by elderly drivers / carers who use the two disabled parking spaces on London road as well as travelling to / from Overcliffe House and / or Gravesham Community Hospital. Young / elderly users of the adjacent bus stops would be adversely affected during construction.	school. Elderly people would benefit from safer crossings and wider footways during operation.
Disability	-	-	Yes, during construction and operation (unless suitably mitigated). Impacts are likely to be felt on disabled drivers / carers who use the two disabled parking spaces on London	Yes, medium favourable impact during operation. Disabled people would benefit from safer crossings and wider footways during operation.

			road as well as when travelling to / from Overcliffe House and / or Gravesham Community Hospital. Disabled users of the adjacent bus stops would be adversely affected	
Sex (including gender)	-	-	Yes, during construction. Impacts are likely to be felt on women who undertake education escort trips,	Yes, medium favourable impact during operation. Women are likely to benefit from wider footways and safer crossings when providing education escort trips. Men are likely to benefit from safer cycling routes for commuting purposes.
Gender identity/ Transgender	-	-	-	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.

Race	-	-	-	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Religion and Belief	-	-	Yes, during construction. Impacts are likely to be felt on visitors to Saint Mark's Church of Rosherville, associated with construction noise and vibration and access.	Yes, low favourable impact during operation. There may be some benefits to users of these places of worship associated with the widened footways and safer cycleways and crossings, but it is more likely that a vehicle would be used to access them.
Sexual Orientation	-	-	-	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or

				beneficially impacted by the proposed Scheme.
Pregnancy and Maternity	-	-	Yes, during construction. Impacts are likely to be felt on women who undertake education escort trips.	Yes, medium favourable impact during operation. Women are likely to benefit from wider footways and safer crossings when providing education escort trips.
Marriage and Civil Partnerships	-	-	-	No impact predicted during construction or operation. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the proposed Scheme.
Deprivation	-	-	No impact predicted during construction. There is no evidence or data to show that this group would be directly adversely or beneficially impacted by the construction of the proposed Scheme.	Yes, medium favourable impact during operation. Poorer households are likely to use the walking and cycling network already so any improvements would benefit them.

Part 2 - Full Equality Analysis /Impact Assessment

As a result of the Screening in Part 1, it is concluded that there is potential for the following protected characteristics to be indirectly affected at a low negative level:

- Age;
- Disability;
- Sex / gender;
- Pregnancy and maternity; and
- Religion and belief.

It is anticipated that the following mitigation measures may further limit the impact on these protected characteristics and could improve uptake of the proposed Scheme. Further detail is also provided within Part 3. Additionally, an EqIA is iterative, and should any additional issues be raised through consultation these will be considered.

Information and Data used to carry out your assessment

The data sources used to identify baseline characteristics of the Study Area are referenced in full in the analysis below, but include:

- The ONS - <https://www.ons.gov.uk/>
- NOMIS - <https://www.nomisweb.co.uk/>
- The National Travel Survey 2019:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf
- IMD mapping software: http://dclgapps.communities.gov.uk/imd/iod_index.html#
- Google Maps: <https://www.google.co.uk/maps>

Gaps identified include location-specific data relating to the Sexual Orientation and Gender Identity / Transgender Protected Groups, due to the absence of reliable sources of data on these groups at present.

Who have you involved consulted and engaged with?

The public consultation and programme for the schemes proposed under the Kent Active Travel Fund is as follows:

- 9 December 2020 – 19 January 2021: Undertake initial engagement to understand how people feel about walking and cycling improvements where they live, and to seek views on early ideas;

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- January 2021: Review feedback and issue report to inform scheme development; and
- Summer 2021: Public Consultation to seek views on the scheme designs which have been developed.

A number of key stakeholders relevant to Protected Groups have been identified, and who will be consulted with as part of this process. This includes active travel and accessibility groups (for example Sustrans, Bikeability, Living Streets), professional road users (for example taxi companies) and transport operators, education facilities, healthcare facilities, places of worship and local resident and community groups.

Specific organisations relevant to the disability Protected Group also to be consulted with are as follows:

- Kent Association for the Blind;
- Hi Kent (Support for Deaf and Hard of Hearing People);
- Kent Learning Disability Partnership Board;
- Disability Information Service Kent; and
- Kent Autistic Trust.

This EqlA is a live document and will be updated on a regular basis, particularly in light of any comments which arise during consultation.

Analysis

Age

During construction, there may be temporary disruption to pre-school school aged children, due to the proximity of the proposed Scheme to Northfleet Nursery School and Smart Start Day Nursery. This might include noise and vibration disruption as the works are conducted, and given there are no alternative access route options, there are likely to be journey delays and diversions. Operation of the proposed Scheme is not likely to directly affect or have a disproportionate impact on pre-school school aged children.

During construction, there may be temporary disruption to primary school aged children, due to the proximity of the proposed Scheme to Rosherville Church of England Academy. This might include noise and vibration disruption as the works are conducted, and given there are no alternative access route options, there are likely to be journey delays and diversions. According to the

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National Travel Survey (NTS)⁹, 46% of children walk to school, with approximately 1% of primary aged children cycling to school. The average length and time of primary school trips is 1.6 miles (or 2.6km) so within the 1km study area. Therefore, there would likely be safety benefits of the operation of the proposed Scheme for those primary school aged children travelling to school on foot. The NTS also states that 46% of primary school aged children travel to school by car, for a number of reasons including traffic safety concerns. The provision of safe cycle paths and pavements as a result of the proposed Scheme could therefore increase the proportion of children travelling to school on foot or by bike, and therefore provide health benefits for local children. The benefits could particularly be felt for poorer households who are much less likely to have access to a car¹⁰, and who have to walk or cycle to school already.

Neither the construction or the operation of the proposed Scheme is likely to directly affect or have a disproportionate impact on secondary school aged children. Given the relative distance of the proposed Scheme from the secondary schools within 1km, the short duration of the construction period and given each has several access route options, there is not likely to be a high negative impact in terms of journey delays due to diversions. There are likely to be operational benefits for secondary school age children who will be able to travel more safely to school along the new improved cycle routes via active travel means. According to the National Travel Survey Factsheet¹¹, secondary school aged children are more likely to use public transport or walking, cycling or horse-riding (WCH) routes, with 37% walking, 31% taking the bus and 24% by car. Approximately 5% cycle to school. Therefore, any improvements to the WCH network will benefit this age group and could encourage cycling uptake.

The construction of the proposed Scheme, particularly any temporary road diversions, may cause temporary disruption and delays to residents of, carers at, and visitors to Overcliffe House, who would likely use the A226 to access facilities (including health facilities). Elderly drivers who use this road to access facilities, or Gravesham Community Hospital, might also be disproportionately impacted by any confusion caused by unfamiliar road layouts which might be in place during construction. Delays during construction might also impact journey times for carers and staff at Gravesham Community Hospital. Given that the Gravesham Community Hospital and Overcliffe House have alternative access route options, there is not likely to be a high negative impact in terms of journey delays due to diversions. The two allocated disabled parking spaces along London Road should be maintained throughout the construction period, or alternative provision provided.

⁹ National Travel Survey (2014) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

¹⁰ Office for National Statistics (2011) <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

¹¹ National Travel Survey (2014) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

The operation of the proposed Scheme would remove the two allocated disabled parking spaces along London Road, which might disproportionately affect elderly drivers or carers if not replaced with a suitable alternative. However, elderly residents of the area would likely benefit from the proposed Scheme, relating to wider footways (which are more likely to comfortably host wheelchairs and mobility aids) and safer crossing points.

Any changes to the access to the 14 bus stops along the A226 and B2175 as a result of the construction of the proposed Scheme might also indirectly and disproportionately impact elderly people and school-aged children, who are more likely to use public transport than other groups¹².

Disability

The construction of the proposed Scheme is unlikely to directly affect disabled people. The construction of the proposed Scheme, particularly any temporary road diversions, may cause temporary disruption and delays to local disabled residents, who would likely use the A226 and B2175 to access facilities (including health facilities). Disabled drivers who use this road to access facilities in the Gravesend and Northfleet, or Gravesham Community Hospital, might also be disproportionately affected by any confusion caused by unfamiliar road layouts which might be in place during construction. Any changes to the access to the 14 bus stops along the A226 and B2175 as a result of the construction of the proposed Scheme might also disproportionately affect disabled people and those with limited mobility¹³. Delays during construction might also impact journey times for carers and staff at Gravesham Community Hospital. Given that the Gravesham Community Hospital has alternative access route options, there is not likely to be a high negative impact in terms of journey delays due to diversions. The two allocated disabled parking spaces along London Road should be maintained throughout the construction period, or alternative provision provided to avoid negative impacts.

The operation of the proposed Scheme would remove the two allocated disabled parking spaces along London Road, which might disproportionately affect disabled drivers or carers if not replaced with a suitable alternative. However, disabled residents of the area would likely benefit from the operation proposed Scheme, particularly relating to wider footways (which are more likely to comfortably host wheelchairs and mobility aids) and safer crossing points.

¹² National Travel Survey (2020) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929992/annual-bus-statistics-year-ending-march-2020.pdf

¹³ National Travel Survey (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf

The Wheels for Wellbeing's Annual Survey of Disabled Cyclists in 2019¹⁴ stated in its key findings that 51% of respondents have been unable to complete a journey due to inaccessible cycle routes and 32% have been unable to park their non-standard cycle. Opportunities should be sought to ensure that the network is also accessible for disabled cyclists, and that adequate cycle infrastructure is provided if found to be lacking, to reduce the possibility for indirect impacts.

Sex (including gender)

The proposed Scheme might indirectly impact a higher proportion of women during construction. Women are more likely than men to provide both education/escort trips and leisure trips¹⁵ (likely with children) and are much more likely to be responsible for childcare (according to the Office for National Statistics¹⁶). During construction, there may be traffic delays associated with diversions or re-routing, which are likely to disproportionately affect women as the primary escort providers. However once operational, the provision of wider pavements and safer crossings associated with the proposed Scheme would benefit women by providing a safe route to escort children to school on foot, or to provide leisure trips with infants, henceforth encouraging active travel. The provision of wider pavements along the proposed Scheme corridor may also benefit women with infants in prams or young children, as it would provide a safer travel route to access services in the Northfleet and Gravesend.

Men are much more likely than women to commute to work via bicycle (74% of commuters that cycle are men, 26% are women¹⁷), therefore the operation of the proposed Scheme is likely to benefit men, causing reduced journey times and safer travel routes. Delays associated with the construction of the proposed Scheme may also affect both men and women's ability to access key services at the maternity ward at Gravesham Community Hospital.

Gender identity and transgender

¹⁴ Wheels for Wellbeing's Annual Survey of Disabled Cyclists (2019) <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

¹⁵ National Travel Survey (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf

¹⁶ Office for National Statistics (2020) INAC01 SA: Economic Inactivity by Reason <https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/economicinactivity/datasets/economicinactivitybyreasonseasonallyadjustedinac01sa>

¹⁷ Office for National Statistics (2018) <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/thecommutinggapmenaccountfor65ofcommuteslastingmorethananehour/2018-11-07>

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Race

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Religion and belief

There is the possibility that the construction of the proposed Scheme could indirectly and disproportionately impact this protected group, due to the vicinity of the proposed Scheme to several churches, especially Saint Mark's Church of Rosherville which is adjacent to the proposed Scheme. The tranquillity of the churches and any internal and external spaces such as churchyards could be impacted (albeit temporarily) by the construction of the proposed Scheme. There may be delays caused by visitors to the churches should the proposed Scheme require any temporary road diversions during construction, although there are alternative access route options, so this is not likely to be a high negative impact. There may be benefits to visitors of the churches during operation, due to the improved connectivity for walkers, cyclists and wheelchair users as a result of the operation of the route, however it is likely that a larger proportion of visitors would use a vehicle to access them.

Sexual orientation

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Marriage and civil partnerships

There is no clear evidence, data or rationale to consider that the construction or operation of the proposed Scheme will have a direct or disproportionate impact on this group. This assumption will be reviewed following any consultation and during the detailed design stage.

Pregnancy and maternity

The proposed Scheme might indirectly impact a higher proportion of women during construction. Women are more likely than men to provide both education/escort trips and leisure trips¹⁸ (likely with children) and are much more likely to be responsible for childcare (according to the Office for National Statistics¹⁹). During construction, there may be traffic delays associated with diversions or re-routing, which are likely to indirectly and disproportionately impact women as the primary escort providers. However once operational, the provision of wider pavements and safer crossings associated with the proposed Scheme would benefit women by providing a safe route to escort children to school on foot, or to provide leisure trips with infants, henceforth encouraging active travel. The provision of wider pavements along the proposed Scheme corridor may also benefit women with infants in prams or young children, as it would provide a safer travel route to access services in Gravesend and Northfleet.

Deprivation

There are unlikely to be disproportionate impacts on poorer households during construction, but there are likely to be benefits during operation. Poorer households are much less likely to have access to a car²⁰, and therefore have an existing dependence on the walking and cycle network already, for education, employment or access to facilities. Any improvements to the safety or efficiency of this network would therefore benefit them.

Adverse Impact,

As outlined above, there is likely to be a low negative impact on the Age, Disability, Sex, Religion and Pregnancy / Maternity Protected Groups during construction. There is likely to be a low negative impact on the Age and Disability Protected Groups during operation. These effects are associated with changes to access to healthcare and other facilities, journey delays including for education escort, potential confusion resulting from changing road layouts for elderly and disabled drivers), removal of disabled parking spaces and noise and vibration disturbance. As stated above, the effects during construction are temporary, short term and reversible, however the following mitigation is still deemed to be required to minimise impacts as far as possible:

- Suitable signage and other accessible communications will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme; and

¹⁸ National Travel Survey (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf

¹⁹ Office for National Statistics (2020) INAC01 SA: Economic Inactivity by Reason <https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/economicinactivity/datasets/economicinactivitybyreasonseasonallyadjustedinac01sa>

²⁰ Office for National Statistics (2011) <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

- The local police, fire department and hospitals will be informed of changes to the road layouts and access to destinations during the construction of the proposed Scheme.

Positive Impact:

A low or medium favourable impact has been identified for the Age, Disability, Sex / Gender, Religion, Pregnancy and Maternity, and Deprivation Protected Groups, as outlined above. This is due to a number of factors including improved journey times, improved safety, and health benefits associated with active travel. However, it is considered that the actual scale of the benefits depends on the uptake of the scheme. Some measures to improve uptake include:

- To ensure uptake is maximised, it should be ensured that there is adequate provision for cycling infrastructure to safely store bicycles at the school;
- It is also recommended that Bikeability Training is provided for school-age children within the study area, which may give parents more confidence to allow their children to cycle independently to school, as well as giving the children themselves confidence. This is likely to therefore help to reduce car trips;
- It is recommended that the adequacy of resting places along the route is reviewed, and additional resting places provided if deemed unsuitable;
- Opportunities should be sought to ensure that the network is also accessible for disabled cyclists, and that adequate cycle infrastructure is provided if found to be lacking, to reduce the possibility for indirect impacts; and
- It is recommended that all crossings (both during construction and operation) are usable for those with sight or hearing impairments, and for wheelchair users. The proposed Scheme should consider the type of surfacing used along the route. It is recommended that tarmac is used to surface the route, as this would make the route accessible for those with disabilities. If this is not possible, the route is likely to be less accessible to some users.

JUDGEMENT

There are likely to be a mixture of positive and negative impacts on Protected Groups resulting from the proposed Scheme. Until the design is developed in more detail it is an initial screen of these impacts that is required, however it is currently thought that the impacts are likely to be felt on the following Protected Groups:

- Age;
- Disability;
- Sex / Gender;
- Religion; and

- Pregnancy and maternity.

Assuming that the mitigation outlined in the sections below is implemented it is judged that the proposed Scheme can **adjust and continue** with minor implications on Protected Groups.

Part 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
All Protected Characteristics	Issues identified in Parts 1 and 2 above may evolve following consultation, or new issues may be identified.	Conclusions will be revisited following consultation.	Fully inclusive and thorough assessment of impacts on Protected Groups, including a list of appropriate and approved mitigation items.	Kent County Council (Schemes Planning and Delivery)	Following public consultation	To be built into project resource plans
Age	Increased uptake of cycling by school aged children (relative to the baseline) as a result of the proposed Scheme	Adequate provision of cycling infrastructure to safely store bicycles at the school should be ensured.	Improvement in uptake of active travel to school.	Kent County Council (Schemes Planning and Delivery and School officers), local schools	Detailed design stage	To be built into project resource plans
Age	Increased uptake of cycling by school aged children	It is recommended that Bikeability Training is provided for school-age children in the study	This may give parents and caregivers more confidence to	Kent County Council (Schemes Planning and Delivery and School officers),	Post-Construction / Operation	To be built into project resource plans

	(relative to the baseline) as a result of the proposed Scheme	area.	allow their children to cycle independently to school, as well as giving the children themselves confidence. This would therefore reduce car trips.	local schools and Kent Bikeability officer		
Age / Disability	Increased use of safer footpaths and crossings by elderly / disabled people	Design of the proposed Scheme should be in line with best practice guidance (such as Local Transport Note 1/20 ²¹ . It is recommended that the adequacy of resting places along the route is reviewed, and additional resting places included in the detailed design if deemed unsuitable.	Improvement in safe uptake of the proposed Scheme for elderly / disabled people, and those with limited mobility.	Kent County Council (Schemes Planning and Delivery) / Designer & Main Contractor (Amey)	Detailed design stage	To be built into project resource plans

²¹ Department for Transport (2020) Local Transport Note 1/20: Cycle Infrastructure Design
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

Age / Disability	Increased confusion associated with altered road layout during construction.	Suitable signage and other accessible communications will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Safer travel for elderly / disabled drivers during construction.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans
Age / Disability	Changes in access / locations of bus stops for travel	Suitable signage and other accessible communications will be erected at bus stops to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Reduced disturbance to bus travel during construction.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey) / Gravesham Borough Council / Local bus operators	Pre-Construction / Construction	To be built into project resource plans
Age / Disability	Delays to access care homes and hospitals during construction	The local police, fire department and hospitals will be informed of changes to the road layouts and access to destinations during the construction of the	Informed decision-making and travel plans for carer trips.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans

		proposed Scheme.				
Age / Disability	Removal or amendments to designated disabled parking or parking for eligible blue badge holders	Review of parking provision during detailed design and provision of alternatives if necessary	Avoidance of direct or indirect impact on these Protected Characteristic Group	Kent County Council (Schemes Planning and Delivery) / Designer & Main Contractor	Detailed design stage	To be built into project resource plans
Disability	Increased use of safer footpaths and crossings by disabled people and limited mobility	Design of the proposed Scheme should be in line with best practice guidance (such as Local Transport Note 1/20 ²² . It is recommended that all crossings (both during construction and operation) are appropriate for those with sight or hearing impairments. The proposed Scheme should consider the type of surfacing used along the route. It is	Improvement in safe uptake of Scheme for disabled people.	Kent County Council (Schemes Planning and Delivery) / Designer & Main Contractor (Amey)	Detailed design stage	To be built into project resource plans

²² Department for Transport (2020) Local Transport Note 1/20: Cycle Infrastructure Design
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

		recommended that tarmac is used to surface the route, as this would make the route accessible for those with disabilities. Opportunities should be sought to ensure the design is accessible and inclusive (including inclusive cycle parking infrastructure). If this is not possible, the route is likely to be less accessible to some users.				
Sex (including gender)	Delays to education escort trips, which would affect women	Suitable signage will be erected to advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	Informed decision-making and travel plans for education escort trips.	Kent County Council (Schemes Planning and Delivery) / Main Contractor (Amey)	Pre-Construction / Construction	To be built into project resource plans
Religion and Belief	Delays to access to	Suitable signage will be erected to	Informed decision-	Kent County Council (Schemes	Pre-Construction / Construction	To be built into project

	places of worship during construction.	advise of impending changes and access to the area will be retained during the construction of the proposed Scheme.	making and travel plans for trips to places of worship.	Planning and Delivery) / Main Contractor (Amey)		resource plans
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Have the actions been included in your business/ service plan?

Yes/No

Next Steps

1. Having completed Part 3, then then please complete the Judgement and the Summary RAG Rating above, and submit this form to your Head of Service and Director for sign off. Once they have both signed, please send to GETcsp@kent.gov.uk and diversityinfo@kent.gov.uk with the title of the project clearly stated along with 'Final EqIA'. It will then be logged and published on the KCC Intranet as well as available to external customers upon request.
2. If the activity will be subject to a Cabinet decision, the EqIA must be submitted to Democratic Services democratic.services@kent.gov.uk along with the relevant Cabinet report.
3. The original signed hard copy and electronic copy should be kept with your team for audit purposes



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From: Susan Carey – Cabinet Member for Environment
Barbara Cooper, Corporate Director for Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 19 January 2021

Decision No: 21/00008

Subject: Kent Minerals and Waste Local Development Scheme – Revision 2021

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: Cabinet Member for Environment

Electoral Division: Countywide

Summary:

Section 15 of the Planning and Compulsory Purchase Act 2004 requires the County Council, as the minerals and waste planning authority for Kent, to prepare and maintain a Local Development Scheme that sets out the timetable for preparing and revising development plan documents. These development plan documents are more commonly known as local plans. The Kent Minerals and Waste Local Plan 2013-30 was adopted in July 2016 and the Council is statutorily required to review adopted planning policy at least every five years.

The County Council's current Local Development Scheme was adopted in February 2019 and included a timetable for preparing the Kent Mineral Sites Plan and completing an Early Partial Review of the Kent Minerals and Waste Local Plan 2013-30. Work on the Mineral Sites Plan and the Early Partial Review has now been completed. This, along with the review cycle of the adopted Kent Minerals and Waste Local Plan has triggered the need for a revised Local Development Scheme.

An updated Local Development Scheme, (to be known as the Kent Minerals and Waste Local Development Scheme – 2021) is required to set out the timetable for the review of the Kent Minerals and Waste Local Plan 2013-30. The elements of the Plan recently updated by the Early Partial Review will not require review until 2025. It is proposed that the Scheme also be updated to include updates to the Kent Minerals and Waste Safeguarding Supplementary Planning Document and a review and update of the Council's Statement of Community Involvement.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member responsible for the Minerals and Waste Local Plan on the proposed Kent Minerals and Waste Local Development Scheme 2021 (as set out in Appendix 1) that concerns:

- The review of the Kent Minerals and Waste Local Plan 2013-30

- updates to the Kent Minerals and Waste Safeguarding Supplementary Planning Document
- review and update of the Council's Statement of Community Involvement

The proposed record of decision is appended as Appendix A.

1. Introduction and Background

- 1.1 As the waste and minerals planning authority for Kent, the County Council is required to prepare and maintain planning policy concerning waste management and minerals supply in the County, excluding Medway.
- 1.2 The Kent Minerals and Waste Local Plan 2013-30 (KMWLP) sets out the County Council's strategy and policy framework for minerals and waste development in Kent which includes future capacity and supply requirements. The KMWLP was adopted by the County Council in July 2016. The KMWLP forms part of the Development Plan and is a key policy document for the determination of planning applications.
- 1.3 The KMWLP committed the Council to identifying and allocating land considered suitable for minerals and waste development in a subsequent Waste Sites Plan and a Minerals Sites Plan. Work on the Mineral Sites Plan has now been completed and an Early Partial Review of the KMWLP removes the commitment to prepare a Waste Sites Plan.
- 1.4 Section 15 of the Planning and Compulsory Purchase Act 2004 requires the County Council, as the minerals and waste planning authority for the Kent administrative area, to maintain a scheme, referred to in the legislation as a Local Development Scheme, that sets out the timetable for preparing and revising development plan documents.
- 1.5 The County Council's current Local Development Scheme, which was adopted in February 2019, includes a timetable for preparing the Kent Mineral Sites Plan and completing an Early Partial Review (EPR) of the Kent Minerals and Waste Local Plan 2013-30. An update to this scheme is needed to reflect the following:
 - Work on the Mineral Sites Plan and Early Partial Review has now been completed;
 - a five yearly review of aspects of the KMWLP not updated by the EPR needs to be completed by July 2021;
 - a review and update of the Statement of Community Involvement is required; and,
 - an update to the Council's Supplementary Planning Document on Mineral and Waste Safeguarding is also needed to provide guidance on the implementation of the adopted policies.
- 1.6 Further details on the work to be timetabled in the updated Local Development Scheme is provided below:

Five Yearly Review of the Kent Minerals and Waste Local Plan 2013-30

- 1.7 The National Planning Policy Framework (and legislation¹) states policies in local plans should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary.
- 1.8 Although the implementation of policies is monitored on an ongoing basis, the five yearly review is intended to establish whether any work is needed to update the policies. An update to a policy may be needed for several reasons including the following:
- the Kent policy is no longer in conformity with national policy;
 - changes to local circumstances; such as a change in the quantum of development requirements or development of a Nationally Significant Infrastructure Project within the area (or nearby);
 - the performance of policies during appeals i.e. the ability of policies to be implemented as intended;
 - the effectiveness of policies in achieving the objectives of the KMWLP;
 - significant economic changes that may impact on viability; and,
 - whether any new social, environmental, or economic priorities have arisen.
- 1.9 As the KMWLP was adopted in July 2016, all of its policies, save those which were updated by the Early Partial Review (which the Council adopted in September 2020) must be reviewed by July 2021.
- 1.10 In the context of the review it should be noted that the National Planning Policy Framework has undergone revision since the adoption of the KMWLP and the government has signaled its intention to update National Planning Policy for Waste in the near future. Amongst other matters, policies in the KMWLP will be reviewed to check whether they are still in conformity with updated national planning policy.
- 1.11 Finally, during the independent examination of the Early Partial Review of the KMWLP in 2019/2020, it became apparent that since adoption of the KMWLP, the government has issued policy relating to the management of low-level radioactive waste arising from the nuclear industry. The review of the KMWLP will therefore also consider whether updates to related policy in the KMWLP, including that relating to Dungeness nuclear power station, are necessary. During the Early Partial Review examination, the County Council acknowledged the need for such a review in a 'Statement of Common Ground' between it, the Nuclear Decommissioning Authority and Magnox Ltd. (the company responsible for decommissioning at Dungeness nuclear power station).

¹ [Regulation 10A of The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012 \(as amended\)](#)

1.12 The timetable for the review of the KMWLP is set out below:

Stages	Dates
Evidence gathering to inform KMWLP review	June 2020 – March 2021
Consultation with key stakeholders on need for review of KMWLP policies	January 2021 - May 2021
Report outcome of review to Members including recommendations on the need to update policies	June – July 2021
<i>If policy update required:</i>	
Consultation on draft updated policy (Regulation 18)	October-November 2021
Publication of draft updated policy (Regulation 19) for representations on soundness	March-April 2022
Submission to Secretary of State	July 2022
Independent Examination Hearings	October 2022
Inspector's Report	December 2022
Adoption	January 2023

1.13 The review will recommend whether changes to policies are required and so until it is complete it is not possible to say whether any changes will result. The outcome of the review will be reported to Members.

Review and update of the Statement of Community Involvement

1.14 As part of its planning function, the County Council is required to prepare and maintain a Statement of Community Involvement that sets out how the Council will engage with communities and other stakeholders when preparing, and updating, planning policy and processing planning applications. Legislation also requires the County Council to set out in its Statement of Community Involvement how it will support the preparation of neighbourhood plans.

1.15 The current Statement of Community Involvement was adopted in 2012 and needs revising to reflect updates to consultation practice and how it supports neighbourhood plan preparation. The County is also required by the Regulation 10A of the Town and Country (Local Plan) (England) Regulations 2012 (as amended) to review the document every five years.

1.16 The Environment and Transport Cabinet Committee considered a consultation draft of the Statement of Community Involvement at its meeting on 12 November 2020. It is anticipated that a final document will be reported to the Cabinet Committee in March 2021 following public consultation.

Update to the Kent Minerals and Waste Safeguarding Supplementary Planning Document

- 1.17 The Kent Minerals and Waste Safeguarding Supplementary Planning Document was adopted by the County Council in 2017. The document provides guidance on the implementation of planning policy related to the safeguarding of minerals resources and minerals and waste infrastructure set out in the Kent Minerals and Waste Local Plan 2013-30. Such safeguarding is required to ensure access to essential minerals resources, and waste management and minerals supply operations, are not adversely impacted by other forms of development.
- 1.18 An update to the current document is required to take account of changes made to related planning policy which were made as part of the Early Partial Review of the KMWLP.
- 1.19 District and Borough Council local planning authorities are largely responsible for implementing the safeguarding policies and during discussions with these authorities, the County Council has acknowledged that further guidance on implementation is needed. The update to the Supplementary Planning Document will seek to provide this additional guidance and be undertaken in consultation with the District and Borough Councils.
- 1.20 It is anticipated that the updated Safeguarding Supplementary Planning Document will be reported to the Environment and Transport Cabinet Committee in March 2021.
- 1.21 The revised Local Development Scheme (known as the 'Minerals and Waste Local Development Scheme - 2021') is included as Appendix 1 to this report and it includes a programme related to the above activities. The review and update work will be completed by the County Council's planning policy team with support from external experts as necessary.

2. Next Steps

- 2.1 As is described in the scheme document, progress on the activities described above will be reported on an annual basis in the County Council's Annual Monitoring Report

3. Financial Implications

- 3.1 The costs of reviewing the KMWLP and updating the Mineral and Waste Safeguarding Supplementary Planning Document and the Statement of Community Involvement are met from the Planning Application Group's budget.

4. Policy Framework

- 4.1 In addition to national planning policies, the KMWLP and the Mineral Sites Plan support the County Council's corporate policies contained within the Council's Strategic Statement 'Increasing Opportunities, Improving Outcomes – Kent County Council's Strategic Statement 2015-2020 and the recently approved Setting the Course – Kent County Council's Interim Strategic Plan 2020, which sets the Council's priorities for the next 2 years. Kent's mineral and waste planning policies support and facilitate sustainable growth in Kent's economy and support the creation of a high-quality built

environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being.

5. Legal Implications

- 5.1 The County Council has a legal obligation under the Town and Country Planning Acts to prepare and maintain a statutory Development Plan for planning purposes and an associated Local Development Scheme and Statement of Community Involvement.
- 5.2 The County Council is also required by national planning policy to ensure that local plans promote sustainable minerals and waste development. The review of the KMWLP will play an important role in ensuring that minerals and waste development in Kent remains in line with national planning policy.
- 5.3 There is an expectation by the Minister for Housing, Communities and Local Government that all planning authorities have an up to date local plan and Statement of Community Involvement in place. Without an up to date adopted plan, there is a risk that MHCLG will step in as the plan making authority, reducing local accountability.

6. Equalities implications

- 6.1 As the Kent Minerals and Waste Local Development Scheme is essentially a programme for updating planning policy (and associated documentation) it is considered that an Equality Impact Assessment (EQIA) is not required. A separate EQIA has, and will be, undertaken which considers the equalities implications of updated planning policy and guidance identified in the Development Scheme.

7. Conclusion

- 7.1 The Planning and Compulsory Purchase Act requires the County Council to prepare and maintain a scheme setting out how it will prepare and maintain planning policy for mineral and waste planning matters in Kent. The KMWLP adopted in July 2016 sets out the overarching strategy and vision until 2030 and, in accordance with legislation, needs to be reviewed by 2021.
- 7.2 The updated Local Development Scheme as set out in Appendix 1 includes a timetable for reviewing the KMWLP and, if the review identifies the need for updates, making subsequent updates.
- 7.3 Updates to the Council's Statement of Community Involvement and its Supplementary Planning Document on Minerals and Waste Safeguarding are also required and the updated Scheme also includes a timetable relating to associated activity.

8. Recommendation

The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member responsible for the Minerals and Waste Local Plan on the proposed Kent Minerals and Waste Local Development Scheme – 2021 (as set out in Appendix 1) that concerns:

- The review of the Kent Minerals and Waste Local Plan 2013-30;
- the update to the Kent Minerals and Waste Safeguarding Supplementary Planning Document, and,
- the review and update of the Council's Statement of Community Involvement.

The proposed record of decision is appended as Appendix A.

9. Background documents and appendices:

Appendix 1: Kent Minerals and Waste Local Development Scheme – 2021

Appendix A: Proposed Record of Decision

10. Contact details

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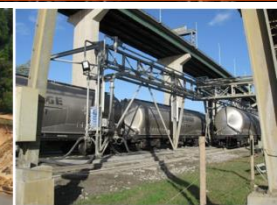
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Kent Minerals and Waste Local Plan



Kent Minerals and Waste Local Development Scheme - 2021



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Glossary of Terms/Abbreviations Used in the Text

Abbreviation	Explanation
Annual Monitoring Report (AMR)	A statutory document (referred to in legislation ¹ as the 'Authority Monitoring Report') which monitors the progress of document preparation against the Development Scheme milestones as well as progress in meeting the objectives and implementing the policies set out in the Kent Minerals and Waste Local Plan 2013-30.
Kent Minerals and Waste Development Plan	The Kent Minerals and Waste Development Plan comprises the development plan documents that provide planning policy for minerals and waste development in Kent i.e. the Kent Minerals and Waste Local Plan 2013-30 and the Kent Mineral Sites Plan 2020.
Kent Minerals and Waste Local Plan 2013-30 (KMWLP)	This adopted plan (July 2016) sets out the County Council's vision, objectives & spatial strategy for Minerals and Waste planning matters. It contains a statement of strategy and a set of primary policies and proposals for delivering the Core Strategy. The KMWLP was modified via an Early Partial Review (EPR) in 2020 to update the waste strategy and clarify the approach to mineral and waste safeguarding. The modified KMWLP adopted September 2020 sets the policy framework for the allocation of mineral sites and development management decisions.
Kent Mineral Sites Plan	This adopted plan (September 2020) allocates sites in Kent that are considered suitable for mineral working, subject to planning permission.
Kent Development Plan	The portfolio of documents that together provide the policy framework for all development in Kent. It includes the Kent Minerals and Waste Local Plan, the Kent Mineral Sites Plan, as well as Local Plans produced by the Kent Borough and District Councils.
Minerals and Waste Local Development Scheme (MWLDS)	The Minerals and Waste Development Scheme includes a project plan setting out the County Council's programme and timetable for updating planning policy for waste and minerals development in Kent as well as associated Supplementary Planning Documents.
The Planning Inspectorate (PINS)	The Government agency responsible for programming and conducting the Independent Examination of Local Plans and for managing appeals on planning applications.

¹ Section 35 of the Planning and Compulsory Purchase Act 2004 (as amended)

Statement of Community Involvement (SCI)	The SCI sets out the Council's policy for involving the community and other stakeholders in the preparation and revision of the Kent Minerals and Waste Development Plan and in the development management process. The SCI is not a Local Plan.
Strategic Environmental Assessment (SEA) & Sustainability Appraisal (SA)	A formal process that analyses and evaluates the social, economic and environmental effects of a plan or programme.
Supplementary Planning Document (SPD)	A document produced by the County Council that provides guidance on the implementation of policies in the Kent MWLP, for example in relation to minerals and waste safeguarding.

1. Introduction

1.0.1 Kent County Council, as the minerals and waste planning authority for the County Council's administrative area, must prepare and keep under review a Minerals and Waste Local Development Scheme (MWLDS). The MWLDS sets out a timetable for the production of the key planning documents related to minerals and waste planning policy in Kent. This 2021-22 MWLDS replaces the previous 2017-2019 Scheme (agreed in 2018).

The Minerals and Waste Local Development Scheme sets out the County Council's programme for the update of key planning documents related to minerals and waste planning policy in Kent during the period 2021-2022. Under this programme the Council will:

- **Update the Statement of Community Involvement**
- **Update the Kent Safeguarding Supplementary Planning Document**
- **Review the adopted Kent Minerals and Waste Local Plan**

1.0.2 The County Council is committed to the new programme set out in this MWLDS. Its progress will be reviewed annually and reported through the Annual Monitoring Report. Depending on progress this scheme will be updated to reflect changes to timetables.

1.0.3 This Development Scheme has two key objectives:

- To inform the public and stakeholders of the documents that make up the new planning policy framework for minerals and waste in Kent and the programme anticipated for their updating.
- To reflect the County Council's priorities and to enable work programmes to be set for preparation of the documents.

Legislative Context and Background

1.0.4 The Planning and Compulsory Purchase Act 2004² sets out the system of requirements and procedures for local development planning in England. These requirements are applicable to all Minerals and Waste Planning Authorities and form the basis for the preparation of Kent County Council's suite of minerals and waste plans and supporting documents, as described within this Development Scheme.

² As amended by sections 110 -113 of the Localism Act 2011

1.0.5 The Town and Country Planning (Local Planning) (England) Regulations 2012 build on the 2004 statutory framework (as amended) for the preparation and adoption of Development Plan Documents and Supplementary Planning Documents; the Regulations refer to Development Plan Documents as “Local Plans” since this term is believed to be more readily understood.

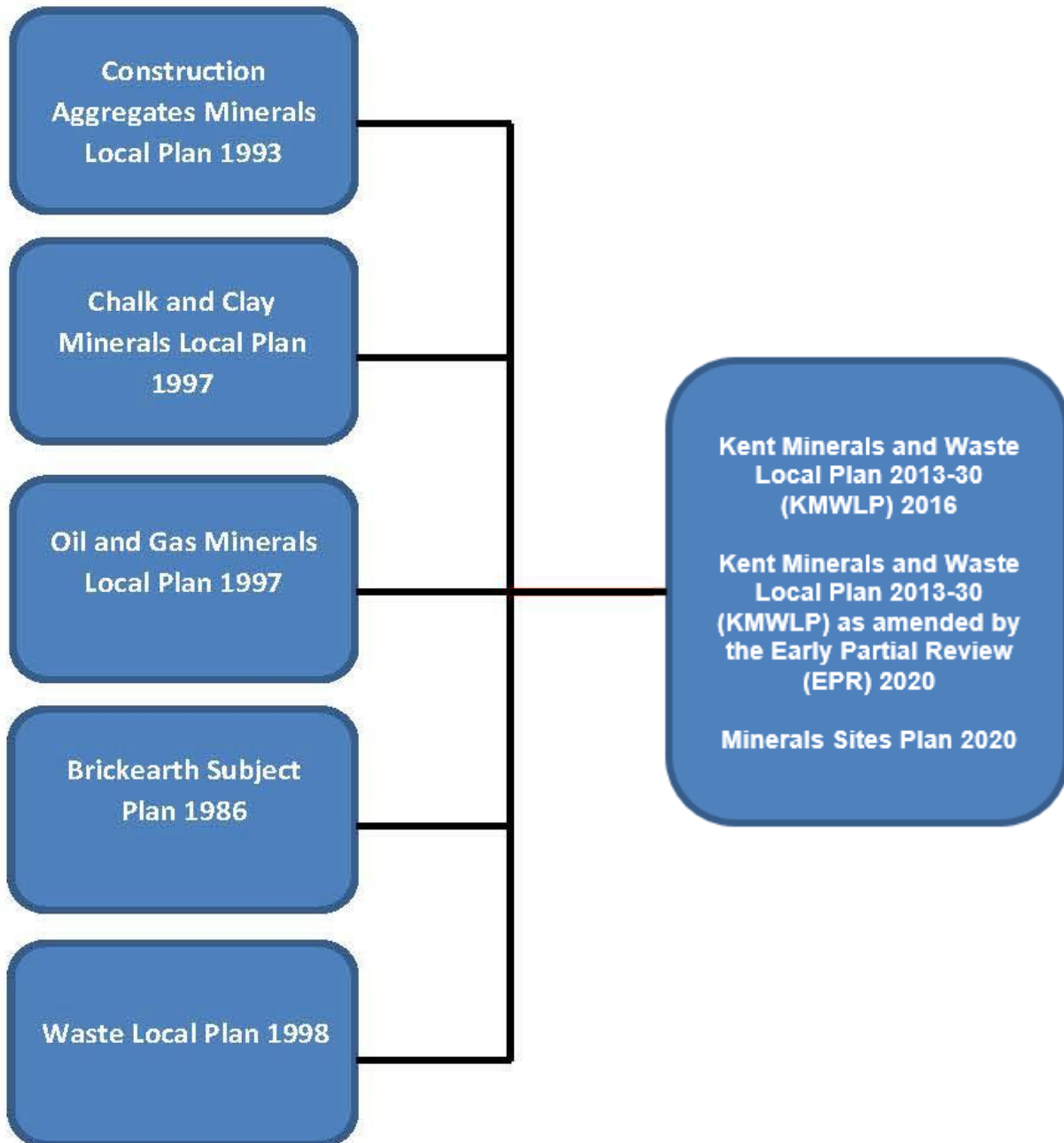
1.1 The Transitional Period

1.1.1 Prior to the adoption of the Kent Minerals and Waste Local Plan 2013-30, its Early Partial Review in 2020 and the Kent Mineral Sites Plan, planning policy for waste and minerals development was set out on the following documents:

- Kent Minerals Subject Plan: Brickearth saved policies (adopted May 1986; covers period to 2001);
- Kent Minerals Local Plan: Construction Aggregates saved policies (adopted December 1993; covers period to 2006);
- Kent Minerals Local Plan: Chalk & Clay/Oil & Gas saved policies (adopted December 1997; covers period to 2011);
- Kent Waste Local Plan saved policies (adopted March 1998); covers period to 2011).
- Kent Minerals Local Plan: Construction Aggregates saved policies (December 1993) - Policy CA6
- Kent Minerals Subject Plan: Brickearth saved policies (May 1986) - Policy B1
- Kent Waste Local Plan saved policies (March 1998) - Policies W7, W9 and W11

1.1.2 The relationship between the old, and now superseded, plans and the adopted Kent Minerals and Waste Local Plan 2013-30 and Kent Mineral Sites Plan does not involve a simple one for one replacement. The following diagram shows the changes:

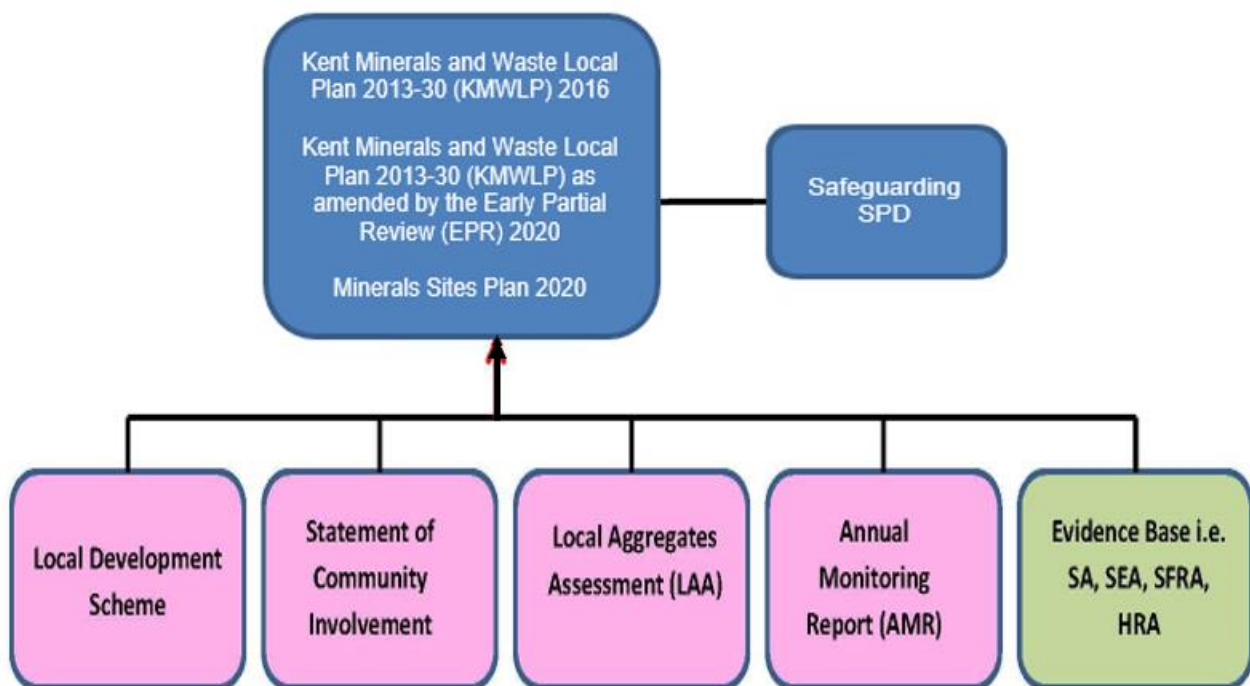
Diagram showing the transition to the new Kent Minerals and Waste Local Plan Documents



1.2 The Minerals and Waste Local Development Scheme

- 1.2.1 The diagram below shows the relationship between the minerals and waste plans and supporting documents that form and underpin the adopted minerals and waste planning policy in Kent.
- 1.2.2 The Annual Monitoring Report³ and the Local Aggregates Assessment are prepared on an annual basis and monitor performance (i.e. how development has actually come forward) against Plan objectives. These monitoring documents, as well as other survey work, help inform reviews of the adopted Plans and indicate whether changes might be required.
- 1.2.3 The Annual Monitoring Report and the annual Local Aggregate Assessment also inform decision makers of changes, such as aggregate landbank levels, that may be material to the determination of planning applications and appeals and would need to be taken into account as well as the policies of the adopted Plans.
- 1.2.4 Appendix A includes an outline of all the planning policy activity covered by this Scheme to December 2022.

Diagram to show the relationship between the Minerals and Waste Local Plan Documents



³ The Annual Monitoring Report is produced to meet the Council’s statutory requirement to produce an ‘Authority Monitoring Report’ at least every 12 months

2. Minerals and Waste Local Plans

2.0.1 The following describes the main Kent Minerals and Waste Local Plan documents.

2.1 Kent Minerals and Waste Local Plan 2013 – 2030

2.1.1 The Kent Minerals and Waste Local Plan 2013-30 is the strategic document which sets out the vision and delivery strategy for mineral provision and waste management in Kent. The Plan is formed of core strategic policies and monitoring implementation framework, as well as development management policies against which any proposals for minerals and waste development will be assessed. The Plan makes provision for the ensuring of a ready and sustainable supply of minerals to meet construction and industrial requirements as well as the sustainable management of all wastes arising in Kent which will support the principles of the UK Government's waste hierarchy.

2.1.2 An Early Partial Review of the Plan was undertaken that covered two key aspects of the adopted Kent Minerals and Waste Local Plan 2013-30. This review resulted in changes to the Plan which were adopted in September 2020 and are explained below.

Need for a Waste Sites Plan

2.1.3 The adopted 2016 KMWLP identified a shortfall in waste management capacity over the Plan period to be met, in part, by development on sites allocated in a Waste Sites Plan. Early work on the Waste Sites Plan included a reassessment of waste management requirements which showed that the identification of sites within a separate Waste Sites Plan was no longer justified. One of the main reasons for the change in position is that additional significant waste other recovery⁴ capacity has now been constructed that means there is no longer a shortfall in such capacity. To regularise the position, modifications to the KMWLP were made.

Minerals and Waste Safeguarding Matters

2.1.4 Following its adoption in 2016, implementation of the KMWLP revealed a significant ambiguity within policies DM 7 and DM 8 which was having a detrimental impact on the ability of the KMWLP to safeguard mineral resources and minerals and waste management infrastructure. Modifications to rectify this issue were made as part of the Early Partial Review in 2020.

The modified Kent Minerals and Waste Local Plan 2013-30 means that the remaining saved policies in the Kent Waste Local Plan (1998) have now been replaced.

⁴ 'Other recovery' is the recovery of waste by means other than recycling and composting often includes 'energy from waste' involving incineration.

Review of the Kent Minerals and Waste Local Plan

- 2.1.5** The National Planning Policy Framework (and legislation⁵) states policies in local plans and should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary.
- 2.1.6** Although the implementation of policies is monitored on an ongoing basis, the five yearly review is intended to establish whether any work is needed to update the policies. An update to a policy may be needed for the following reasons:
- The policy is no longer in conformity with national planning policy;
 - changes to local circumstances; such as a change in the quantum of development requirements or development of a Nationally Significant Infrastructure Project within the area (or nearby);
 - whether issues have arisen that may impact on the deliverability of key site allocations;
 - their appeals performance;
 - success of policies against indicators in the Development Plan as set out in the Annual Monitoring Report;
 - plan-making activity by other authorities, such as whether they have identified that they are unable to meet all their development needs;
 - significant economic changes that may impact on viability; and,
 - whether any new social, environmental or economic priorities have arisen.
- 2.1.7** As the Kent Minerals and Waste Local Plan was adopted in July 2016 all its policies must be reviewed by July 2021 (except those which were updated by the Early Partial Review).
- 2.1.8** In the context of the review, it should be noted that the National Planning Policy Framework has undergone revision since the adoption of the KMWLP and an update to National Planning Policy for Waste is also expected in the near future. Policies in the KMWLP will therefore be reviewed to check whether they are still in conformity with updated national planning policy.

⁵ [Regulation 10A of The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012 \(as amended\)](#)

2.1.9 The table below sets out the key stages for the five-yearly review of the Kent Minerals and Waste Local Plan 2013-30.

Timetable for Key Stages

Review of Kent Minerals and Waste Local Plan 2013-30

Stages	Dates
Evidence gathering to inform review	June 2020 – March 2021
Consultation with key stakeholders on need for review of policies	January 2021 – May 2021
Report outcome of review to Members including recommendations on the need to update policies	June – July 2021
<i>If policy update required:</i>	
Consultation on draft updated policy (Regulation 18)	October-November 2021
Publication of draft updated policy (Regulation 19) for representations on soundness	March-April 2022
Submission to Secretary of State	July 2022
Independent Examination Hearings	October 2022
Inspector's Report	December 2022
Adoption	January 2023

2.2 Kent Mineral Sites Plan

Mineral Sites Plan

- 2.2.1** The Kent Mineral Sites Plan identifies mineral sites and locations for mineral extraction, processing and importation that reflect the principles and strategy of the Minerals and Waste Local Plan 2013 - 2030. The minerals covered in the document are soft sand (building sand) and sharp sand and gravels. The sites allocated are:
- Chapel Farm, Lenham (soft sand)
 - Extension to Stonecastle Farm, Hadlow/Whetsted (sharp sand and gravels)
 - Moat Farm, Capel (sharp sand and gravels)
- 2.2.2** The Kent Mineral Sites Plan was adopted by the County Council on 10 September 2020. The 2020 Mineral Sites Plan replaces any sites allocated in the following previously adopted Plans:
- Kent Minerals Local Plan: Brickearth (1986)
 - Kent Minerals Local Plan Construction Aggregates (1993)
 - Kent Minerals Local Plan Chalk and Clay (1997)
 - Kent Minerals Local Plan Oil and Gas (1997)
- 2.2.3** Unless monitoring indicates an earlier review is needed, a review of the Mineral Sites Plan will take place by 10 September 2025. The timetable for this review will be set out in a later version of this document.

2.3 Adopted Policies Maps

2.3.1 The Adopted Policies Maps illustrate the mineral and waste policies on an Ordnance Survey base. Once a Local Plan has been adopted, the County Council's policies maps including the safeguarding areas and allocations should be included as part of the Local Plans maintained and adopted by borough/district planning authorities. The borough/district council maps should be updated and amended whenever a new or revised Minerals and Waste Plan is adopted.

2.4 Arrangements for the review of the Kent Minerals and Waste Local Plan

2.4.1 Arrangements for the review of the KMWLP are set out in the table below.

Organisational Lead	Minerals and Waste Planning Policy Team, Environment Planning and Enforcement, Kent County Council
Political Management	Informal Members Group
	Decision making by Cabinet Member responsible for Minerals and Waste Local Plan matters, Environment and Transport Cabinet Committee, Cabinet and Full Council as appropriate.
Resources Required	Existing staff resources and consultancy support
Community & Stakeholder Involvement	In accordance with the Regulations and Statement of Community Involvement.

3 Key Supporting Documents and Evidence Base

3.1 Annual Monitoring Report and Local Aggregates Assessment

- 3.1.1** Plan preparation progress and the implementation and effectiveness of adopted plan policies is, and will be, reviewed annually through the Annual Monitoring Report (AMR). Monitoring will indicate what, if any changes, need to be made and these will be incorporated into subsequent reviews of the adopted policies.
- 3.1.2** In addition, the National Planning Policy Framework states that Mineral Planning Authorities should plan for a steady and adequate supply of aggregates by preparing an annual Local Aggregate Assessment (LAA) based on:
- A rolling average of 10 years sales data and other relevant local information; and,
 - an assessment of all of the supply options (including marine dredged, secondary and recycled sources).
- 3.1.3** The AMR and LAA will be published annually on the County Council's website⁶.

3.2 Statement of Community Involvement

- 3.2.1** The Government has set minimum standards for consultation during plan preparation prior to its submission for examination⁷. It is crucial that all interested parties, including local communities, the minerals and waste industry and environmental groups are involved in the preparation of planning documents.
- 3.2.2** Kent County Council's Statement of Community Involvement (SCI) sets out how communities are to be involved in the preparation of Local Plan documents. The document sets the standards and opportunities for community involvement in the preparation and review of the Local Plan documents identified in this Development Scheme, as well as involvement in planning applications that the County Council determines⁸.
- 3.2.3** The current version of the SCI was adopted in January 2011, with an addendum published in April 2013. A second addendum was published in January 2014. The County Council is required to review the SCI every five years and is updating the SCI to reflect the increased ability to consult by electronic means. The updated SCI will set out the consultation process to be undertaken in future taking account of any legislative changes to the planning system within the context of engagement and consultation. This includes how the County Council will engage with the process of neighbourhood planning.

⁶ Available from: www.kent.gov.uk/environment_and_planning/planning_in_kent/minerals_and_waste/annual_monitoring_reports.aspx

⁷ See The Town and Country Planning (Local Planning) (England) Regulations 2012

⁸ The Statement of Community Involvement can be viewed at: http://www.kent.gov.uk/environment_and_planning/planning_in_kent/minerals_and_waste/community_involvement.aspx

3.3 Minerals and Waste Safeguarding Supplementary Planning Document

- 3.3.1** The County Council adopted a Minerals and Waste Safeguarding Supplementary Planning Document (SPD) in 2017. The purpose of the SPD is to provide guidance on the implementation of policies in the adopted Kent MWLP in relation to minerals and waste safeguarding matters; it does not introduce new policy. The adopted policies on safeguarding prevent the unnecessary sterilisation of the mineral resources in Kent deemed of economic importance by the British Geological Survey (BGS). The Plan also safeguards minerals and waste importation and processing infrastructure (wharves, railheads and the production of secondary and recycled mineral substitute products and waste management infrastructure).
- 3.3.2** Similarly, they ensure that the existing minerals and waste management infrastructure in Kent is not lost to, or its use compromised by, the inappropriate proximity of non-mineral or waste developments, that by their nature may be incompatible with their continued operation. An example could be housing development within close proximity to an existing operationally unrestricted mineral wharf. The timetable for the preparation of the Minerals and Waste Safeguarding SPD is set out below.
- 3.3.3** Following adoption of the Early Partial Review of the Kent Minerals and Waste Local Plan 2013-2030, changes to the SPD are needed to reflect updates to the mineral and waste safeguarding policies and to provide further guidance on their application.

3.4 Sustainability Appraisal and Strategic Environmental Assessment

- 3.4.1** If the review of the Kent Minerals and Waste Local Plan 2013-2030 identifies a need for updates to policy then these will be subject to appraisal and testing through Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA). SEA is a systematic process of identifying and addressing the environmental consequences of plans and programmes originally required by EU directive that is in force in UK environmental law. The testing will identify any likely significant environmental effects resulting from the implementation of updated strategies, policies and proposals brought forward with the objective of promoting sustainable development.

3.5 Appropriate Assessment under the Habitats Directive

- 3.5.1** The purpose of Appropriate Assessment (AA) is to assess the impacts of spatial plans, such as the proposed plans, against the nature conservation objectives of any 'European site' (Natura 2000 habitat designation) and to ascertain whether they would adversely affect the integrity of that site. There are a number of European sites in Kent and the County Council will, as necessary, apply Appropriate Assessment to any proposed updates to policy.

4 Supporting Statement

4.1 Management and Resources

4.1.1 This scheme amends earlier schedules to reflect the current programme for the preparation of minerals and waste planning policy in Kent.

4.2 Evidence Base

4.2.1 To create a sound evidence base for the review of the KMWLP, relevant surveys and monitoring information is needed. This includes information to assess how effective existing policy is at ensuring that the strategic objectives of the adopted Kent Minerals and Waste Local Plan 2013-30 (with modifications) are being met. The evidence base will identify any issues which can be addressed by updates to policy.

4.2.2 The evidence base consists of indicators set out in the monitoring schedule of the KMWLP. Indicators are also included within the Data Monitoring chapter of the AMR which, in summary, includes the following:

- The production of aggregates
- New mineral reserves
- Landbanks
- Safeguarding
- Sales of construction aggregates at wharves and rail depots
- Capacity of any new waste management facilities
- Municipal waste arisings
- Exports and imports of waste
- Exports and imports of minerals
- Capacity for handling waste materials in Kent.

4.2.3 All reports compiled for the Kent Minerals and Waste Local Plan and Early Partial Review are available from the County Council's website⁹.

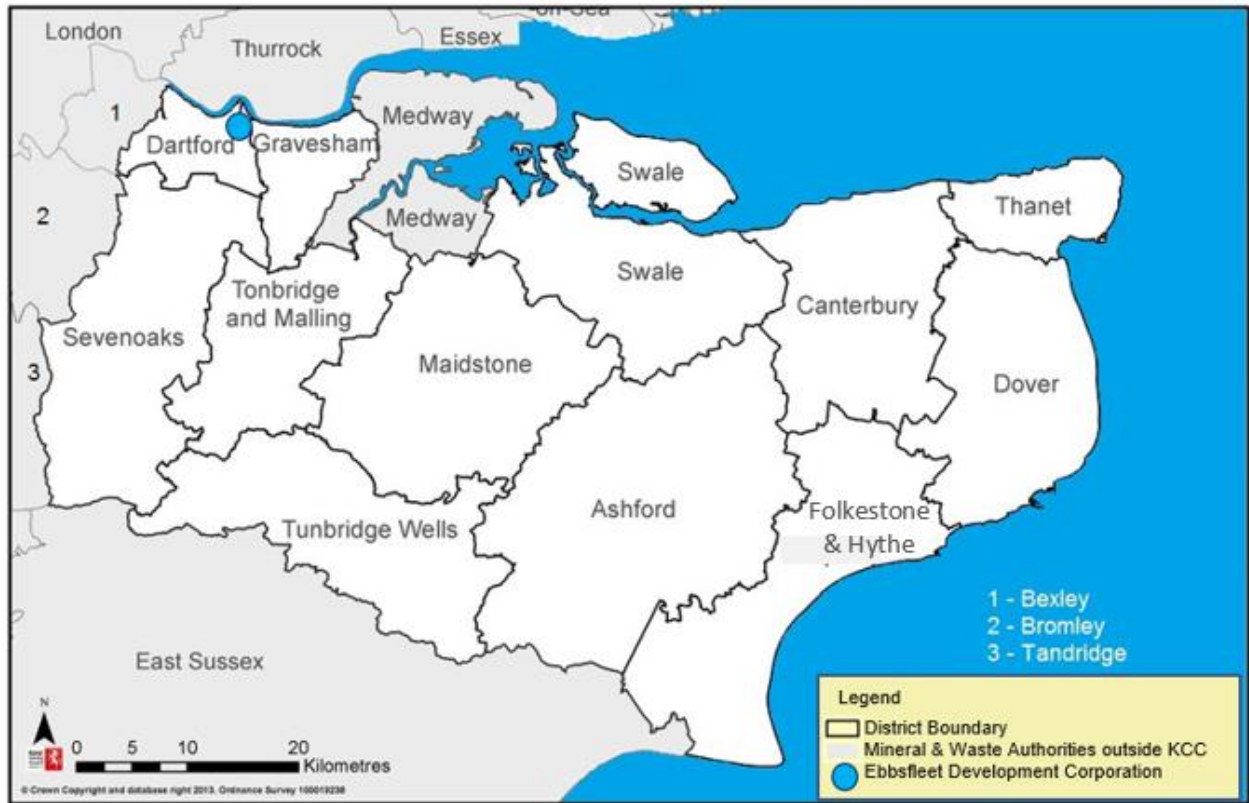
⁹ Available from: http://www.kent.gov.uk/environment_and_planning/planning_in_kent/minerals_and_waste/evidence_base.aspx and https://consult.kent.gov.uk/portal/second_call_for_sites_2016/document_library

4.3 Duty to Co-operate

- 4.3.1** The 'Duty to Cooperate' arising from the Localism Act 2011, applies to all Local Planning Authorities, County Councils and prescribed bodies¹⁰. and requires that they must co-operate with each other to maximise effectiveness in planning for strategic cross-boundary matters in development plans.
- 4.3.2** The duty imposed on these bodies requires that engagement should occur constructively, actively and on an on-going basis during the plan making process and that regard must be given to the activities of other authorities where these are relevant to the local planning authority in question.
- 4.3.3** For Kent, this represents the boroughs/districts within the county, as well as those which may border Kent or authorities which import/export a significant amount of minerals or waste to and from Kent.
- 4.3.4** Within the Kent area both Kent County Council and Medway Council are minerals and waste planning authorities. It is recognised that the strategic nature of minerals and waste planning issues may not be confined within the respective areas of each authority. We will continue our commitment to joint working and sharing of evidence with Medway Council in particular to ensure that there is both common understanding and consistency in the development and direction of policy for the individual local plans. To this end a Statement of Common Ground between Kent County Council and Medway Council that addresses these issues will be prepared in 2021.
- 4.3.5** The Annual Monitoring Report includes information on activity undertaken by the Council as part of its Duty to Cooperate.

¹⁰ See Regulation 4 (1) The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)

Map to show geographic area covered by Kent County Council and Medway Council



4.4 Risk Assessment

4.4.1 In preparing this Development Scheme, consideration has been given to potential risks that might impact on preparation of the Local Plan. These risks include;

- **Personnel** - Availability of experienced personnel.
- **Decision Making** - Political Processes.
- **Soundness** - Working alongside key stakeholders to ensure the MWLP is delivered in accordance with the appropriate regulations.
- **External Bodies** - The length of time it takes to receive responses from stakeholders and the quality of these responses.
- **Community Engagement** - Issues of concern and the scale of response may influence the programme.

Appendix A: Summary Programme of Planning Policy Activity

Kent Minerals and Waste Planning Policy - Outline Project Plan 2020-2021												
Activity	September 2020	October 2020	November 2020	December 2020	January 2021	February 2021	March 2021	April 2021	May 2021	June 2021	July 2021	August 2021
Minerals Sites Plan and Early Partial Review												
Adoption (inc. report writing)												
Six week legal challenge period												
Updated Minerals and Waste Development Scheme												
Review												
Publish update if required												
Revised Statement of Community Involvement (SCI)												
Text of Revised draft SCI												
Report to Environment Transport Cabinet Committee												
Consultation on draft SCI (8wks)												
Process comments and update text												
Adoption (inc. report writing)												
Revised Safeguarding SPD												
Text of Draft Revised SPD												
Consultation and engagement on draft SPD (allow 3 months)												
Analysis of consultation feedback with recommendations for changes to												
Update SPD to preare final for adoption												
Adoption (inc. report writing) (assume March)												
Annual Monitoring Report												
Monitoring of all policies												
Draft in light of annual waste data and LAA												
Finalise taking account of monitoring of policies												
Local Aggregates Assessment												
Survey of operators inc. recycled aggregate producers												
Update data (10yr av.; landbanks etc.) in light of survey												
Update commentary in previous LAA based on revised data												
Draft for SEEAWP November meeting												
Consultation with SEEAWP												
Prepare final draft in light of SEEAWP comments												
Publish Final Draft						TBC	TBC					
Review of Kent Minerals and Waste Local Plan												
Evidence base to underpin review:												
Final AMR 2019/20												
Waste Needs Assessment update												
Final LAA 2020						TBC	TBC					
Other Evidence and engagement with stakeholders												
Report to Members on need for Review of KWMLP by 16 July												
Consultation on draft updated policy (Regulation 18)												
Publication of draft updated policy (Regulation 19) for representations on soundness												
Submission to Secretary of State												
Independent Examination Hearings												
Inspector's Report												
Adoption												



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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Susan Carey, Cabinet Member for Environment

DECISION NO:

21/00008

For publication Yes

Key decision: YES

Key decision criteria. The decision will:

- a) *be significant in terms of its effects on a significant proportion of the community living or working within two or more electoral divisions*

Subject Matter / Title of Decision

Kent Minerals and Waste Local Development Scheme – Revision 2021

Decision:

As Cabinet Member for Environment, I agree the Minerals and Waste Local Development Scheme 2021 that concerns:

- The review of the Kent Minerals and Waste Local Plan 2013-30
- updates to the Kent Minerals and Waste Safeguarding Supplementary Planning Document
- review and update of the Council's Statement of Community Involvement

Reason(s) for decision:

Section 15 of the Planning and Compulsory Purchase Act 2004 requires the County Council, as the minerals and waste planning authority for Kent, to prepare and maintain a Local Development Scheme that sets out the timetable for preparing and revising development plan documents. The Kent Minerals and Waste Local Plan 2013-30 was adopted in July 2016 and the Council is statutorily required to review adopted planning policy at least every five years.

The County Council's current Local Development Scheme was adopted in February 2019 and included a timetable for preparing the Kent Mineral Sites Plan and completing an Early Partial Review of the Kent Minerals and Waste Local Plan 2013-30. Work on the Mineral Sites Plan and the Early Partial Review has now been completed. This, along with the review cycle of the adopted Kent Minerals and Waste Local Plan has triggered the need for a revised Local Development Scheme.

Cabinet Committee recommendations and other consultation:

Plan documents identified in the Local Development Scheme will be subject to public consultation in line with statutory requirements and the Council's Statement of Community Involvement.

All Members will be consulted at each stage of the preparation of the Plan documents.

Any alternatives considered and rejected:

N/A – Statutory Requirement

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

From: **Michael Payne, Cabinet Member for Highways & Transport**

Phil Lightowler – Head of Public Transport

To: **Environment and Transport Cabinet Committee 19 January 2021**

Decision Number: 20/00118

Subject: **Dover Fastrack – ANPR Enforcement of Bus Gates**

Classification: **Confidential**

Past Pathway of Paper: **N/A**

Future Pathway of Paper: **For Cabinet Member Decision**

Electoral Divisions Affected: **All**

Summary:

The purpose of this paper is to seek approval for the use of Automatic Number Plate Recognition (ANPR) to enforce bus priority measures, specifically bus gates. The policy is initially intended for Dover and Kent Thameside Fastrack Services but with the intention that county-wide approval for enforcement is also considered.

Recommendation

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways & Transport on the proposed decision for

- (i) the use of ANPR enforcement of bus priority measures for Dover and Kent Thameside Fastrack services and
- (ii) to support the wider use of ANPR enforcement of bus priority measures county wide, allowing officers to approve enforcement of new schemes

As shown at Appendix A,

1. Background

- 1.1 The Transport Act 2000, with the introduction of new statutory instruments in 2005, allows the enforcement of bus infrastructure through camera technology by approved Local Authorities outside the Greater London area.
- 1.2 The primary objective of a camera enforcement system is to ensure the safe and efficient operation of the network by deterring motorists from contravening restrictions, which may or may not require traffic regulation orders, and detecting those who do. Any surplus money will be reinvested in improvements to roads and transport in the County.

- 1.3 Bus infrastructure should only be used by buses, cyclists, hackney cabs, and emergency services can also be permitted use. Bus gates are there to make buses quicker and reduce journey times. The Police can already prosecute people who illegally use bus infrastructure but are unable to monitor bus this all the time. Though such activity is low on the Police's priority list, cameras can operate 24/7 automating the process of identifying offending vehicles and providing evidence of each offence.
- 1.4 A bus gate is an on-highway entry point or exit for buses. Usually a short section of street in which only buses and other authorised vehicles can traverse. These are accompanied by warning signs of the restriction ahead, and again, at the point where the restriction starts. Typically, bus gates have their own junction and a conscious decision is required to pass a marked entry point.

2 Dover Fastrack

- 2.1 An urban expansion masterplan for Whitfield was adopted in April 2011 and development work has already commenced. The masterplan includes a fast bus link to the town centre and rail station as integral to the development. Work has been carried out investigating the creation of a bus rapid transit system to serve the expanded Whitfield. This is envisaged as being on similar lines and quality standards to the successful Fastrack service introduced in Kent Thameside in 2006 with bus priority measures, segregated busways and the intention of camera enforced sections of route, including a new bridge over the A2.
- 2.2 The vision is for a high-quality bus link that competes well with the private car on speed and cost which is attractive enough to produce significant modal shift. It would also be designed to avoid overwhelming the Whitfield roundabout on the A2 with traffic congestion, as well as other local routes.
- 2.3 To support the bus priority measures it is proposed that ANPR cameras will be used for enforcement and will act as a spearhead for ANPR in the County. Dover District Council will take on the responsibility for the camera enforcement under an agency agreement, providing back office support and sourcing the necessary software. It is envisaged that any surplus revenue from fines, after costs have been met, will be passed back to KCC for reinvestment. The cost of the cameras will be funded through the Dover Fastrack project.

3. Fastrack Kent Thameside

- 3.1 Introduced in 2006 with bus priority measures, Fastrack Thameside is intended to act as a viable alternative to the car. The trial of cameras was introduced to catch the high-level abuse of the bus priority measures. Contravening the bus priority measures is a safety concern with drivers increasing speed to get through them as quickly as possible. Such behaviour also has an operational impact on the Fastrack bus service. Buses are regularly unable to use the transponder equipment at traffic lights that provide priority Green lights due to waiting behind vehicles that have used the bus priority measures. During the trial, hundreds of would be contraventions were recorded monthly

4. Enforcement Model

- 4.1 The preferred model for enforcement involves Borough and District Councils carrying out the back-office function of issuing penalty charge notices (PCN's) and taking the necessary payment. The Borough and District Councils will keep enough of the fines received to cover their costs, with any surplus being passed to KCC for reinvestment into the bus service. The fines will be in line with the National standards for contravening bus priority measures.
- 4.2 Currently, under a 2018 Kent County Council order (Appendix C), there is an indefinite ANPR Bus Infrastructure Enforcement pilot scheme in Royal Tunbridge Wells. The scheme covers both bus gates and bus only streets on Mount Pleasant Road and Grosvenor Road. In the financial years 2018-19 and 2019-20 a total of 10,389 Penalty Charge Notices were issued with 85.1 per cent of these resulting in a contravention payment. Whilst the level of misuse locally remains high, 2019-20 saw a year-on-year contravention reduction of 22.6 per cent, indicating that the presence of the ANPR systems was successfully acting as a deterrent.

5. Financial Implications

- 5.1 There are no significant financial implication to KCC for the Dover and Kent Thameside Fastrack services. The Dover Fastrack scheme equipment will be funded by Homes England funding. Dover District Council will undertake the enforcement using current staff.-Ongoing maintenance and management will be funded primarily through fines with monies from the service departure fee (paid by the operator for exclusive access to Fastrack making up any shortfall. Surplus revenues will also be placed in a reserve and made available when required for public transport and related general highway improvements
- 5.2 The Fastrack Kent Thameside scheme will be capital funded through existing service revenue and the ongoing management costs will be reclaimed primarily through fines, with Fastrack departure fees also making up any shortfall. Again, a reserve specific to enforcement will be implemented for transport improvements by KCC.
- 5.3 Other than Fastrack, no other bus services generate a direct income for the authority. Subject to relevant strategies, future ANPR schemes elsewhere could therefore have a monetary cost to KCC. In this light, such installations would only be explored if a wider strategic goal was achievable and proven by a cost/benefit model. Equally, it must be considered that ANPR has the potential to generate significant income from contraventions.
- 5.4 There is a longstanding view that bus infrastructure in major new developments should be protected by ANPR and funded through initial s106 monies, with ongoing site management contributions making up any annual shortfall. Due to a lack of enforcement making them unviable, there are currently numerous dormant bus priority measures around the county within recent development sites. It is therefore suggested that existing and future enforcement opportunities are agreed and implemented by existing Quality Bus Partnerships across the county, with KCC, the local bus operator(s) and the relevant district responsible for ensuring that such schemes are self-sustaining.

6. Legal, Equality and Data Protection Implications

- 6.1 There are no legal implications arising from this decision.
- 6.2 An Equalities Impact Assessment has been completed. This is attached at Appendix B. The EqlA did not identify any impacts on Protected Characteristics.
- 6.3 There are no data protection implications arising from this decision.

7. Recommendation

- 7.1 The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways & Transport on the proposed decision for:
- (i) the use of ANPR enforcement of bus gates for Dover and Kent Thameside Fastrack services and
 - (ii) to support the wider use of ANPR enforcement of bus priority measures county wide, allowing officers to approve enforcement of new schemes.

As shown at Appendix A.

8. Appendices and Background Documents

- Appendix A – Proposed Record of Decision
- Appendix B – Equality Impact Assessment
- <https://democracy.kent.gov.uk/ecCatDisplay.aspx?sch=doc&cat=14886>
 - UKSI Bus Lanes
 - Tunbridge Wells Bus gate Order

9..Contact details

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Relevant Director:

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY
Michael Payne
Cabinet Member for Highways & Transport

DECISION NO:
20/00118

For publication

Key decision*
Yes

Subject: Dover Fastrack – ANPR Enforcement of Bus Gates

Decision:
As Cabinet Member for Highways & Transport I give approval for

- (i) the use of ANPR enforcement of bus priority measures for Dover and Kent Thameside Fastrack services and
- (ii) to support the wider use of ANPR enforcement of bus priority measures county wide, allowing officers to approve enforcement of new schemes

Reason(s) for decision:
To support bus priority measures at Dover and Kent Thameside Fastrack services and at new major developments.

Cabinet Committee recommendations and other consultation:
The proposal is being considered by members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

Any alternatives considered:

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date ...

Name:

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Kent County Council
Equality Analysis / Impact Assessment (EqIA)
for decisions, policies, procedures, projects or services
Growth, Environment and Transport Directorate (GET).

- Please complete this cover sheet, including the Document Control Section, and Part 1 initially.
- Part 1 will inform your decision on whether you need to complete Part 2
- Part 2 will inform your decision on whether you need to complete Part 3

Further guidance is available at http://www.kent.gov.uk/data/assets/pdf_file/0019/11809/Equality-impact-assessment-policy-guidance.pdf

Name of decision, policy, procedure, project or service:

Fastrack ANPR -Enforcement Cameras on Bus Gates

Brief description of policy, procedure, project or service

Proposed new policy to permit the use of ANPR to enforce bus gates on the Fastrack bus rapid transport network, as well as other bus service routes to deter the detrimental service impacts unpermitted use of bus infrastructure has on bus services.

Aims and Objectives

Fastrack offers a frequent, direct, affordable and comprehensible bus network and comprises of a package of measures to reduce congestion and improve accessibility through the delivery of a fully integrated sustainable transport network, allowing the user to transfer seamlessly between local residences and key trip attractors, making Fastrack transport a real alternative to the private car.

Document Control

Date Document Updated 11/01/2021

1

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Revision History

Version	Date	Authors	Comment
V0.1	03/12/2020	Dan Bruce	First Draft
V.1.0	11/01/2021	Shane Hymers	Project Owner Review
V1 (this should be assigned to the version the Director signs off)			

Page 268

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature (for paper copy only)	Title	Date of Issue
		Head of Service	
		Director	

Date Document Updated 11/01/2021

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Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	Please provide a brief commentary as to your findings			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age			<p>Younger people under 25 and older persons over 60 are higher users of Fastrack.</p> <ul style="list-style-type: none"> • Camera implementation may result in very short and temporary closures of footpaths for users, this may result in uneven footway surfaces which could affect young and older pedestrians, accessing the service. • Pedestrians on buses may have to find temporary alternative and more lengthy routes to access services (such as hospital, schools, public transport etc.). 	<p>HIGH FAVOURABLE</p> <ul style="list-style-type: none"> • Public transport is used frequently by older people and young people (particularly to and from school) and improvements facilities and less service disruption will increase confidence in using the service and therefore increase its use for learning, education, leisure and health. • Reducing unexpected and often excessively fast illegal car movements may improve safety for users of this travel mode and pedestrians.

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			<ul style="list-style-type: none"> • The presence of new cameras could cause anxiety and confusion for some people. • Temporary bus stops may be required for the duration of the fitting. 	
Disability	Page 270		<ul style="list-style-type: none"> • Camera implementation will result in very short and temporary closures of footpaths for users, this may result in using other uneven footway surfaces which could temporarily affect disabled pedestrians disproportionately. • Pedestrians and bus users may have to find alternative and more lengthy routes to access services (such as hospital, schools, public transport etc.). • The presence of new cameras could cause anxiety and confusion for some people. • Temporary bus stops may be required for the duration of the fitting. 	<p>HIGH FAVOURABLE</p> <ul style="list-style-type: none"> • Public transport is used more and more frequently by disabled people as accessibility continues to improve Improved facilities and less service disruption will increase confidence in using the service and therefore increase its use for learning, education, leisure and health. Reducing unexpected and often excessively fast illegal car movements may improve safety for users of this travel mode and pedestrians.
Gender		None		
		Note: Female usage on Fastrack is marginally higher at 52%		
Gender identity/ Transgender		None		
Race		None		

Religion and Belief		None		
Sexual Orientation		None		
Pregnancy and Maternity				
Marriage and Civil Partnerships		None		None
Carer's Responsibilities		None		None

Part 2 - Full Equality Analysis /Impact Assessment

Brief description of policy, procedure, project or service Context

The existing Fastrack service has delivered an internationally recognised high frequency Bus Rapid Transit scheme and the policy to permit ANPR enforcement to deter unauthorised vehicle movements on Fastrack busways and other bus infrastructure will build upon this success by delivering clearer busway. This equates to further journey time improvements and there is a close correlation between service reliability and uptake. Thus, reliable journeys help Fastrack with the strategic aim of ‘Growth Without Gridlock’ locally. New electric vehicles for the service are also planned and significant enhancements to consistent journey times will directly result in energy savings and less subsequent emissions by reducing unnecessary stop/start movements. Installing each camera to protect bus infrastructure from illegal use usually takes less than an hour as they are usually attached to existing infrastructure such as lighting columns.

Aims and Objectives

Bus users, pedestrians and cyclists, including commuters

Protected groups

Protected groups affected as identified in the initial screening include: Age and Disability.

Information and Data used to carry out your assessment

The following policies and plans outline the need for the developments and are referred to where relevant throughout this assessment

- KCC – Local Transport Plan
- Growth without Gridlock

Who have you involved consulted and engaged with?

Ongoing Activity: Kent County Council holds bi- monthly Fastrack working groups and advisory boards with our stakeholders

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Engagement:

A full consultation is not proposed to be completed for the proposed scheme. However, to update on the progress on this policy, KCC will use a series of methods to ensure local residents and stakeholders are engaged with the project:

1. A letter drop containing information on the proposed scheme will be undertaken to ensure all residents in close vicinity to the proposed scheme are able to access information.
2. A one day exhibition will be held where visual aids will be available to demonstrate the benefits of the scheme and Fastrack overall.
3. This open event will be held to provide people with the opportunity to make further enquiries in relation to the proposed scheme, with KCC officers available.
4. Meeting to be held with local Access Groups where members will be invited to feedback on the proposed scheme.
5. All information about the scheme will be available online and hard copy and there will be the opportunity for feedback to be gathered, either verbally, written or online.
6. All promotional material includes details of how people can contact Kent County Council by email and phone will be provided.
7. All promotional material and scheme information is written in plain English and produce in a Word version for use with audio transcription software.
8. Installation works where possible will be carried out outside of busy times to minimise the short windows of disruption further.

Implementation for the proposed cameras may have a very adverse impact on some groups at each site. However, with minimal outlay, clear signage, staff training, information distributed determining timescales for work and alternative routes and safer to access essential services, affected people from protected groups can make informed choices.

Therefore the overall impact will affect the movement of people in the protected groups for a short time, with journeys potentially taking longer with diversions and temporary facilities in place. Once implementation has been completed there will likely be a safer network for people to wait and board their bus services. This would encourage greater usage of the public transport network.

Analysis

The scheme will further promote healthy living and encourage greater use of public transport in the area which may also increase walking and cycling local as the transport infrastructure becomes more linked. This will in turn assist with reducing congestion on the roads and also aid reduction of CO2 emissions. The measure may also encourage more people locally to cycle to work, school or to access the town centre, train station in the absence of the ability to take 'a shortcut' an avoid general vehicle traffic.

Initial Equality & Diversity Screening highlights four protected groups as being particularly affected by the proposed camera installations: Age, Disability, Each protected group falls under Low Negative Impact but resulting in High Positive Outcomes for the group. The negative impacts generated by the proposed scheme come from the short implementation period whereas the positive outcomes identified are longer term benefits for the protected groups. At this point no further investigation or analysis has been undertaken however, the proposed consultation detailed below will engage with national and local groups from the identified protected groups and any feedback received will be noted and this document updated as necessary.

Adverse Impact,

The adverse effects of the proposed ANPR camera installations would have the potential to affect the mobility of vulnerable groups are temporary and although they may disrupt journeys for these groups during the installation periods, they should not stop journeys being made entirely as alternative locations and timings will be put in place and advertised. In addition, any adverse impacts are far outweighed by the positive impact on mobility that will be seen once the schemes are completed and in use.

Once the installations are complete, the adverse effects disappear for the vulnerable groups. In relation to the cameras presence, the possible adverse effects on people's mental health, including increased anxiety/panic attacks, loneliness, depression and stress, could take longer to disappear. However, the improved environment that ANPR creates should provide an improved travelling experience that could help recovery times. With advance notice and information about the cameras publicised appropriately, the possible adverse effects can be minimised.

Positive Impact:

The positive impact from this scheme and other schemes implemented for Fastrack are wide ranging and could have long lasting effects on every user group in this assessment on some level. The scheme aims is to improve the transport offer locally and deliver substantial enhancements to not only improving the travel experience for bus users but also linking Fastrack to pedestrian, cycling and rail movements.

The scheme will improve journey times for all users and as a consequence of this, the opportunities for employment and education for local people increase and the improved transport links will also help some people to work towards goals relating to health, social interaction and recreational activities. In turn this will strengthen communities, improve a sense of wellbeing and open up opportunities to explore more of the local area.

JUDGEMENT

Date Document Updated 11/01/2021

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The schemes may have a very temporary adverse effect on protected groups during the period of works but this can be easily mitigated against using the actions outlined in the assessment with little or no residual impact. The benefits to the community are long lasting and therefore outweigh the temporary negative aspects identified leaving a positive impact on the whole community and visitors to the area.

Next Steps

Part 3 - Action Plan

Document the range of options and identify the effects of each. Identify the option(s) chosen and document the reasons for this.

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
<ul style="list-style-type: none"> • Age • Disability 	Possible temporary diversions to pedestrian and bus movements.	<ul style="list-style-type: none"> • A safety audit will be completed at the design and install stage. • The design will meet all statutory requirements including the 	<ul style="list-style-type: none"> • Affected groups have confidence to continue to use facilities, access services and use transport interchanges • Minimal disruption 	<ul style="list-style-type: none"> • Contractor and KCC 	<ul style="list-style-type: none"> • December 2021 	<ul style="list-style-type: none"> •

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		<p>Equality Act 2010, with all good practices in mind.</p> <ul style="list-style-type: none"> • The design will meet recommended guidance from the Department for Transport, the Kent Design Guide and associated standard details. 	to jouraffected groups			
<ul style="list-style-type: none"> • Age • Disability 	Risk of injury due to obstructions on the highway or pavement due to ongoing works	<ul style="list-style-type: none"> • Risk assessment completed for affected groups • Consider Disability Awareness training offered to staff on site (E Learning) • Construction sites and diversion routes to follow health and safety regulations 	<ul style="list-style-type: none"> • Site staff have better awareness of needs of disabled people • Affected groups can continue to use facilities, access services and use transport interchanges following appropriate diversions 	<ul style="list-style-type: none"> • Site Managers 	June 2021	<ul style="list-style-type: none"> • None
<ul style="list-style-type: none"> • Age • Disability 	Older people and disabled people being unable to attend/ access essential appointments/ services/	<ul style="list-style-type: none"> • Access to services and shops kept clear with ramps where required • Mitigation as above regarding advance notice and health and safety requirements on site. 	<ul style="list-style-type: none"> • Site staff have better awareness of needs of disabled people Affected groups can continue to use facilities, access services and use transport interchanges following appropriate diversions 	<ul style="list-style-type: none"> • Site Managers 	June 2021	<ul style="list-style-type: none"> • None

Have the actions been included in your business/ service plan?

Yes



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From: Susan Carey Cabinet Member for Environment
Barbara Cooper Corporate Director of Growth,
Environment and Transport

To: Environment and Transport Cabinet Committee 19th
January 2021

Subject: Heritage Conservation Service: Development of a Strategy
and medium-term plan

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: All

Summary: This paper updates Cabinet Committee on the development of a draft strategy and medium-term plan for the County Council's Heritage Conservation Service. The final draft strategy and medium-term plan will be presented to Environment and Transport Committee in March 2021, ahead of public consultation.

Recommendation(s):

The Cabinet Committee is asked to note and make recommendations to the Cabinet Member for Environment on the draft vision, strategic aims and objectives for the Heritage Conservation Strategy and associated medium-term plan.

1. Introduction and background

- 1.1 This paper introduces the draft Strategy and medium-term plan for the direction of the Heritage Conservation Service 2021-2026.
- 1.2 In October 2019 this cabinet committee offered comments to the Cabinet Member for Planning, Highways, Transport and Waste on the current priorities and strategic direction of the Heritage Conservation Service. The Cabinet Committee also agreed that a Member Working Group should help inform the drafting of the Heritage Conservation Strategy. This group which comprised members Matthew Balfour, Susan Carey, Tony Hills, Michael Payne, Alan Ridgers and Martin Whybrow as well as support from Lis Dyson, Heritage Conservation Manager, met on three occasions to agree the scope of the Strategy and discuss and comment on drafts.
- 1.3 This is the inaugural Strategy for the service and sets out a stretching yet realistic ambition for the next four years. The Strategy has been informed by a series of topic papers; Cost Recovery Archaeology and Development; Historic Environment Record; Metal Detecting; Windmills Strategy; and Archaeological Archives. These will be appended to the eventual draft and finalised Strategy following comment from the member working group.

1.4 The draft Strategy sets out a vision and four strategic aims to be achieved which are in turn supported by 20 objectives.

2. The County Council and Heritage Conservation

2.1 Kent, named after the Roman term for its Iron Age inhabitants the Cantiaci, has an extremely rich and varied historic environment. The county has featured prominently in the history of England and its close proximity to the continental mainland has resulted in it having a special place in our understanding of how England has related to Europe since prehistoric times. Heritage assets within the county range from the internationally important, such as the Swanscombe Skull site, Canterbury Cathedral World Heritage Site and Dover Castle, to undesignated milestones or historic lamp posts. All of these assets whether designated or not add character to our landscapes and towns and reveal the lived experiences of former residents of Kent.

2.2 Kent's growth agenda gives rise to major development pressure but also fantastic archaeological discoveries and opportunities to conserve outstanding historic buildings. Careful management of this often fragile and vulnerable resource is needed and opportunities for heritage-led regeneration and development-related benefits for heritage assets must be seized. The character of Kent's historic environment can contribute greatly to the development of Kent's sense of place and identity and underpin successful growth: it also forms an important resource for education, leisure, and tourism. KCC's Heritage Conservation service has a key strategic role in helping to safeguard, manage and make accessible this heritage for today's and future generations. The Service forms part of KCC's overall approach to cultural heritage which also includes the Archives service, Sevenoaks Museum and the management of heritage assets through other services such as Country Parks, KCC schools and Highways.

2.3 The current activities of the Service are to:

- Provide archaeological planning advice on over 2,000 applications per year to KCC, Medway Council, Ebbsfleet Development Corporation, Kent's Districts (except Canterbury) and others, including the setting or agreeing of specifications for archaeological work and the monitoring of their implementation.
- Manage and enhance the Kent Historic Environment Record (a computerised database with information on almost 90,000 heritage assets and features, with about 300-400 records added each year) as required in the National Planning Policy Framework.
- Develop historic environment policy particularly in relation to the implications of development.
- Promote the role of the historic environment in regeneration, particularly in the growth areas.
- Provide historic built environment planning advice to KCC.
- Provide advice on archaeological work in connection with KCC road schemes and other own development.
- Manage, maintain and safeguard KCC's eight historic windmills, in partnership with KCC Infrastructure and volunteer windmill groups, as owner of last resort.

- Manage the Portable Antiquities Scheme and assist with the Treasure process in Kent¹; over 1700 records were added and 57 Treasure cases dealt with in 2019.
- Promote access to Kent's heritage through projects such as Cobham Landscape Detectives, Shorne Wood HubCAP, Fifth Continent Landscape Partnership Scheme.
- Increase awareness of the historic environment by ensuring significant archaeological discoveries from development-led field work are exhibited and brought to the attention of local people where possible, seeking funding through Section 106 agreements.

3. Policy

- 3.1 The work of the Service, in providing historic environment planning advice and maintaining the Historic Environment Record, is carried out within the legislative framework of the Town and Country Planning Act 1990 and the Planning (Listed Buildings and Conservation Areas) Act 1990. The Service operates under the National Planning Policy Framework, Environmental Impact Assessment regulations and the Valetta Convention. Its work in relation to the Treasure process is covered by the Treasure Act 1996.
- 3.2 The KCC windmills are Grade I, II* or II listed buildings and are covered by the Planning (Listed Buildings and Conservation Areas) Act 1990. Work carried out at the mills is covered by the Health and Safety at Work Act 1974.
- 3.3 The draft Strategy and medium-term plan will also support the County Council's 'Setting the Course' Interim Strategic Plan, approved by County Council on 10th December 2020, in particular the Financial, Economic, Partnership and Environmental challenges. The work of the service will contribute to the aim that 'it is essential that development is well-planned and well-supported to protect and enhance the unique identity of local areas and quality of life' and the objectives 'Work with partners to enable the necessary physical, social and cultural infrastructure to make Kent an attractive place to live, work and invest in' and 'Refresh the Kent Design Guide to promote high quality, sustainable development in Kent's communities that meets current and future needs'.

4. Draft Heritage Conservation Strategy and medium-term plan

- 4.1 The proposed Vision for KCC's Heritage Conservation Service Strategy is to:
Realise the substantial benefits and opportunities of Kent's rich heritage through its conservation, enhancement, and enjoyment.
- 4.2 The four proposed Strategic Aims are:
1. *Continue to improve the high quality and timely historic environment advice provided to KCC, local authorities and other bodies involved in growth and change based on accessible and up to date information and understanding.*

¹ Metal detecting has become a widely adopted hobby in England; it is covered by the legal requirements of the Treasure Act 1996 (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/281111/treasure_act_1996.pdf) and also a voluntary recording scheme, the Portable Antiquities Scheme (<https://finds.org.uk/>).

2. *Ensure, working with new and existing partners, that KCC's historic assets are conserved, enhanced, enjoyed and valued by Kent's residents and visitors.*
3. *Increase awareness, knowledge and understanding of Kent's rich heritage and increase involvement in heritage activities amongst its local communities.*
4. *Work towards the service becoming financially self-sustaining.*

4.3 The twenty proposed Objectives to create the medium-term plan and deliver the Vision and Strategic Aims are set out below:

Objective 1. Continue to provide an archaeological advice service to Kent Local Planning Authorities based on Service Level Agreements and to developers and householders with cost recovery as appropriate.

Objective 2. Pursue cost recovery for archaeological and built historic environment advice to developers and for Historic Environment Record updating for major planning applications and Nationally Significant Infrastructure Project proposals, including establishing an online payment mechanism.

Objective 3. Explore and determine the potential for requiring archaeological contractors which undertake archaeological assessments on KCC projects to be Registered Archaeological Organisations.

Objective 4: Continue to maintain and enhance the Kent Historic Environment Record, to meet the requirements of the National Planning Policy Framework and underpin decision-making in planning and development management.

Objective 5: Explore developing a county level Kent Heritage Strategy to assist district authorities who could draw upon it as a framework for their own strategies and Local Plans as many issues and themes are commonly held.

Objective 6: Explore and determine an appropriate policy regarding metal detecting and 'by eye' searches undertaken on KCC owned land; this will include working with coastal landowners to consider the benefits of a permit system for metal detecting in coastal and riverine foreshore areas.

Objective 7: To protect heritage assets and to exercise its rights as landowner, KCC should retain ownership of all finds found on its property in perpetuity except under particular circumstances such as lost personal items.

Objective 8: Explore and determine an appropriate policy regarding magnet fishing on KCC owned land.

Objective 9: Develop and deliver a communication plan to support the Strategy and its Vision.

Objective 10: Continue with the existing management approach to KCC owned windmills so that:

- i) Mills capable of milling flour - Drapers Mill, Margate, and Cranbrook Mill - remain able to do so.
- ii) The weatherproofing programme will be continued with Stelling Minnis Mill as the next key priority within the timeframe of this Plan.
- iii) Static mills will be returned to visual completeness as soon as possible and made active wherever possible.

Objective 11: KCC will continue to work with the vital windmill volunteer groups to promote the mills and develop a secure future.

Objective 12: Alternative funding mechanisms for the windmills will be as a priority explored and documented, including setting up a charitable Trust to oversee management of the KCC windmills.

Objective 13: Work with other parts of KCC to create a single source most likely as a Geographical Information System layer on KCC's heritage assets and develop an approach to ensure appropriate awareness and management is in place for relevant KCC departments.

Objective 14: Continue to work with the KCC Highways officer working group to refine and finalise the Kent Highways Heritage protocol.

Objective 15: Continue to assess options for the display and long-term storage of archaeological archives and prepare the KCC held archives for storage at Deepstore or similar appropriate repository and work with partners to determine the feasibility of providing a store with controlled conditions in Kent.

Objective 16: Promote understanding and enjoyment of Kent's heritage using multiple media channels including digital media (the online Historic Environment Record, KCC website and social media), print media (publications and press releases) and through direct experience (community archaeology).

Objective 17: Seek more opportunities to undertake community archaeology projects in development-led archaeological work.

Objective 18: Prepare a short Intention Statement setting out wider engagement priorities for the Heritage Conservation group.

Objective 19: Develop and deliver within the timeframe of this Strategy a revised approach to the future direction, funding and delivery of community archaeology; this will include links with public health and well-being agendas and educational bodies.

Objective 20: Develop and deliver a clear project plan to systematically review and monitor progress towards financial sustainability, and identify opportunities explored.

- 4.4 The full draft Strategy will be brought back to ETCC in March 2021, subject to a space being available at the meeting. Subject to members' views public consultation will then take place. A draft implementation plan will also be drawn up by March 2021 and reported to ETCC.

5. Equality and Diversity Considerations

- 5.1 An Equality Impact Assessment for the draft Strategy and medium-term plan has informed the work to date and will be updated as the draft is revised.
- 5.2 Equality Impact Assessments for the objectives identified as ‘continuing’ existing work are already in place, and reviewed every three years, or at a time of significant change in approach.

6. Risk

- 6.1 There are inevitable risks associated with managing the historic windmills, and other designated heritage assets; if KCC does not uphold its statutory responsibility then a notice could be served, the district planning authority could commission the works and KCC would have to pay costs if proven that we have failed in our responsibilities.
- 6.2 If insufficient resource is available within the historic environment advice service then important heritage assets in Kent could be lost forever or not appropriately protected with potential impact on tourism, leisure and quality of life.

7. GDPR Considerations

- 7.1 The Strategy and the medium-term plan in themselves do not involve the handling of any personal data.

8. Financial Implications

- 8.1 The KCC Heritage Conservation Service in 20/21 has a revenue budget of just under £400,000 to deliver the activities described at 2.3.
- 8.2 The Service achieves income of approximately £192,000 in a typical year, which is vital, alongside grant income (varying from £50,000 to £100,000 plus annually), in supplementing the baseline budget and delivering the activities.
- 8.3 As identified at Objective 20 above, the intention of the draft strategy and medium-term plan is to develop and deliver a clear project plan to systematically review and monitor progress towards financial sustainability.
- 8.4 The service currently and additionally has a capital allocation of £740,000 for Windmills Weatherproofing for the period 20/21 – 22/23.

9. Conclusions

- 9.1 Historic England defines our heritage as “all that has been passed to us by previous generations. It is all around us. It is in the houses we live in, our places of work, the transport we use, our places of worship, our parks and gardens, the places we go to for our sport and social life, in the ground beneath our feet, in the shape of our landscape and in the placing and arrangement of our fields, villages, towns and cities. Heritage is also found in our moveable possessions, from our national treasures in our museums, to our own family heirlooms, and in the intangible such as our history, traditions, legends and language.”

9.2 The draft Strategy and medium-term plan have been designed to create a clear and measurable approach to how the County Council will protect, sustain and celebrate Kent's heritage over the next five-year period.

10. Recommendation(s)

Recommendation(s): The Cabinet Committee is asked to note and make recommendations to the Cabinet Member for Environment on the draft vision, strategic aims and objectives for the Heritage Conservation Strategy and associated medium-term plan.

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From: Michael Payne, Cabinet Member – Highways & Transport
Barbara Cooper, Corporate Director – Growth, Environment & Transport

To: Growth, Environment & Transport Cabinet Committee – 19 January 2021

Decision No: **N/A**

Subject: **Vision Zero The Road Safety Strategy for Kent 2021 - 2026**

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: Environment and Transport Cabinet Committee - June 2021

Electoral Division: All electoral divisions

Summary: This paper updates Members on the draft Vision Zero The Road Safety Strategy for Kent 2021 – 2026 which aims to reduce Road Casualties in Kent. The Strategy has been developed following extensive research into national and international best practice and in discussion with partners and stakeholders, and it is now proposed to go to a full public consultation between January and March.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transport to approve the draft Road Casualty Reduction Strategy 2021 - 2026 go to full public consultation.

1. Introduction

- 1.1 Keeping our roads as safe as they can be and tackling death and injury is a key priority for the County Council. We have a Statutory Duty to promote road safety and to act to reduce the likelihood of road casualties occurring (Section 39, Road Traffic Act 1988). In addition, reducing casualties also serves to prevent long term disability and ill health. Road safety, and the feeling of safety, is one of the main community concerns expressed by Kent's residents.
- 1.2 The Vision for this strategy is to reduce road fatalities in Kent to zero by 2050. We aim to reach this target through a linear reduction in fatalities measured over five-year periods. Experience across the UK clearly shows the benefits of having a target for road casualties.
- 1.3 The Safe Systems Approach is based on the acceptance that humans make mistakes, and therefore we must design a system that aims to significantly reduce the risk of human error resulting in fatal or serious casualties. Furthermore, where an incident does occur, Safe Systems aims to ensure that these mistakes do not cause a death or a life-changing injury.

- 1.4 Safe Systems brings together a set of inter-dependent strands, encompassing safer speed, safer vehicles, safer behaviours, and safer streets.
- 1.5 The achievement of Vision Zero will require collaboration, coordination and cooperation across all KCC departments, with our partners and stakeholders and crucially with our residents and businesses. The five-year strategy is based on proactive, local level engagement to address our communities' concerns about road safety and incorporates six key elements as outlined below.
- 1.6 We will be proactive in working with Kent's Communities and our approach to local engagement will be through the 'Community CIRCLE' detailed below.

Community Concern - align injury collisions with factors that strengthen the case for intervention, such as concerns about speed, air quality & noise
Injury reduction priority but feeling safe and quality of life are also important
Research & pilot - speed camera criteria to include community demand - pilot average speed camera corridor for evaluation.
Common responsibility for safety - road users, local community, highway authority
Localise campaigns focus on casualty cluster sites
Engagement with community at cluster sites - discuss solutions together

2. Financial Implications

- 2.1 We will collaborate with partners and KCC departments to seek cost savings from joint working, such as working with the public health team, making travel both feel and be safer, promoting healthier lifestyles and reducing obesity rates and working with fleet managers to improve both the safety and emissions of vehicle fleets.
- 2.2 The Department for Transport estimates that the cost of dealing with a fatal crash is £2.2m. The cost of injuries can in the long run be even more expensive for local councils as some injuries can require 24-hour care which can cost up to £2000 per week.
- 2.3 The Strategy makes the case for targeted funding to help achieve casualty reduction targets and reduce risk on Kent's roads. The Strategy includes a set of measures, presented in a Delivery Action Plan, which represents a refocusing of existing budgets. This strategy however sets out an approach rather than an annual delivery plan.
- 2.4 The Department for Transport makes it clear that future budgets will be allocated according to building an evidence base and following the Safe Systems Approach, both of which are core to this strategy.

DfT Road Safety Statement 2019

"We.. encourage use of the safe systems approach. Future investment in vehicle technology, in infrastructure, and in our evidence-base are all part of the building blocks of future success."

3. The Policy Framework for Vision Zero

- 3.1 This strategy reflects key relevant themes in the Local Transport Plan for Kent 2016-2021- *'Growth without gridlock'*. Traffic collisions cause congestion and smooth flowing traffic at a regular speed limit is safer, produces less emissions and reduces congestion. The Active Travel Strategy (2013) and whole systems approach to reducing obesity, would be supported by safer roads and streets, as local and national surveys show that fear of road danger is one of the principal barriers to more walking and cycling.

4. The Strategy

- 4.1 The proposed Road Casualty Reduction Strategy is presented at **Appendix 1**. In summary the strategy will be:

Proactive

We will engage locally with communities to listen to their road safety concerns and while quantifiable data on safety will be required, we will take local community concerns on board to strengthen the case for intervention.

Data Led:

We will use existing data sources such as statistics on collisions, speed and traffic volumes. We will use advanced traffic analytics to identify roads in Kent where re-engineering is needed most urgently.

Coordinated:

'Hard' and 'soft' measures work best when used together so a key success factor will be the coordination of education, engineering and enforcement resources.

Supported by Training:

Training has proven to be an effective tool. We will seek to extend our training programmes such as:

- Driver training – NDORS (National Driving Retraining Scheme), KCC fleet
- Cycle training – children and adults, e.g. FORS (Fleet Operator Recognition Scheme) Safer Urban Driving (SUD)

Promoted:

We will raise public awareness of our Vision Zero objectives and safety advice, along with enforcement campaigns to make offenders aware that they face a real risk of being caught.

We will aim to engage the 'silent majority' asking them to 'speak up' in support of safer behaviours, safer speeds, safer vehicles, safer roads and streets. This will be key to changing the culture of road use.

Supported by Education campaigns:

We will educate stakeholders and the public about the benefits of the latest in-car technology such as autonomous emergency braking.

Collaborative:

We will work with partners and stakeholders across Kent to achieve Vision Zero. This will include working with Highway England's Driving for Better Business

(DfBB) programme to promote safer, cleaner vehicles to fleet managers throughout Kent.

Based on Real Time Evaluation:

Evaluation is at the heart of the Safe Systems approach. We will use technologies such as pneumatic loops, cameras and algorithms to record the impact of interventions. This will include measuring what effect campaigns have on traffic speed and measuring impacts of in-vehicle technology (telematics) on driver behaviour.

- 4.2 By adopting this approach, we will produce an evidence base for further actions based on an improved understanding of road safety techniques and strategies that work in different areas, and which can be shared countywide and nationally. This will help to raise awareness of our road safety aims and build relationships with local communities.

5. The Consultation

- 5.1 The formal consultation will invite stakeholder and public consultation on the attached draft strategy. It will be available on a dedicated page on the Kent County Council website. It will run from Tuesday 26th January to Tuesday 16th March 2021. We will arrange online workshops throughout this period so that all stakeholders can have their say, and we will invite written comments.
- 5.2 A further report summarising the results of the public consultation together with an updated draft strategy will be presented to this Committee on June 25th for adoption.
- 5.3 The EQIA is attached in Appendix 3 and will also be consulted on as part of this process.

6. Conclusions

- 6.1 Reducing death and injury on Kent's roads is a continuing priority, and the concerns of not feeling safe is a frequent community concern expressed to Kent County Council as the Local Highway Authority. While technology advances, road safety is the responsibility not only for the Highway Authority, but for a wide variety of stakeholders including schools, workplaces, fleet operators, visitor attractions, town and district councils, the blue light services, hospitals, the NHS and every road user in Kent. We aim to engage locally to deliver the safer roads and streets, safer speeds, safer vehicles, and better behaviours that Kent's communities deserve. This draft strategy is the first step on that journey.

7. Recommendation(s)

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways and Transport to approve the draft Road Casualty Reduction Strategy 2021 - 2026 go to full public consultation.

8. Background Documents

8.1 A wide range of policy, data and research documents have been considered in the development of the Strategy. The majority are available for review on-line and these are all referenced, including their web links, in Appendix 2 of the Casualty Reduction Strategy.

Appendix 1 – Full Strategy Document

Appendix 2 - Data Pack

Appendix 3 - EQIA

9. Contact details

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Vision Zero

The Road Safety Strategy for Kent

Draft consultation document

30 Year vision to 2050

Five year strategy 2021 – 2026

Delivering safer roads, towns and villages in Kent

kent.gov.uk/visionzero

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Foreword

Michael Payne, Cabinet Member for Highways & Transport, Kent County Council

Kent County Council continues to ensure that highway safety is one of its top priorities. Indeed, much progress has been made in this regard across Kent Highways in recent years to improve road safety. With an average of forty-five fatalities on our roads each year, however, as well as many hundreds of serious injuries, there remains more to be done. Indeed, to strengthen its efforts, Kent County Council has adopted a target of zero fatalities by 2050.

Some people might say that achieving zero road fatalities is impossible. If they were to see each fatality as a human being, or even a member of their own family, rather than simply just a statistic, would they still not wish to set zero fatalities as the ambition? Surely then zero as the only sensible target to strive towards and this is why, over the next thirty years, we will endeavour to get as close to it as possible. The response to COVID-19 has also shown that, with the right ambition and by working together, a great deal can be achieved.

Vision Zero for Kent will only be possible if all of us - whether we are travelling in Kent, managing a fleet of vehicles, teaching at school or managing the highway network - share a responsibility to reduce road danger, the fear it creates and the casualties that result. Surveys of public opinion show that the residents of Kent support safer roads and safer speeds where they live, together with the enforcement of speed limits.

Kent County Council commits to lead the Vision Zero concept and promote it across the whole of Kent. This includes the ambition for continuous improvement in the way that Kent Highways & Transportation promote road safety and provide improvement schemes, to ensure that Kent County Council does all that it can to make the roads, streets, towns and villages of our wonderful county safer for everyone.

Tim Read, Chair of Kent & Medway Casualty Reduction Partnership & Head of Transportation, Kent County Council

This document outlines a shared approach of the Partnership* to meet Vision Zero objectives. The Partners will all follow the 'Safe Systems Approach', which is designed with the human being at its core, accepting that even the most conscientious person will make a mistake at some point. The goal of Safe Systems is to ensure that these mistakes do not lead to a crash or, if a crash does occur, it is sufficiently controlled to not cause a death or a life-changing injury.

Responsibility for the system is shared by everyone. Policy makers, planners, engineers, vehicle manufacturers, fleet managers, enforcement officers, road safety educators, health agencies, schools, and the media, to name a few, are all accountable for the system's safety. Meanwhile, every road user, whether they drive, cycle or walk, is responsible for complying with the system's rules.

Safe Systems is considered best practice in road safety by the World Health Organisation (WHO) and the Organisation of Economic Cooperation and Development (OECD), and in the UK is supported by Royal Society for the Prevention of Accidents (ROSPA). The approach has been adopted by Highways England and is endorsed by the DfT.

The approach we are taking will require input and support from teams throughout Kent County Council. Most of all it will require the support of Kent's residents to work together towards Vision Zero together.

*Kent & Medway Casualty Reduction Partnership includes Kent County Council, Medway Council, Kent Police, Kent Ambulance Service, Kent Fire & Rescue
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The Vision – 2050

- Zero road fatalities and severe injuries
- Safe Systems is the norm
- Walking and cycling is a safe and easy choice
- Kent at the forefront of road safety innovation

The Strategy - the next five years (2021 - 2026)

- Reduce fatalities, serious injuries, number, and severity of collisions
- Develop an evidence base, including research and trials, monitoring of existing approaches and developing toolkits & programmes
- Improve collaboration between partners & stakeholders
- Embed the Safe Systems approach
- Promote Vision Zero to Kent's public
- Increase levels of safety for walking and cycling



Chapter One – Introduction

1.1 Vision Zero 2050

The ambition of this strategy is to make Kent the best place to live and work in the UK. Through partnership working and an evidence-led approach – combining engineering, education and enforcement – we will make Kent roads, streets, towns and villages feel and be safer for all, with the aspiration of reducing road fatalities to zero by 2050.

We will embed the Safe Systems Approach and engage with partners, stakeholders and Kent's public and promote Vision Zero objectives. All road users will be encouraged to maintain and improve their road safety behaviours, skills, attitudes, and knowledge. The aim being to eliminate driver behaviours that put themselves and others at risk such as distraction, impairment, and inappropriate speed, socially unacceptable.

We will incorporate innovative technologies into the transport network and design our roads and streets to be forgiving in the event of mistakes being made. People should rightly expect to drive, walk and ride safely in well-connected communities with the minimum of congestion and pollution, thereby promoting the health and safety of all.

1.2 Our approach

Safe Systems is an approach to road safety and traffic management that starts with the idea that everyone has the right to be safe on the highway network. This is rooted in the belief that every traffic death reflects a failure in the system, and that none are acceptable. It is a methodology that sees all aspects of the system interacting with each other and looks at network risks to prioritise interventions.

The Safe Systems Approach is a proactive methodology to achieve zero deaths. This approach comprises the following themes:

- Safe roads & streets – designing our highways network to reduce the chances and consequences of collisions.
- Safe speeds – designing roads and enforcing speed limits appropriate to the usage and environment.
- Safe behaviours – road safety education, training, campaigns, engineering, enforcement, and technology to improve the way people use Kent's roads and streets.
- Safe vehicles – ensure the vehicles on the Kent network are as safe as they can be by promoting safer technology for car and goods vehicle fleets.
- Post Collision Response – react as quickly as possible to crashes, study the causes of the most serious collisions, and provide support for the victims of road crashes.

1.3 Community Circle

Proactive community engagement is at the heart of this strategy; if Vision Zero is to succeed it will depend on Kent’s public sharing Kent County Council’s ambition. Community Circle is our approach to help achieve Vision Zero in Kent and it includes:

- **Community Concern** by aligning injury collision data with factors that strengthen the case for intervention, such as concerns about speed, air quality & noise
- **Injury reduction** priority but feeling safe and quality of life are also important
- **Research** and pilot new approaches including average speed camera corridors and other initiatives
- **Common responsibility** for safety including road users, local community & highway authority
- **Localise** campaigns focus on casualty cluster sites
- **Engagement** with community at cluster sites to discuss solutions together



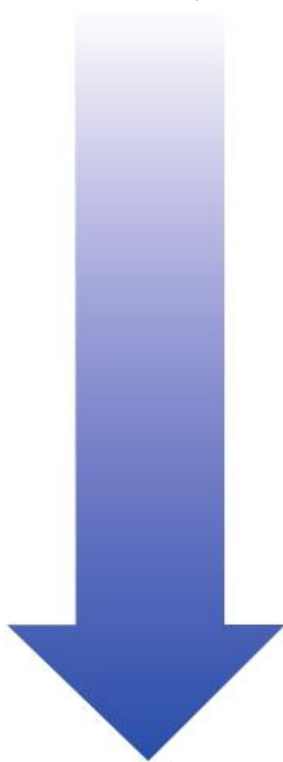
1.4 Shared responsibility

Everyone shares a responsibility for their own and others' safety. As the Highways Authority, our target is to create the safest road network possible and to achieve zero fatalities and the most seriously injured, we work in partnership with Kent Fire and Rescue and Kent Police to achieve this goal.

However, it is essential that those using the road network also understand their responsibilities, and our programme of education, training and publicity aims to reinforce this requirement.

All road users must obey the law and rules of the road, but to eliminate road fatalities we must go further. Those driving the heaviest vehicles should look out for those more vulnerable than themselves, this includes goods vehicle drivers being considerate to people cycling but also people cycling being considerate to those walking. We must aim towards having empathy towards each other to create a more forgiving environment. We should also look out for the very old or young or people with a disability, giving the space and time to help them navigate the road safely.

Responsibility



Disabled people

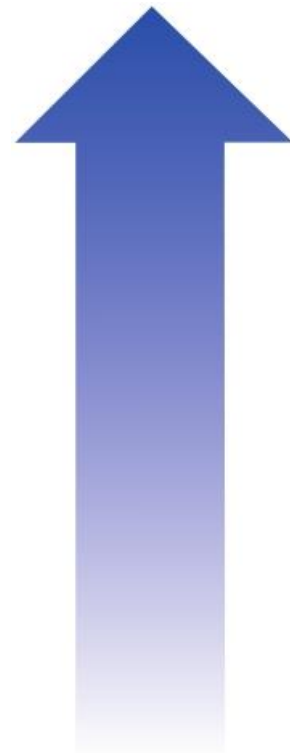
People walking

People cycling

Riding powered two wheelers

Driving cars

Driving vans



Vulnerability

1.5 Links to public health

In Kent, almost two-thirds of adults, over a third of Year 6 (10-11yr old) and a quarter of Reception (4-5yr old) children are overweight or obese. This has negative impacts on mental and physical health as well as economic impacts due to increased absenteeism and low productivity. Building regular walking and cycling into everyday life is one of the most effective ways to address obesity.

There are several ‘safety’ challenges that must be addressed to facilitate higher levels of activity:

- The perceived danger in the environment
- Walkability of the living environment
- Dominance of motor transport
- Risk of harm for walkers and cyclists
- Availability of facilities/infrastructure for unmotorised transport
- Degree to which motorised transport dominates other ways of transport

We will work with Kent County Council’s Public Health team to address these safety barriers to walking and cycling. Regular physical activity improves heart health and mental wellbeing. Just taking more regular physical activity reduces the risk of premature mortality by 30%. A recent study of 16,749 UK patients in hospital with COVID-19 found that obesity was linked to a higher risk of dying (around a 37% increase in risk of death). Figures for Kent show that 20% of adults aged 19 and over were physically inactive and 24.7% of Year R were overweight or obese in 2018/19 compared with average of 22.6% for England. Physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4bn annually (**£176m pa for Kent**).

1.6 Links to walking and cycling

It is Kent County Council’s (KCC) ambition to make walking and cycling an attractive and realistic choice for short journeys. Alongside the health and wellbeing benefits of walking and cycling, we can also see improvements to air quality and benefits to the local economy.

With perceived safety acting as a barrier to the uptake of walking and cycling in Kent, we expect to see a marked increase in walking and cycling levels as Vision Zero develops. A safer highway network, with mutual consideration and cooperation between users, will lead to walking and cycling for short journeys, or as part of longer ones, becoming a more realistic and natural choice. In countries like the Netherlands, with high cycling levels, we see a lower cyclist fatality rate (Pedalling towards safety, European Transport Safety Council, 2012).

It is important to integrate walking and cycling into planning to increase safety. High quality segregated cycle lanes and footpaths as well as improved road crossings and junctions will make roads safer for the most vulnerable users. Where these improvements are not possible, and cycles are sharing road space with cars, we will consider targeted campaigns for raising awareness and in some cases reducing the speed limit. Working with local communities will be imperative in achieving compliance with new limits.

1.7 Costs of road safety to Kent

Each death and life changing injury on Kent's Highways is a personal tragedy, and that is why we have a target of zero deaths. Serious injuries also have very high social costs, 24-hour home care can cost up to £2000 per week. Other costs include clearing the scene, emergency services and resulting congestion.

The Department for Transport estimates the average value of prevention of each reported casualty, which estimates a value for all human and public costs as follows:

Fatal: £1,958,303 Serious: £220,058 Slight: £16,964

In 2019 Kent's combined prevention value of all collisions was over £263m, including over £70m for fatalities and over £143m for serious injuries.

Net Zero meets Vision Zero

KCC has signed up to achieve Net Zero emissions by 2050. It is often the case that low emission vehicles often also have safety features, such as automatic braking, emergency stability control and intelligent speed adaptation.

Initiatives aimed at promoting zero emission vehicles might therefore be aligned with promoting safer vehicles. Cheaper in town parking and residential parking permits for electric cars might be aligned with promotion of in-car safety features. We will therefore seek to collaborate with fleet teams to work towards safer and cleaner vehicle fleets.

Action	Deliverable
1	Promote 'Vision Zero' objectives to stakeholders and the public.
2	Collaborate within Casualty Reduction, Public Health, Active Travel, Fleet, Education and other teams within Kent County Council where road safety can help deliver objectives.

Chapter Two – Data and Risk

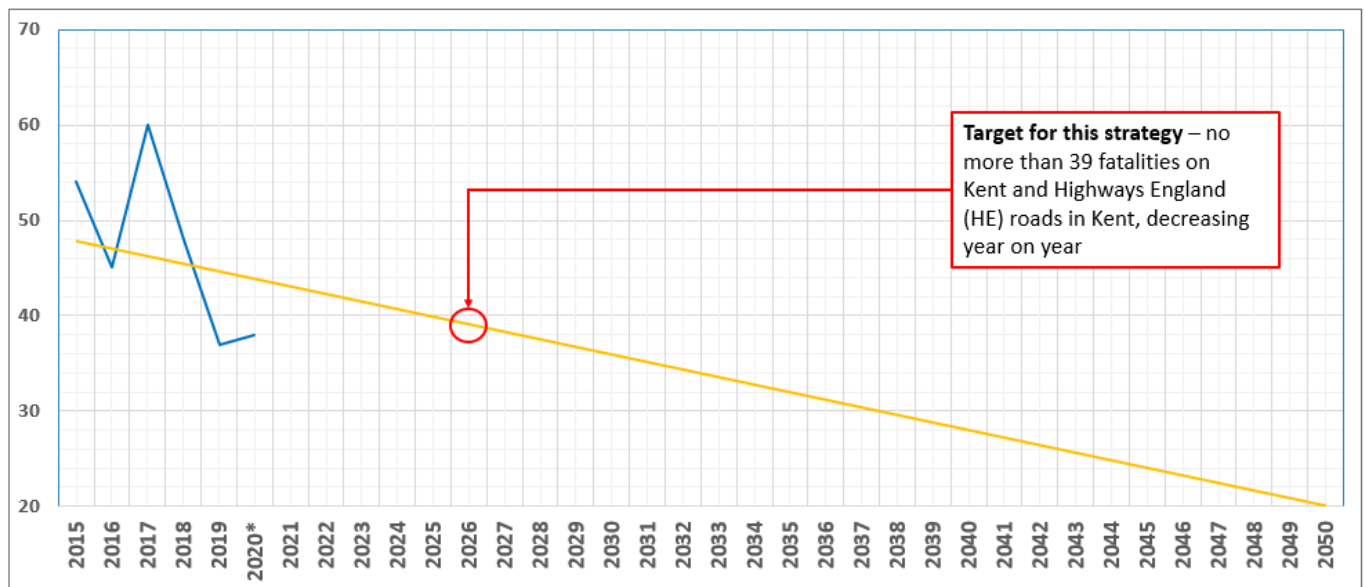
2.1 Introduction

Accurate analysis of data is essential if we are to deliver Vision Zero. KCC will work to understand where the risk is highest on the road network and/or the people who are taking risks. This requires analysis of speeds and volume of traffic and the chance and severity of collisions. We will apply that knowledge to ensure measures are implemented to make the road network safer for everyone. Whether it be re-engineering a road layout, deploying safety cameras or organising an awareness campaign, it is an understanding of the data and analysis of each crash that guides us.

We aim to develop a ‘proactive’ approach, not only to react to crashes after they happen but also to predict where crashes are likely to occur. By building a picture of where collisions are happening and why they are happening, we can address the problem through a combination of engineering, behaviour change and enforcement.

Targets

Kent Road Fatalities 2015 – 2019 on the Kent Network (includes Highways England managed roads in Kent)



*collision data up to 31st December 2020

The Kent and Highways England networks in Kent see an average of over 45 fatalities a year. The target for this strategy is to follow a linear reduction in fatalities towards zero fatalities in 2050. The trend line to meet zero in 2050 gives a target of no more than 39 fatalities by 2026, the end date for this strategy.

2.2 Risk analysis

Analysing collision data provides a useful insight into where and why collisions occur and who is involved. This analysis of historic crash collision data is, and will continue to be, the main way in which we prioritise where in the county we can introduce engineering and education. Our data team draws up a list of ‘hotspot’ locations of collision clusters within a 50-metre radius for further investigation. This analysis is also used to identify emerging trends in the county to support road safety education and to evaluate the effectiveness of safety cameras and determine new locations for safety cameras.

To enhance our approach, we also need to identify those routes with the highest risk. We can do this through analysis of collision data in relation to the length of the network (crash density) and the volume of traffic (crash rates) to provide a relative and comparable assessment of risk across all routes on the local road network. Looking at speed data alongside these calculations will give a greater insight of the risks posed to road users on the network. A ‘RAG’ rating (Red, Amber or Green) will be applied to these assessments to highlight the areas of greatest risk on the network and provide a robust method for prioritising interventions. We will aim to produce a dashboard for ease of data interpretation.

We will bring together new and existing data to consider the likelihood and resultant severity of a collision. We will also continue to champion the use of iRAP (International Road Assessment Programme) and emerging industry tools to be at the forefront of technological approaches used. We will work with industry organisations such as the Road Safety Foundation and Parliamentary Advisory Council for Transport Safety.

We will research methodologies to align out risk scores with community concerns on speed, air quality and noise, to further strengthen the case for intervention.

Action	Deliverable
3	Formulate a ‘risk score’ for Kent’s Highway Network based on number of personal injury collisions, length of road and traffic volumes.
4	Align this risk score with factors such as community concerns on speed, air quality and noise to strengthen the case for carrying out an intervention.
5	Create a ‘data store platform’ and dashboard for ease of interpretation.

Chapter Three – Safer Roads & Streets

3.1 Engineering – Vision Zero principles

To achieve Vision Zero by 2050, we will need to explore ways of more effectively designing in safety across our road network. The ideal road system is one where the human tolerance for Kinetic Energy (the force released in a crash) is not exceeded.

$$KE = 0.5 * m * v^2 \text{ (Kinetic Energy = } \frac{1}{2} \times \text{Mass} \times \text{Velocity}^2\text{)}$$

We recognize that people sometimes make mistakes. Our aim is to design a forgiving network where making a mistake is not fatal.

3.2 Designing streets for walking & cycling

Half of fatalities on Kent's 30mph road network are people walking or cycling. The fear of road danger is a major barrier to people cycling. A survey in May 2020 found that 12% of Kent residents felt unsafe walking in their local area and over half felt the traffic was too fast for cycling. To resolve the real and perceived danger we will require a programme of engineering combined with education and enforcement.

3.3 Safer Junctions Programme

We will review the design of the junctions with the most crashes to address why collisions happened and make them as safe as possible. More than half of injury collisions in Kent's towns happen at junctions, so we will analyse relative safety of different designs in different contexts as part of a Safer Junctions Programme for Kent.

We will seek to reduce the chance of pulling out in front of fast-moving traffic, with measures such as improving visibility and we will reduce the severity of collisions through measures aimed at slowing down traffic at crash hotspots.

The programme will initially involve research, with the aim of providing a prioritisation process, outlining different design options and costs.

3.4 Safer rural roads and villages

57% of fatal collisions in Kent occur in rural areas, and 41% on single carriageway rural roads with a speed limit of 50mph or above. Most of these collisions are not at a junction, suggesting inappropriate speed is a factor. We are therefore proposing a research programme into the relative merits of reducing the national speed limit on single carriageway roads. Both impacts on casualties and journey times, as well as local community and business feedback. Changes to national speed limit would be made by central government, so should our research show net benefits and public support, we would present our findings to the Department for Transport.

Kent's villages (rural roads with a 30 or 40mph limit) witness 15% of Kent's fatal collisions and deserve special attention because they are home to a high proportion of our rural population. Solutions to road dangers on the rural network are not easy; we are therefore proposing a programme of research and pilots to identify appropriate treatments to address specific routes.

Some of the common issues we must seek to address include:

- [Prevention of head on collisions](#)

We will look at measures to reduce the chance of vehicles crossing the centre line. Central reservations are not applicable on much of Kent's network so innovative use of road markings and other measures to warn road users, especially powered two-wheeler riders which are disproportionately involved in fatal rural collisions, will be researched to reduce and prevent head on collisions.

- [Prevention of collision with roadside objects](#)

We will develop a 'forgiving roads' strategy where time and space are factored in to reduce the risk of an out-of-control vehicle making impact with roadside objects before coming to a halt. Consideration will however be given to the protection of the natural habitat as well as the safety imperatives.

- [Vulnerable road users](#)

We will implement a programme to reduce collisions involving vulnerable road users. Powered two wheelers are over-represented in rural road fatal and serious collisions. We will work with powered two-wheeler industry bodies to implement a policy to reduce collisions involving riders.

Pedestrians and cyclists are also involved in injury on rural roads. We will research common locations and contributory factors and pilot schemes to reduce this toll.

About 25% of rural collisions occurred on 30mph roads, which are in village settlements. We will develop a programme to improve the safety of Kent's villages.

3.5 Safer powered two wheelers (Motorbikes, mopeds and powered scooters)

In the past five years motorcycle and moped riders (powered two wheelers) represented 25% of fatal collisions and 23% of Serious Collisions on Kent's Highway network. This far exceeds the percentage of people travelling by this mode, and to meet Vision Zero objectives we must address the issues that lead to death or serious injury.

To address the issue of powered two-wheeler collisions is more than just an engineering issue, so it will require cross working between engineering, enforcement and education. We will establish a working group that includes associations representing riders to work together towards solutions.

New powered two-wheeler categories, such as e-scooters currently being trialled in Kent, will also be monitored for their safety.

3.6 Safer walking and cycling

In 2020 the Department for Transport published [Gear Change – a bold vision for cycling and walking](#). This sets out an ambition to increase levels of physical activity in everyday life. Engineering streets, towns and villages to be and feel safe will play a major role. National and local surveys show the majority of people would like to see more cycle lanes in their area and but feel traffic is too fast to cycle safely on **Page 304**

In addition to the Safer Junctions Programme, we will also establish a Safer Walking and Cycling programme to identify where the demand for more walking and cycling is greatest and what interventions are required to support this safely. We will follow the [Cycle Infrastructure Design Guidance](#) LTN 1/20 for cycling schemes and national guidance such as [Manual for Streets](#) for walking schemes.

3.7 Review the cluster site approach

Kent County Council follows the cluster site approach to identifying where to intervene with road safety engineering using the following criteria:

Urban area (towns) – Six or more Personal Injury Collisions within a 50-metre diameter

Rural area – Four or more Personal Injury Collisions within a 50-metre diameter

This proven approach identifies around 120 sites for review each year. In order to be able to identify as many opportunities for safety improvements as possible we are intending to research new methodologies for scheme identification. This could include:

- Expanding the current process to include damage only and other incident data
- Utilising a route-based approach by analysing collision rates along routes as well as at clustered locations
- Combining and analysing a range of data to develop an understanding as to the inherent risks on the highway network.

We will investigate the right criteria for Kent and consider weighting to reflect severity of collisions and the vulnerability of the road users involved.

3.8 Safer children and young people

The safety of children is paramount to this strategy. We want our children to travel as safely and actively as possible.

All children in Kent are offered cycle training through the Bikeability scheme. Our education team encourages parents to teach children how to cross the road. We provide walking buses and our School Crossing Patrols support children to get to school safely. We want to go further and work to develop a programme to maintain the safety of children:

- Forge partnerships with schools to work together to make the journey to school safer for walking and cycling
- Safe Routes to School – identify barriers to walking or cycling to school with a view to improving safe access
- School Streets – pilot school streets where the street outside a school is closed to traffic during pick up and drop off times.
- Road Safety Education and Training – We will continue to deliver education and training targeted at children, parents and carers, while also influencing drivers around schools to watch out and slow down.

Safer Streets Action Plan

Action	Deliverable
6	Review criteria for cluster sites where there have been high incidences of collisions and fatalities. Research the viability of a route-based approach.
7	Develop a Safer Junctions Programme for Kent's urban area.
8	Develop a Safe Rural Network Programme (roads & villages).
9	Develop a Safer Powered Two-wheeler Programme.
10	Develop a Safer Walking & Cycling Programme.
11	Develop a Safer Young People Programme, e.g. school streets, safe routes to school.

3.9 Highways asset management

A change in processes will result in better co-ordination of highways maintenance and management with road safety and walking and cycling objectives. There are over 300 resurfacing schemes a year and incorporating warning lines at casualty hotspots as well as advisory cycle lanes would be relatively inexpensive.

Outcomes we hope to achieve:

- Reactive input to highways schemes
- Planned Work – identify where road safety issues may raise priority for resurfacing
- Improved training – allow all teams to understand opportunities and their roles

We will review all Highways Assets to consider where safety can be improved.

Action	Deliverable
12	Establish processes so Highways teams can better incorporate road safety and active measures into maintenance programmes at low cost.

3.10 Combining hard and soft factor interventions

Experience shows that ‘soft’ behavioural interventions, such as campaigns, are most effective when combined with ‘hard’ measures, such as new infrastructure changes. Likewise, engineering schemes tend to have more public support and impact where accompanied by a public information and engagement campaign.

We will therefore engage with communities near collision cluster sites using campaigns and behaviour change measures to reinforce safer behaviours. This will mean explaining to stakeholders what road safety measures we are introducing and why. The Road Safety Team will work with the Schemes Engineering Team to engage with the public and stakeholders to ensure all schemes are supported, intended objectives understood and road users make use of them as safely as possible.

Action	Deliverable
13	Engagement with communities at cluster sites where there are concentrations of traffic accidents and fatalities to improve compliance and support for Vision Zero.

Chapter Four - Safer Speed

Appropriate Speed is at the heart of the Vision Zero approach.

Our objective is to create a network where fewer mistakes occur, and to ensure that mistakes will not lead to a death. Improving compliance to speed limits, appropriate speeds for a location and in some instances reducing speed limits will be central to achieving this objective.

4.1 Engineering

We will continue to improve compliance with speed limits by changing the appearance of our streets to encourage lower speeds, particularly where there is a history of collisions. We will help motorists to understand the appropriate speeds for the environment and continue to use signs, lines, vehicle activated signs, variable messaging signs and other visual cues to slow down traffic approaching collision hotspots.

Re-engineering all of Kent's Highways to help vehicles keep to safer speeds huge task, so collaboration with Education and Enforcement to support the process is essential.

1.2 Enforcement

Excessive speed often results in the most serious injuries, but habitual speeders tend to only respond to the 'fear of getting caught'.

A recent survey shows that 54% of people in Kent support the use of road safety cameras to enforce speed limits. The most popular of these are average speed cameras.

Kent County Council works in the Kent and Medway Safety Camera Partnership with Medway, Kent Police and Highways England for the deployment of safety camera vans, fixed speed, average speed and red-light cameras. We will work with this group to ensure cameras are deployed in the most appropriate sites. We will seek ways to allow expansion of the deployment of speed cameras

The decision on where to deploy cameras is based on Department for Transport (DfT) Circular 01/2007, which states, "whilst the primary objective for camera deployment is to reduce KSIs at known collision locations, cameras can also be beneficial where there is community concern." We will continue to prioritise collision hotspots but also seek to be proactive to support Kent's residents tackle inappropriate speed with cameras, and mobile van cameras that can be quickly deployed.

Average Speed:

As regards Average Speed camera deployment, DfT Circular 01/2007 states, "average speed camera enforcement has the effect of calming the speed over a longer distance and can be used at sites where a significant number of collisions are scattered along a length of road." We will explore the opportunity to pilot a route-based approach for average speed cameras, for example between the entry to and exit from a village. A wide range of data will be analysed including number of injuries, reported near misses and the 85% percentile (the speed at which 85% of people drive, which tends to be the highest safest speed for that road)

Community Speed Watch

Enforcement of speed limits also includes community speed watch, where members of the public go out with police officers to measure speeds. We will support this approach.

Roads Policing

We will continue to work closely with Kent Police through the Kent & Medway Casualty Reduction Partnership and Safety Camera Partnership to share data on where to focus mobile camera vans and collaborate on promoting enforcement campaigns to amplify their effectiveness.

4.3 Implementing 20mph limits

A pedestrian is five times more likely to die if hit at 30mph rather than 20mph. Kent has recently implemented 20mph town wide limit pilots in Faversham and Tonbridge.

A recent survey shows that almost 70% of residents in Kent support a 20mph limit where they live. However, the same survey shows that a similar percentage of residents think the limit is ineffective because of non-compliance. Effective compliance with speed limits will require community support as well as enforcement, although Intelligent Speed Assistance will be fitted on all new cars from 2022, which will help automate compliance.

The first trial of a 20mph limit is underway across almost all roads in Faversham and Tonbridge in 2020 as part of the COVID-19 Emergency Active Travel Fund. We will study the impacts of this scheme to understand for the potential for implementation in other towns in Kent.

Kent County Council will subsequently consider proposals from Town, District and Parish councils to introduce lower speed limits in urban areas and villages where there is an identified demand for safer travel for vulnerable road users.

4.4 Rural road limits

The 60mph rural road network sees 45% of all fatal collisions in Kent. This is greatly disproportionate compared to the volume of traffic. A Yougov survey showed a majority of rural residents in Kent support slower rural speed limits. However, impacts on business and travel times must be considered. We therefore propose to research the impacts of lowering rural speed limits on safety, journey times and business. This research will look at roads with the national speed limit, which is currently 60mph.

To replace every sign to 40mph or 50mph would be both a huge cost and, in many circumstances, encourage faster traffic. Therefore, should our research show a net-benefit Kent County Council would present the findings to central government, calling for a national change to the default national speed limit.

4.5 Visible enforcement

The visible presence of police officers on the beat, either on foot or in vehicles, helps to control speed. As the police cannot be everywhere all the time, we will work in partnership sharing collision data – identifying known locations, problems, times and road users – to target high-risk areas.

Safer Speed Action Plan

Action	Deliverables
14	Research potential benefits for speed camera criteria to include community demand, aim to pilot average speed camera corridor for evaluation.
15	Monitor the pilot 20mph speed limit towns (Faversham & Tonbridge) – analyse impacts and success of measures to improve compliance.
16	Research impacts of reducing the 60mph speed limit. Engage with rural communities, survey attitudes, evaluate impact on collisions and journey times. Findings to be presented to central Government to review potential of lowering national speed limit.
17	Research and pilot measures to slow traffic around schools where traffic speed is a reported problem.
18	Work with Kent Police to enhance the 'visible presence' of enforcement at crash hotspots.
19	Support Kent Police enforcement activities with campaigns that target the highest risk areas and motorists

Chapter Five - Safer Behaviours

5.1 Vision Zero promotion

Communicating effectively to advance road safety is not new, but Vision Zero brings greater urgency and critical thinking to this need. It also brings together a wider and more diverse range of stakeholders. The language of Vision Zero itself -- with the goal to eliminate all traffic fatalities - communicates a more ambitious approach and rests on the basic understanding that these serious losses are preventable. A key function of communications is education, sharing information that will not only raise awareness about Vision Zero but spur individuals and institutions to change their behaviour. It is essential to create a strong brand for Vision Zero, to provide consistency in all messaging.

5.2 Culture change

Crafting an effective communications campaign that leads to real behaviour change is complicated. We need to gain a deep understanding of what steps people and communities take in shifting their perceptions — and actions. Through our current work, we have built a foundation of organisational contacts throughout Kent, our first step will be to expand this network through an engagement programme.

The San Francisco Municipal Transportation Agency which launched Vision Zero in 2014 found it helpful to understand the Spectrum of Prevention (see graphic below), a framework developed by the Prevention Institute. It emphasizes that the culture of community norms and behaviours is not driven by individual decisions alone. It is the result of a web of influences from policy to organizational practices to community education.



We already have a very good understanding of behaviour change campaigns in Kent, we will harness this knowledge to develop an effective strategy that aims to embed an awareness of Vision Zero across the county and move towards actions that re-enforce safer behaviours, such as training. We will develop both a 30-year behavioural plan which aims to change the culture of road use in the County, alongside a 5-year plan with the aim of brand awareness and organisational engagement.

5.3 Motorised training

In Kent, mini-bus drivers must receive training before they are allowed to transport school children. The HASTE (Hazard Awareness, Space, Time, Eco driving) training course is open to all drivers that hold a full driving licence. The effect of introducing this course was to reduce the number of crashes by more than two thirds in the first five years. We therefore recommend the expansion of training courses to a wider range of KCC and other fleet drivers.

5.4 Non-motorised training

Kent County Council's Small Steps scheme gives children practical roadside instruction by trained volunteer instructors. Also, thousands of children in Kent receive Bikeability training every year. This helps children develop a set of invaluable skills to help them stay safe when cycling on roads.

5.5 Enforcement

Research has shown that 15% of drivers are habitual speeders. They don't tend to react well to road safety education. For this group enforcement is essential as it is only the fear of getting caught that will change their behaviour.

Working through the K&M Casualty Reduction Partnership, we will collaborate with Kent Police to develop Education, training and publicity (ETP) interventions to support enforcement activities. We will enhance the impacts of enforcement through supporting campaigns which focus on the Fatal Four – speed, distraction, drink & drugs and seat belt use.

5.6 Age group focus

Targeting messages according to age group is essential. We start from early years with pedestrian training and continue throughout the age range. This is a 'Lifelong learning' approach.

Kent experiences particular issues with Young & Mature Drivers, and we will continue to research the best interventions to support the safe mobility of these groups.

Safer Behaviours Action Plan

Action	Deliverables
20	Create a 30-year communications plan to increase support for Vision Zero objectives.
21	Produce a 5-year behaviour change delivery plan aligned with walking, cycling and public health.
22	Produce a promotional toolkit for use when new engineering schemes are introduced.
23	Develop a forum for those who have been affected by crashes.
24	Support teenagers and older people with training and education designed to maintain safe mobility. Include alternatives to driving, as well as driver training.
25	Research and pilot the behavioural impacts of new on-street infrastructure including variable message signage, flashing light studs, linage etc.

Chapter Six - Safer Vehicles

6.1 Kent driver policy

We will develop a driver policy for all of Kent's drivers, from those who use their own vehicles through to those who drive Kent fleet vehicles

This policy will detail the range of training opportunities we will offer including online training that can be accessed by all, more detailed HASTE courses for those who drive for KCC and additional in-car coaching for those who need their driving behaviour and skills to be improved based on telematics monitoring, checking the data from in-vehicle tracking.

We will consult with our fleet managers, telematics account managers and insurance companies with the objective of improving safety and lowering insurance premiums. We will seek to work within the Highways England Programme, Driving for Better Business.

6.2 New technology research and engagement

Vehicle Technology is developing at a fast pace, and we must ensure we are at the forefront of using the changes to help enhance safety.

Levels of automation already exist in vehicles and this, too, could have a positive impact on road safety. It is estimated that 95% of road collisions involve human error, so the shift towards driverless vehicles could be significant in reaching Vision Zero. But we need to understand how road safety remains a central concern as technology evolves in stages towards full automation.

We will research all new technology and engage with key industry players to better understand what is happening and how we can make use of it to inform safety measures. We will liaise with Kent Commercial Services (KCS) to advise on vehicle choices when our vehicles are up for renewal or replacement, to ensure we are at the forefront of vehicle safety and technology in Kent.

Demonstration project: A2M2 Connected Corridor

Kent County Council is working in partnership with Highways England, Department for Transport and TfL to pilot a connected road corridor on a section of road between Dover and London.

Trial vehicles will be fitted with onboard technology that will link communication between the car and the roadside wirelessly. This will relay information to the vehicle relating to road works, road conditions, temporary speed limits and the time remaining before a traffic light turns to green. The information could then be used by the vehicle to vary speed.

6.3 Safer Freight

Goods Vehicles are up to seven times more likely to be involved in fatal collisions than cars, proportional to their numbers on the road. The Fleet Operator Recognition Scheme (FORS) accreditation was established in 2008 to improve the safety of HGVs. The scheme measures fleet performance and aims to drive up standards across areas such as fuel efficiency, carbon emissions, NOx (nitrogen oxides) and road safety (in particular vulnerable road users). The scheme audits the safety features on each vehicle in a fleet and the training and licences of the drivers.

The Construction Logistics and Community Safety (CLOCS) standard is awarded to construction sites that only work with FORS accredited members, thus giving financial incentive for joining FORS. CLOCS also stipulates logistics plans for vehicles servicing sites, which could help alleviate community concern issues around heavy goods traffic on rural villages and inappropriate rural roads.

As of 2020, there are 508 FORS members in Kent. We will seek to make FORS (or equivalent) a requirement for KCC fleet vehicles and to make it a requirement for those fleets working on KCC projects. We will work with construction sites in Kent, especially projects where Kent County Council is a partner to encourage adoption of the CLOCS accreditation. We will research the opportunity to include CLOCS and FORS within planning requirements for construction projects.

6.4 Telematics and vehicle tracking

Telematics systems gather data including vehicle location, driver behaviour, engine diagnostics and vehicle activity. They will allow us to detect unsafe practices and address them quickly. We can also use it for location tracking to provide emergency assistance directly to the exact site if needed. Monitoring data from the telematics systems such as speeding, harsh cornering and braking will enable us to identify drivers who might require additional training or coaching. We will also reward those who are consistently demonstrating excellent driving behaviours.

KCC's Highways, Transportation and Waste Teams are currently using the Navman telematics system in all fleet vehicles. We develop a rewards and training programme based on the data and monitor its success.

We will also seek to promote the use of telematics to other fleet operators and seek to get data from these systems to help us identify roads in Kent where harsh braking, cornering, and speeding are regularly occurring. This information will be compared against data from additional sources to help make key decisions regarding safer streets.

6.5 Safer vehicle design

The safety of vehicle design has improved considerably over the past 20 years. The Euro NCAP (New Car Assessment Programme) star rating system helps advise consumers on the relative safety of cars. Thatcham Research tests the relative safety of UK models and works closely with insurance companies to set premiums based on this research.

Throughout the period of this strategy, we will promote safer vehicle technology and the Euro NCAP rating systems to help the Kent public choose the safest car possible. As half of all new cars are bought by fleets, we will work with partners at Driving for Better Business to encourage safer fleet vehicles.

Examples of recently developed in-car safety features:

Electronic stability control

Since 2012 all new vehicles must have Electronic Stability Control (ESC). This works to steer a car while braking, to avoid spinning out of control. There has been an observed 25% - 33% reduction in single vehicle collisions where ESC has been fitted

Automatic sensing to detect imminent collisions

Autonomous emergency braking (AEB) is included in Euro NCAP 2014 and from 2016 it includes sensitivity to pedestrians, then from 2018 sensitivity to cyclists. AEB is estimated as providing a 38% reduction in front to rear passenger car collisions.

Passive Safety test

Euro NCAP has introduced a passive safety test to estimate relative safety of different vehicles should they hit a pedestrian. Some manufacturers have introduced pedestrian air bag technology.

Whiplash

Studies show that seat design has a significant impact on reducing whiplash.

Intelligent Speed Assistance

ISA helps drivers keep to the speed limit and is fitted as standard on models such as the new Ford Focus. It works by resistance on the accelerator if drivers drive above the limit. It will be fitted on all new cars by 2022.

6.6 Safer vans

The number of vans is growing. As home deliveries rise, we are likely to see increasing numbers of collisions involving vans as they drive in residential areas where many people walk and cycle. This is a growing issue across the UK, so we will work in partnership with national organisations to support national initiatives which support safer deliveries.

Safer Vehicles Action Plan

Action	Deliverables
26	Develop driver policy including driver assessment for all Kent County Council drivers.
27	Research likely impact of ISA and other new driving technologies on road safety and driver behaviours.
28	Implement Fleet Operator Recognition Scheme (FORS) or equivalent which stipulates minimum driver training and vehicle safety features for goods vehicles for the KCC's fleet & Research opportunity for (FORS) or equivalent for all new contracts where deliveries are made to KCC.
29	Safer construction: research opportunities to implement Construction Logistics and Community Safety (CLOCS) standards, or equivalent, that stipulates construction logistics plans and minimum vehicle safety standards for KCC led construction projects.
30	Telematics: develop a rewards and training programme, using telematics to monitor the council's Highways, Transport & Waste drivers & research opportunities to extend vehicle telematics to other KCC drivers and teams.
31	Work with Highways England's Driving for Better Business to promote the safest vehicles and safest driving techniques to all fleet managers in Kent & promote Euro NCAP (New Car Assessment Programme) safer car information to fleet managers and the Kent public.

Chapter Seven – Collision Response

7.1 Maintain fast collision reaction times

Getting to a collision quickly can be the difference between life and death. We will continue to work through the Kent and Medway Casualty Reduction Partnership (KMCRP) to support a swift collision response.

7.2 Post collision response

When a fatality or a serious injury occurs, we follow processes to review the causes through the Kent and Medway Casualty Reduction Partnership. We will continue to work in partnership to audit all collision sites and contributory factors to implement the mitigation measures where required.

7.3 Support for victims

It is essential that road deaths in Kent are not seen as a statistic but as a personal tragedy. All partners should work with bereaved families to help them through the process and do everything possible to ensure their deaths will help inform a safer future. We will engage with organisations such as Brake / Road Peace on the best approaches to take.

Action	Deliverables
32	Work with the CRP Casualty Reduction Partnership (Kent Police, Ambulance, Fire & Rescue Services) to support swift post-collision response process.
33	Work with CRP partners to improve our post KSI (Killed or Serious Injury) auditing processes.
34	Work with partners to ensure victims of road collisions get support.

Chapter Eight – Governance & Monitoring

8.1 Launch event & Steering Group

To achieve the ambition of Vision Zero in Kent will take decades. We will aim pilot new approaches and technologies. We must put in place monitoring and evaluation to guide us.

Although surveys suggest broad support for safer roads and streets, this will not always translate on to specific schemes. It is therefore essential that we seek the best advice and have the right political and officer governance, together with public engagement in place to deliver schemes, some of which may face opposition.

A Vision Zero launch event is proposed, from which it is envisioned an expert steering group can be formed to advise on delivery of this strategy.

The Advisory Group would meet in the form of an annual event, such as conference, seminar or webinar to discuss national and international policy and practice on delivery of Vision Zero.

8.2 Key Performance Indicators for this Plan

- Reduction in Fatalities – follows the trajectory to zero in 2050
- Reduction in the most serious injuries – follows the same trajectory
- Engagement with the public on road safety – shift of perceptions
- Increasing levels of safety for walking and cycling

8.3 Annual Review of KPIs

This KPIs will be reported to the Highways and Transportation Director. We will review all the actions annually.

8.4 Collaboration

Kent County Council will engage with stakeholders to adopt a Safe Systems approach. We will research, review and share. We will identify best practice, not just in the Kent but also, regionally, nationally and globally. We will also work to identify where gaps are and where interventions can be improved to ensure we are all delivering to the best of our ability towards the same aspiration of Vision Zero.

Kent County Council will take the lead as local highway authority as it holds the Statutory Duty for road safety, especially for education and engineering functions. It is clear that KCC cannot achieve Vision Zero alone and we will need to work with other agencies, not least the enforcement of road traffic law by the police.

As recognised by the Audit Commission in 2008, the benefits of collaboration between the Statutory Duty holders and other stakeholders ensures not only the effective use of public money but also increased access to wider experience and resources. In order to properly benefit from a coordinated and collaborative approach, informed leadership is required.

K&M Casualty Reduction Partnership

The Casualty Reduction Partnership was established as a collaboration between Kent Police, Kent Fire and Rescue Service, HE, Medway and KCC. It is proposed that this group should continue to provide a supervisory role on the delivery of this strategy, supporting collaboration and advising on programmes. A website should be developed for this group to help promote its work to the public.

K&M Safer Camera Partnership – Safer Speed Partnership

In conjunction with the Casualty Reduction Partnership, the Safer Camera Partnership focuses on camera enforcement, but has an expanded remit to include delivery of Safer Speed and include input from traffic engineers and community road watch. It is proposed that stronger links are established between the two partnerships, and both are promoted from one single website.

Governance & Monitoring Action Plan

Action	Deliverables
35	Organise a national, high-profile launch event and form an expert steering group to advise on delivery and best practice.
36	Annual reviews to update action plans and monitor KPIs
37	Work within the Casualty Reduction Partnership (CRP) framework.
38	Expand the remit of the Safer Camera Partnership (KMSCP) to include community speed watch. KMSCP will report to the Casualty Reduction Partnership.

National / Regional Safe Systems Strategies

National Police Chiefs Council - Policing our roads Together – 2018 - 2021

The ‘fatal 4’ offences will be prioritised in all that we do and our own objectives for policing will be organised under each of the following strands:

Safe Roads; Safe Speeds; Safe Vehicles; Safe Road Users and an additional 5th strand of Post Crash Response.

<http://library.college.police.uk/docs/appref/Policing-our-Roads-Together-partners-copy.pdf>

Transport for the South East – Draft Strategy moots Vision Zero by 2050

A network that promotes walking, cycling and active lifestyles to improve our health and wellbeing.

A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.

<https://transportforthesoutheast.org.uk/wp-content/uploads/2019/10/TfSE-Draft-Transport-Strategy-v24.0.pdf>

DfT Road Safety Statement 2019 – A Lifetime of Road Safety

“We will conduct a qualitative process evaluation of the Safer Roads Fund which will inform future targeted funding for roads investment and other interventions to encourage use of the safe systems approach.”

Conclusion: Future road safety must look beyond road users and interventions which support changes in behaviour. Future investment in vehicle technology, infrastructure, and our evidence base are all part of the building blocks of future success.

Highways England Delivery Plan 2015-2020

“Working towards the goal of bringing the number of people killed or injured on the network as close as possible to zero by 2040.”

Related Strategies:

Vision Zero Action Plan – London, TfL

Vision Zero and the Safe System – New Zealand, Ministry of Transport

Vision Zero on the move – Swedish Transport Administration

Related KCC Transport Strategies:

LTP – Growth without Gridlock - “Walking and cycling can easily be incorporated into our busy lives. Health and road safety are interlinked, and reducing casualties caused by vehicular traffic is a constant priority.”

Growth and Infrastructure Framework (GIF) - £10bn for transport in Kent to accommodate 178,600

additional homes (24% growth), 396,300 additional people 2011-2031 (23% growth), and 170,300 additional jobs. To provide growth without negative impacts on road safety will require significant work.

Action Plan

Strategic actions

1. Promote 'Vision Zero' objectives to stakeholders and the public.
2. Collaborate within Casualty Reduction, Public Health, Active Travel, Fleet, Education and other teams within Kent County Council where road safety can help deliver objectives.

Data and risk actions

3. Formulate a 'risk score' for Kent's Highway Network based on number of personal injury collisions, length of road and traffic volumes.
4. Align this risk score with factors such as community concerns on speed, air quality and noise to strengthen the case for carrying out an intervention.
5. Create a 'data store platform', a dashboard for ease of interpretation.

Safer roads and streets actions

6. Review criteria for cluster sites of 50m radius where there have been high incidences of collisions and fatalities. Research the viability of a route-based approach.
7. Develop a Safer Junctions programme for Kent's urban area.
8. Develop a Safe Rural Network programme (roads & villages).
9. Develop a Safer Powered Two-Wheeler programme.
10. Develop a Safer walking & cycling programme.
11. Develop a Safer Young People programme – e.g. School Streets, Safe Routes to school.

Highways and asset management action

12. Establish processes so Highways teams can better incorporate road safety and active measures into maintenance programmes at low cost.

Combining hard and soft factor intervention action

13. Engagement with communities at cluster sites – where there are concentrations of traffic accidents and fatalities - to improve compliance and support for Vision Zero.

Safer speeds actions

14. Research potential benefits for speed camera criteria to include community demand, aim to pilot average speed camera corridor for evaluation.
15. Monitor the pilot 20mph speed limit towns (Faversham & Tonbridge) – analyse impacts and success of measures to improve compliance.
16. Research impacts of reducing the 60mph speed limit. Engage with rural communities, survey attitudes, evaluate impact on collisions and journey times. Findings to be presented to central government to review potential of lowering national speed limit.
17. Research and pilot measures to slow traffic around schools where traffic speed is a reported problem.
18. Work with Kent Police to enhance the ‘visible presence’ of enforcement at crash hotspots.
19. Support Kent Police enforcement activities with campaigns that target the highest risk motorists.

Safer behaviours actions

20. Create a strategic 30-year plan to increase support for Vision Zero objectives.
21. Produce a 5-year behaviour change delivery plan aligned with walking, cycling and public health.
22. Produce a promotional toolkit for use when new engineering schemes are introduced.
23. Develop a forum for those who have been affected by crashes.
24. Support teenagers and older people with training and education designed to maintain safe mobility. Include alternatives to driving, as well as driver training.
25. Research and pilot the behavioural impacts of new on-street infrastructure including variable message signage, flashing light studs, linage etc.

Safer vehicles actions

26. Develop Driver Policy including driver assessments for all Kent County Council drivers.
27. Research likely impact of ISA and other new driving technologies on road safety and driver behaviours.
28. Implement Fleet Operator Recognition Scheme (FORS) or equivalent which stipulates minimum driver training and vehicle safety features for goods vehicles for the KCC’s fleet & Research opportunity for (FORS) or equivalent for all new contracts where deliveries are made to KCC.
29. Safer construction: research opportunities to implement Construction Logistics and Community Safety (CLOCS) or equivalent scheme that stipulates construction logistics plans and minimum vehicle safety standards for KCC led construction projects
30. Research opportunity for implementing Fleet Operator Recognition Scheme (FORS) for all new contracts where deliveries are made to KCC.

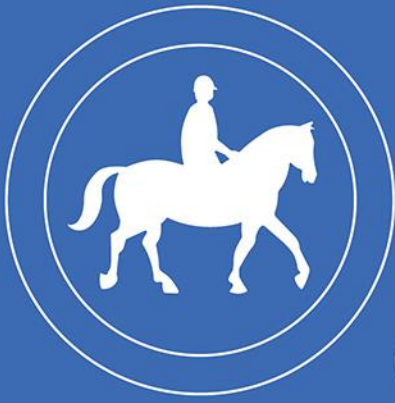
30. Telematics: develop a rewards and training programme, using telematics to monitor the council's Highways, Transport & Waste drivers & research opportunities to extend vehicle telematics to other KCC drivers and teams.
31. Work with Highways England's Driving for Better Business to promote the safest vehicles and safest driving techniques to all fleet managers in Kent & promote Euro NCAP (New Car Assessment Programme) safer car information to fleet managers and the Kent public.

Collision response

32. Work with the Casualty Reduction Partnership (Kent Police, Fire & Ambulance Services) to develop a swifter post-collision response process.
33. Work with partners to improve our post KSI (killed or seriously injured) auditing process by assessing behaviours, enforcement, and road layout to prevent further casualties.
34. Work with partners to ensure victims of road collisions get support.

Governance and monitoring actions

35. Organise a national, high-profile launch event and form an expert steering group to advise on delivery and best practice.
36. Annual reviews to update action plans and monitor KPIs.
37. Work within the Casualty Reduction Partnership (CRP) framework.
38. Expand the remit of the Safer Camera Partnership (include community road watch) and report to the Casualty Reduction Partnership.



Contact:
visionzero@kent.gov.uk

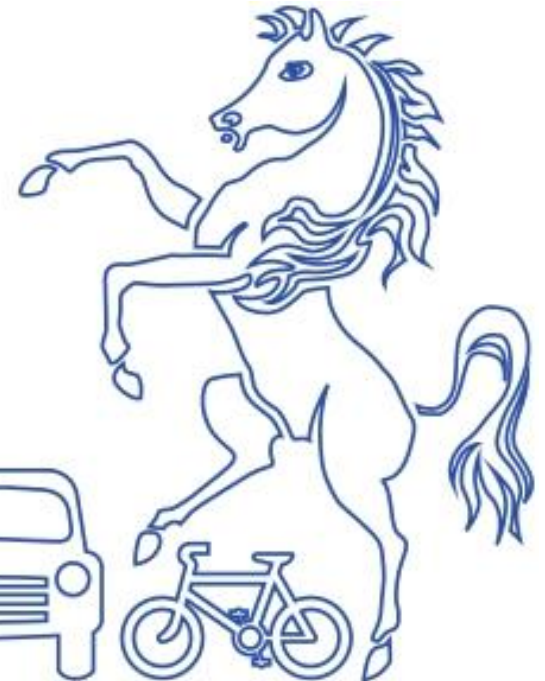
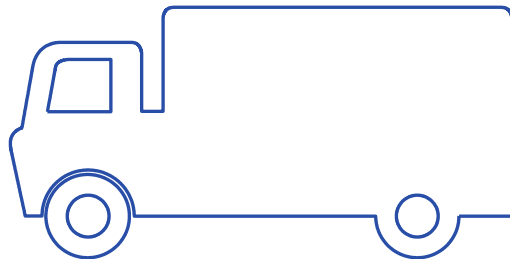
kent.gov.uk/visionzero

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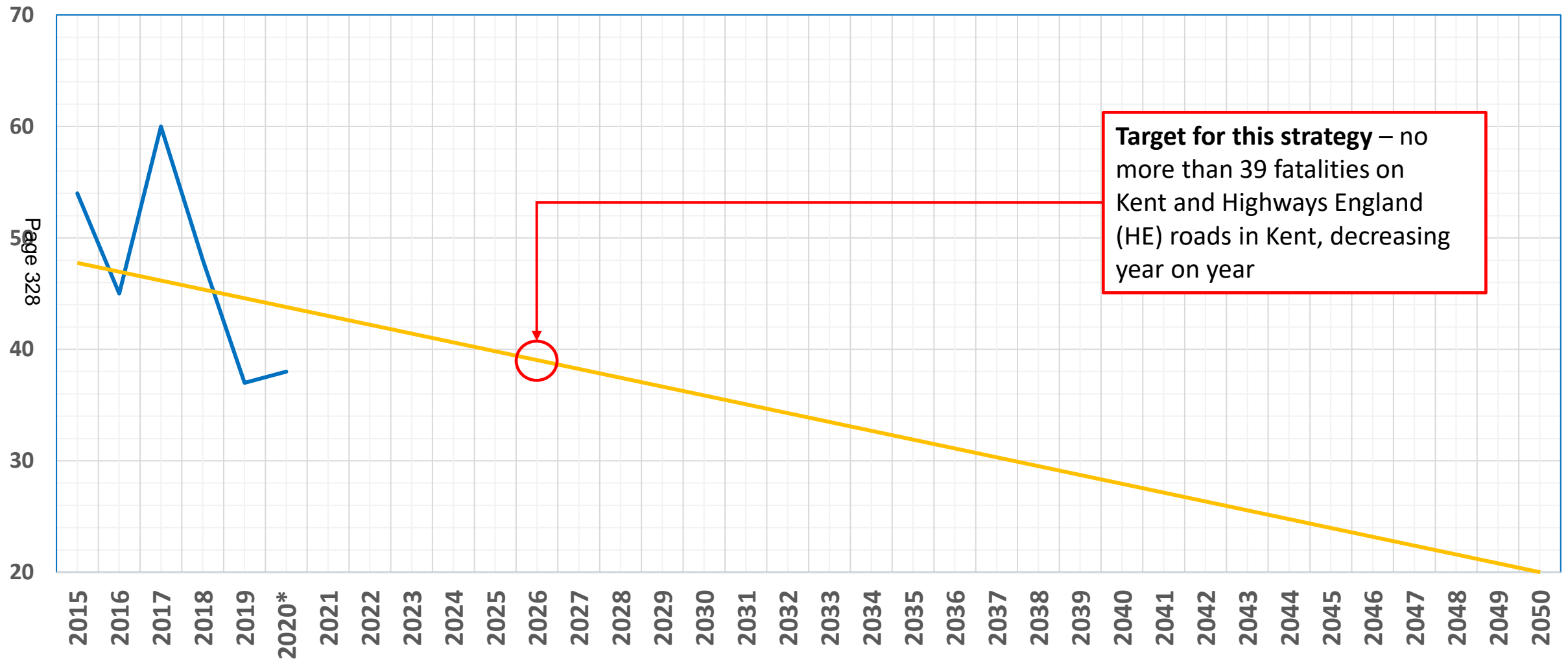
Vision Zero

The Road Safety Strategy for Kent

Data Pack



Achieving Vision Zero by 2050



*collision data up to 31st December 2020

KILLED OR SERIOUS INJURIES ON KENT'S ROADS

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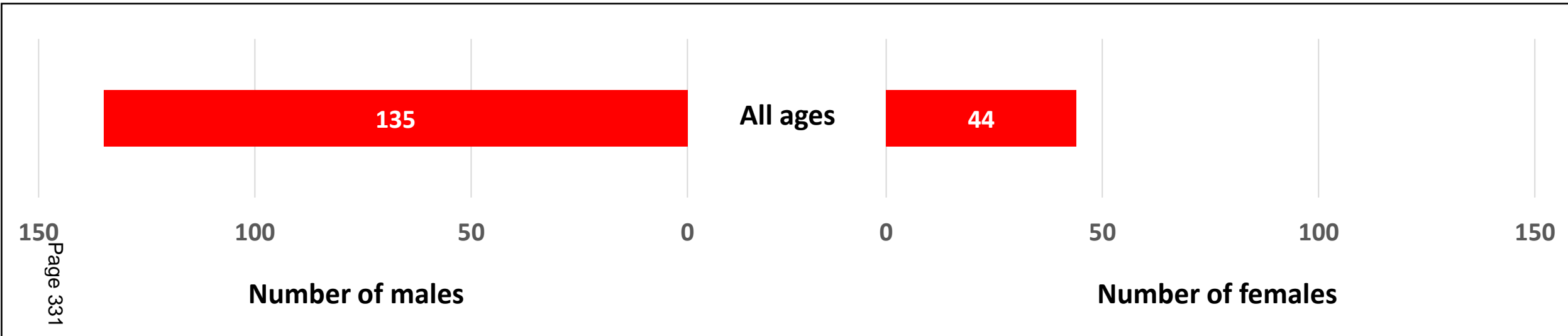
01/01/2015 - 31/12/2019



National speed limit 60mph network (Collisions – 2015 - 2019)

Speed Limit (mph)	Fatal	Serious	Slight	Total
40	33	377	1879	2289
50	26	163	661	850
60	52	600	2424	3076
Total	111	1140	4964	6215

Fatalities 2015 - 2019 (Age and Sex)



Speed-related collisions:

- Out of 169 fatal collisions, 53 included speed as a contributory factor (31%)
- 46 males were killed (79%) compared to 12 females (21%)
- 35 of 37 drivers / riders killed in speed-related collisions were male (95%)
- 9 of 16 passengers were female (56%)
- 5 fatalities were pedestrians, 4 of which were male

(using contributory factors 306 [exceeding speed limit] and 307 [travelling too fast for conditions])

Powered Two-Wheeler Fatalities 2015 - 2019 (Age and Sex)

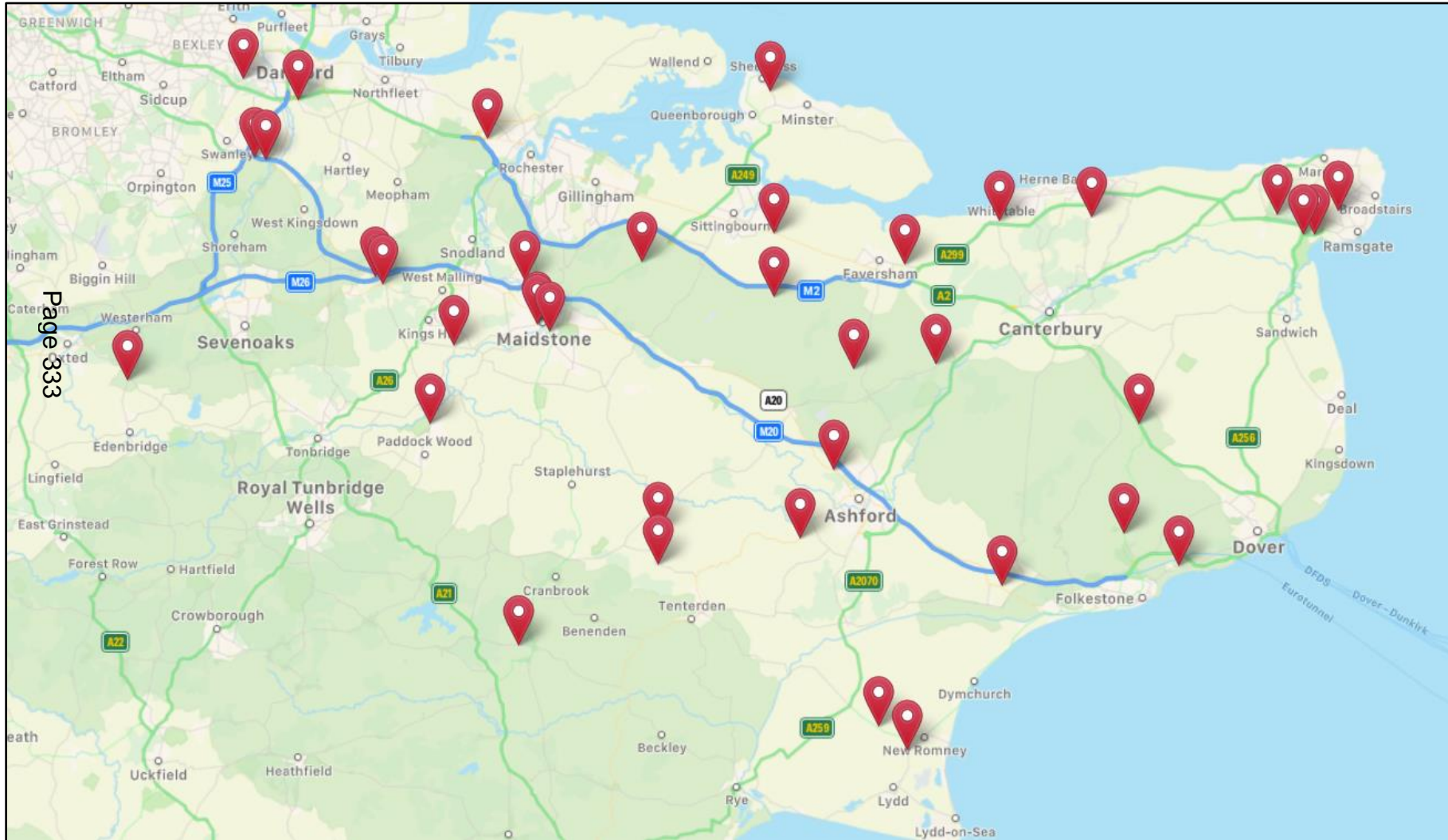
All Fatalities (P2W users in red)

- P2W users – 38 (21%)
- Male – 38
- Female – 0
- Total fatalities – 179

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Powered Two-Wheeler Fatalities 2015 - 2019



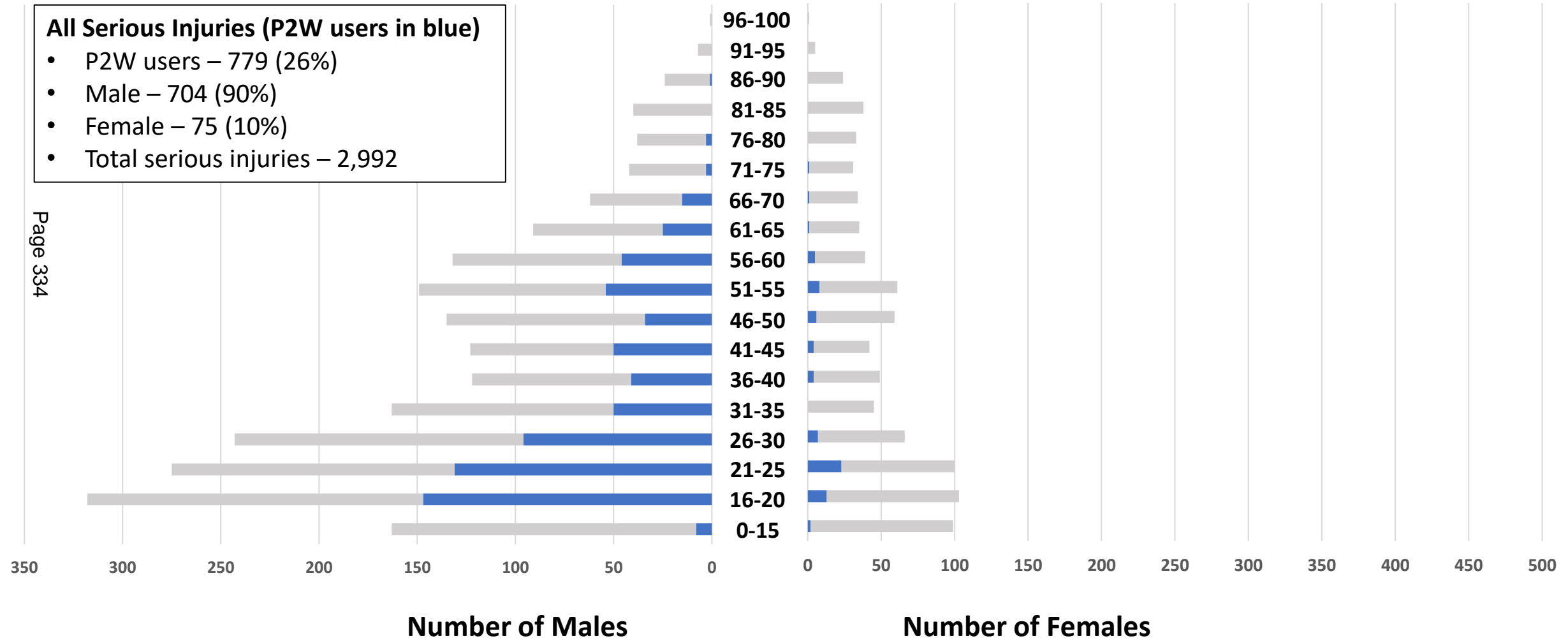
- 15 of the 38 fatal collisions occurred on 60mph roads (39%)
- 35 collisions involved at least one other vehicle, 25 of which were cars (71%)
- 33 collisions occurred on A and B roads (87%)
- Excessive speed was a contributory factor in 11 collisions (29%)

Powered Two-Wheeler Serious Injury Casualties 2015 -2019 (Age and Sex)

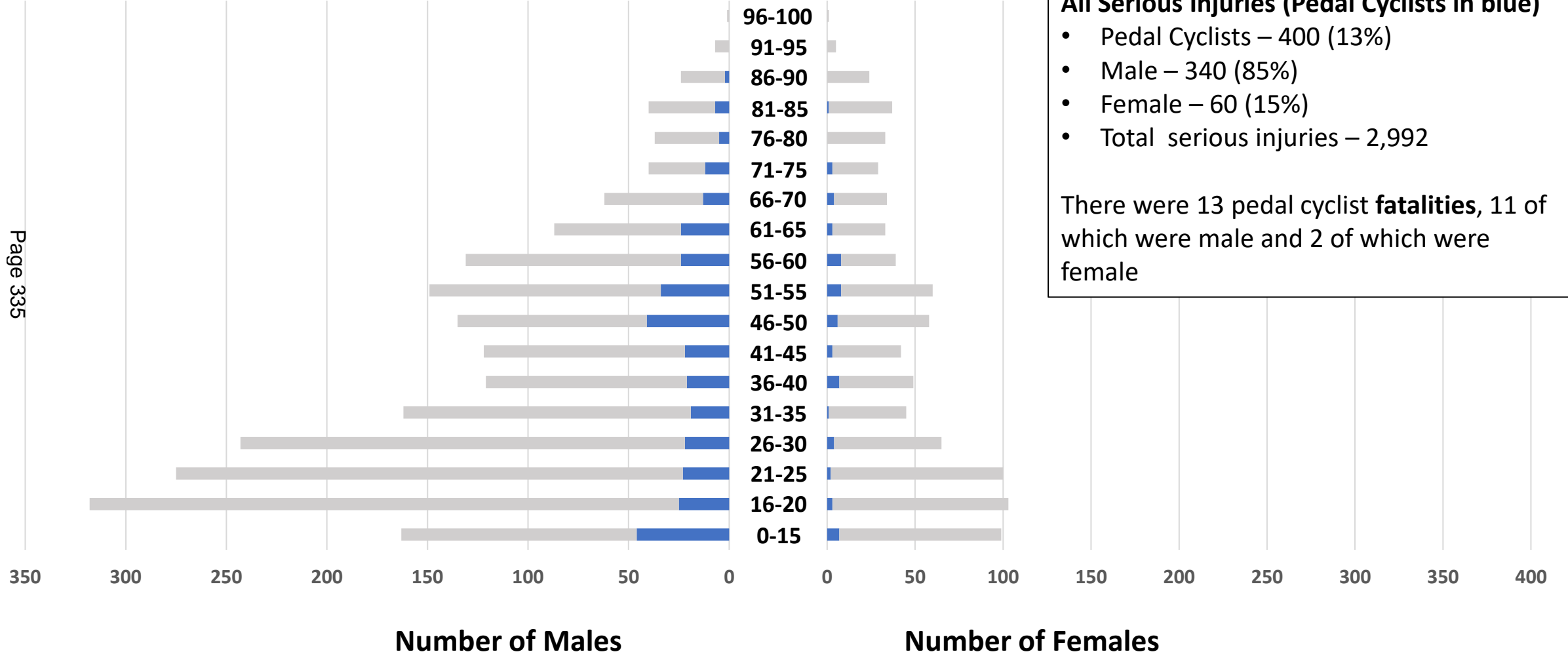
All Serious Injuries (P2W users in blue)

- P2W users – 779 (26%)
- Male – 704 (90%)
- Female – 75 (10%)
- Total serious injuries – 2,992

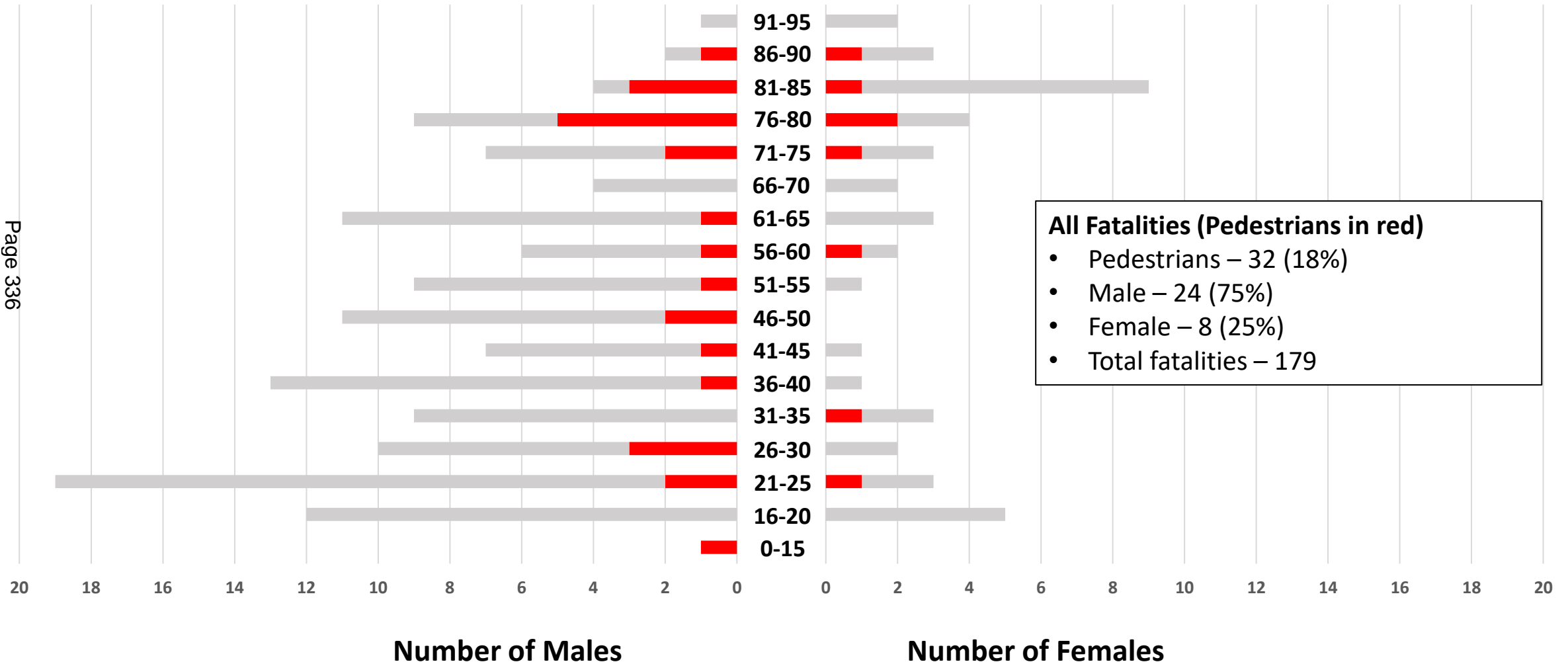
Page 334



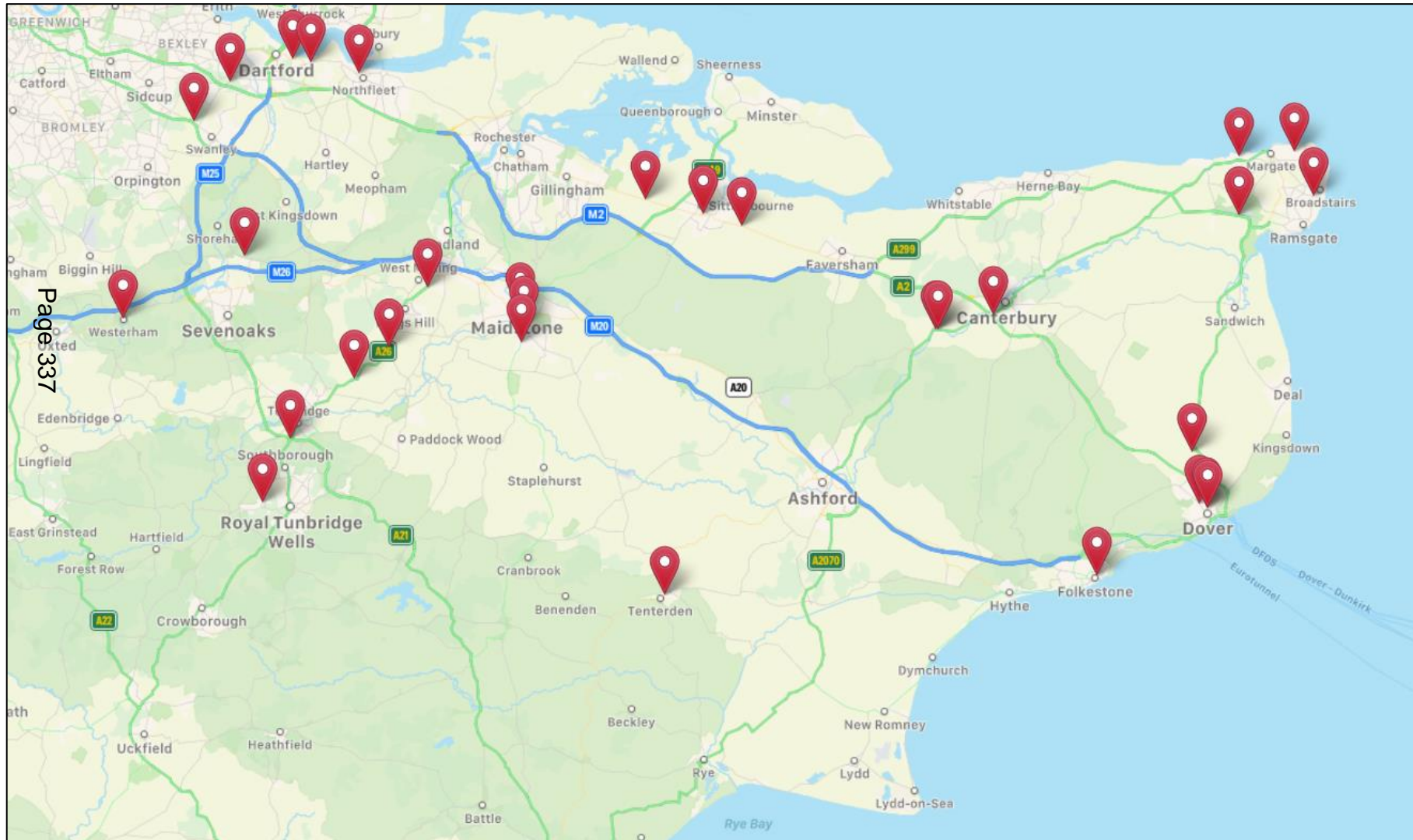
Pedal Cyclist Serious Injury Casualties 2015 – 2019 (Age and Sex)



Pedestrian Fatalities 2015 - 2019 (Age and Sex)



Pedestrian Fatalities 2015 - 2019



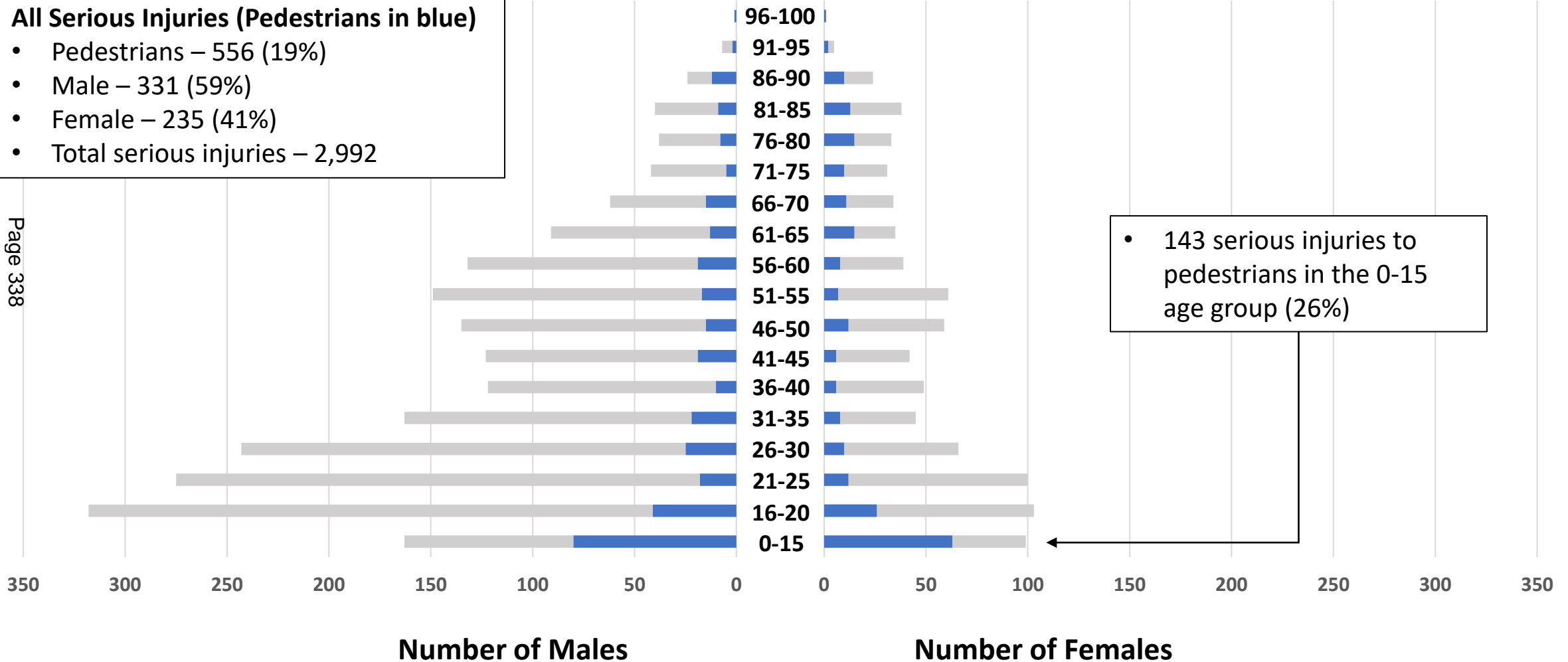
- 19 of the 31 fatal collisions occurred on 30mph roads (61%)
- 22 pedestrians were struck by cars (69%) and 4 were struck by HGVs (13%)
- 22 collisions occurred on A and B roads (71%)
- Excessive speed was a contributory factor in 5 collisions (16%)
- “Failed to look properly” was the most common contributory factor, 13 relating to vehicle users and 16 relating to pedestrians

Pedestrian Serious Injury Casualties 2015 - 2019 (Age and Sex)

All Serious Injuries (Pedestrians in blue)

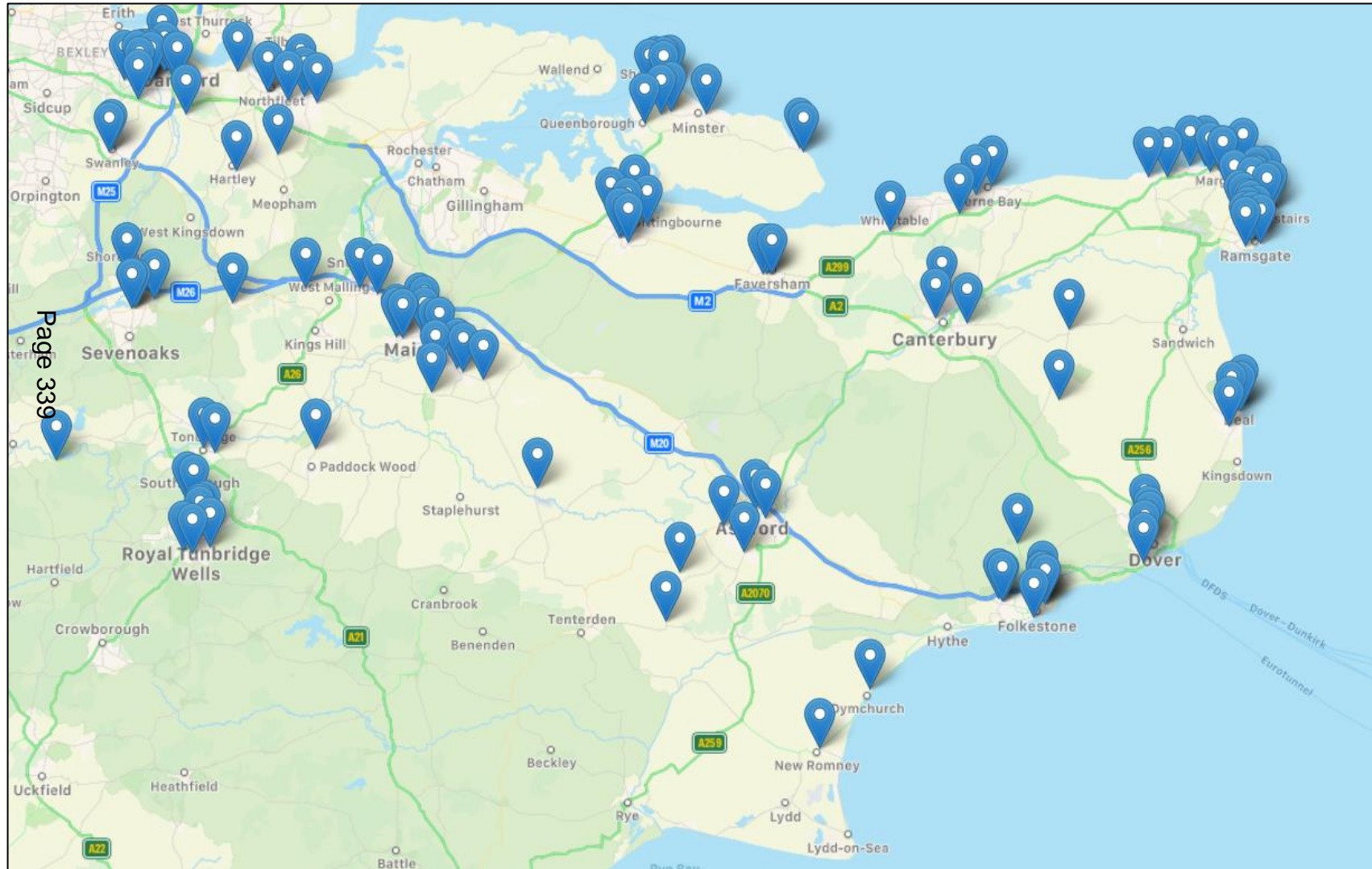
- Pedestrians – 556 (19%)
- Male – 331 (59%)
- Female – 235 (41%)
- Total serious injuries – 2,992

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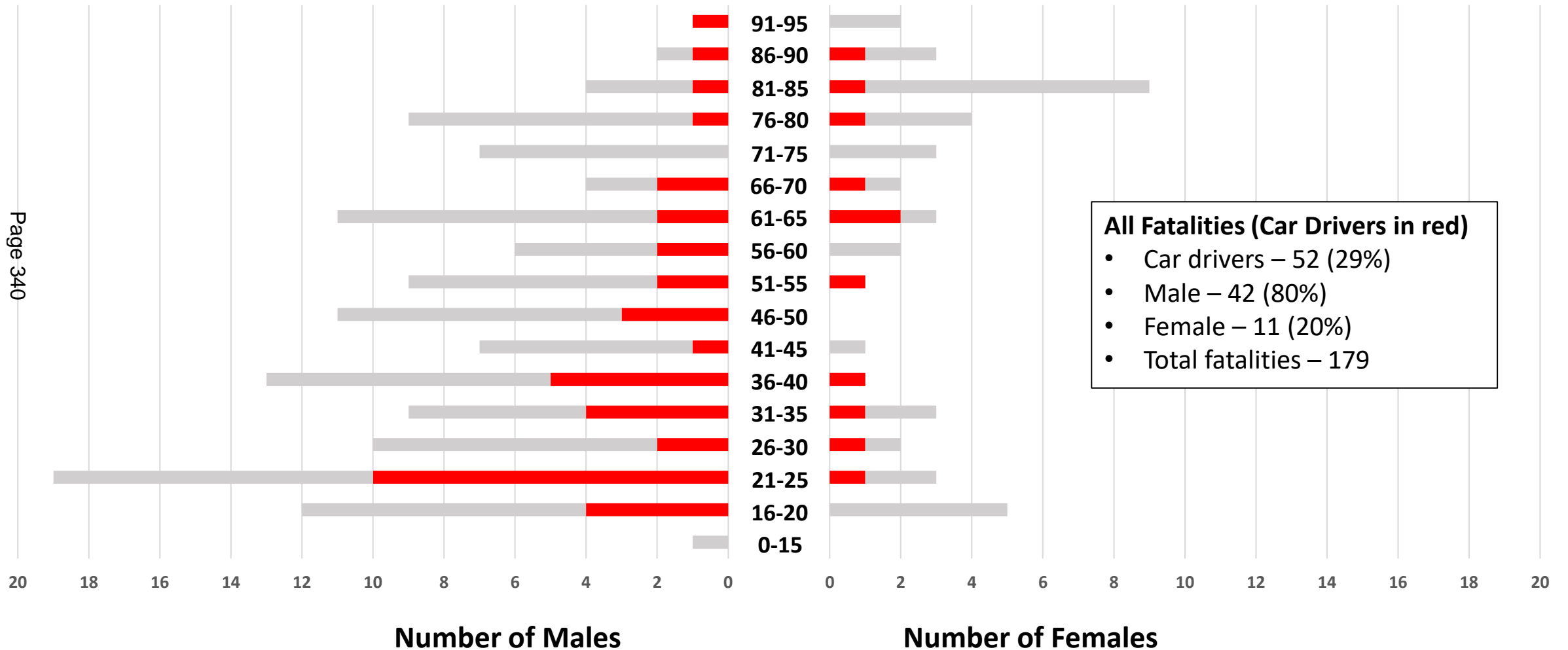
• 143 serious injuries to pedestrians in the 0-15 age group (26%)

Pedestrian Serious Injuries 2015 - 2019 (age 0-15)

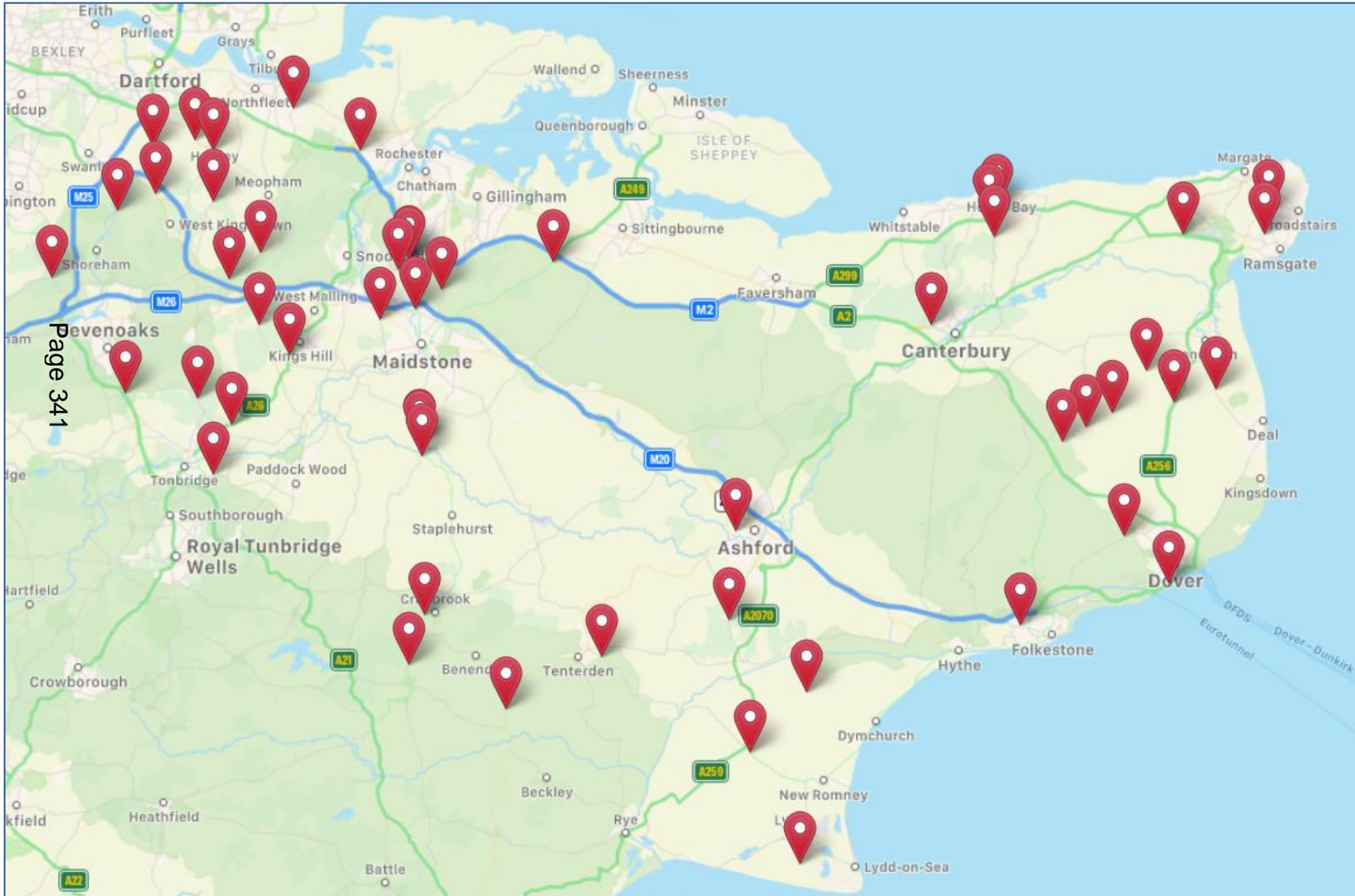


- 123 of 143 serious collisions occurred on 30mph roads (86%)
- 128 collisions involved cars (90%)
- 64 collisions occurred on A and B roads (45%)
- Excessive speed was a contributory factor in 6 collisions
- 102 pedestrians “failed to look properly” (71%) compared to 23 drivers / riders (16%)
- 11 and 12 year olds suffered the highest number of injuries within the age group (53) (37%)

Car Driver Fatalities 2015 - 2019 (Age and Sex)



Car Driver Fatalities 2015 - 2019



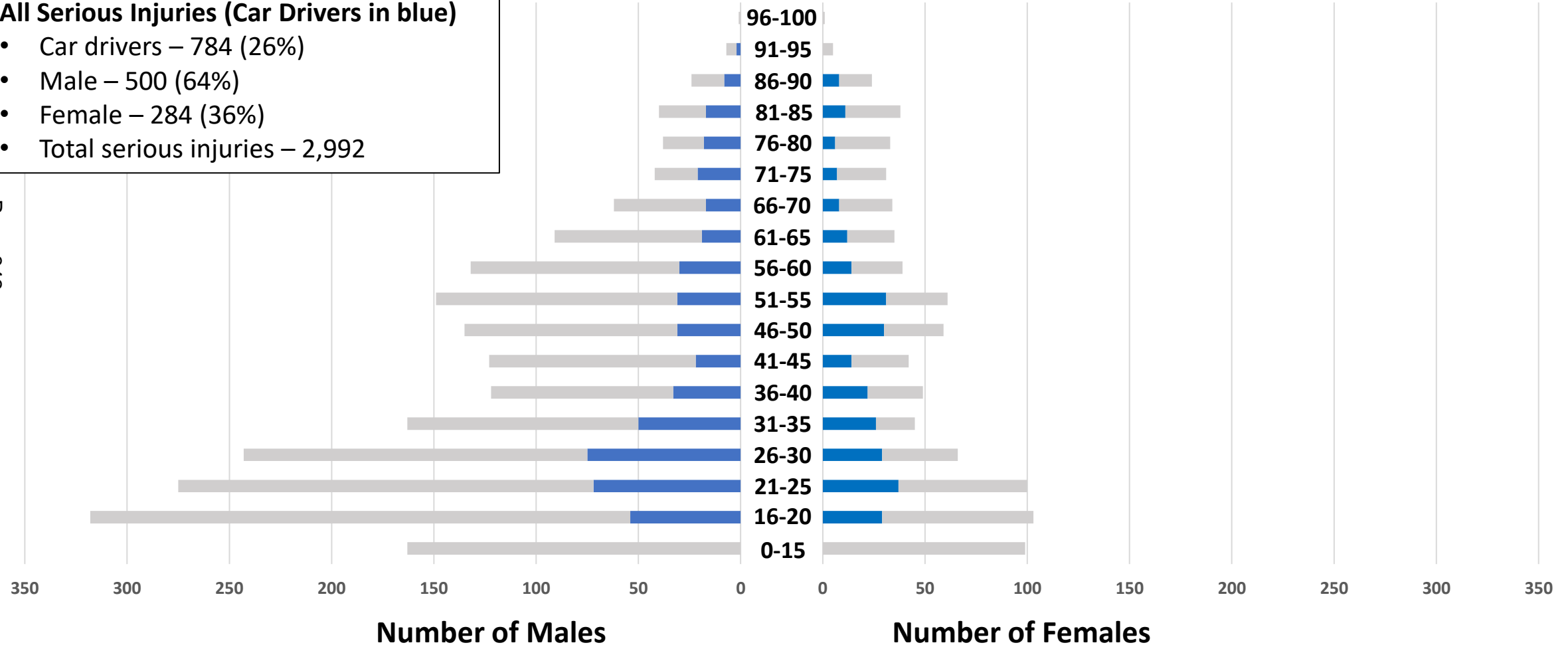
- The highest number of fatal collisions occurred on 60mph roads (18) (35%)
- 34 collisions occurred on A and B roads (45%)
- Excessive speed was a contributory factor in 23 collisions (44%)
- Drugs and alcohol were a contributory factor in 21 collisions (40%)
- Tonbridge and Malling saw the most car driver fatalities (9) (17%)

Car Driver Serious Injury Casualties 2015 - 2019 (Age and Sex)

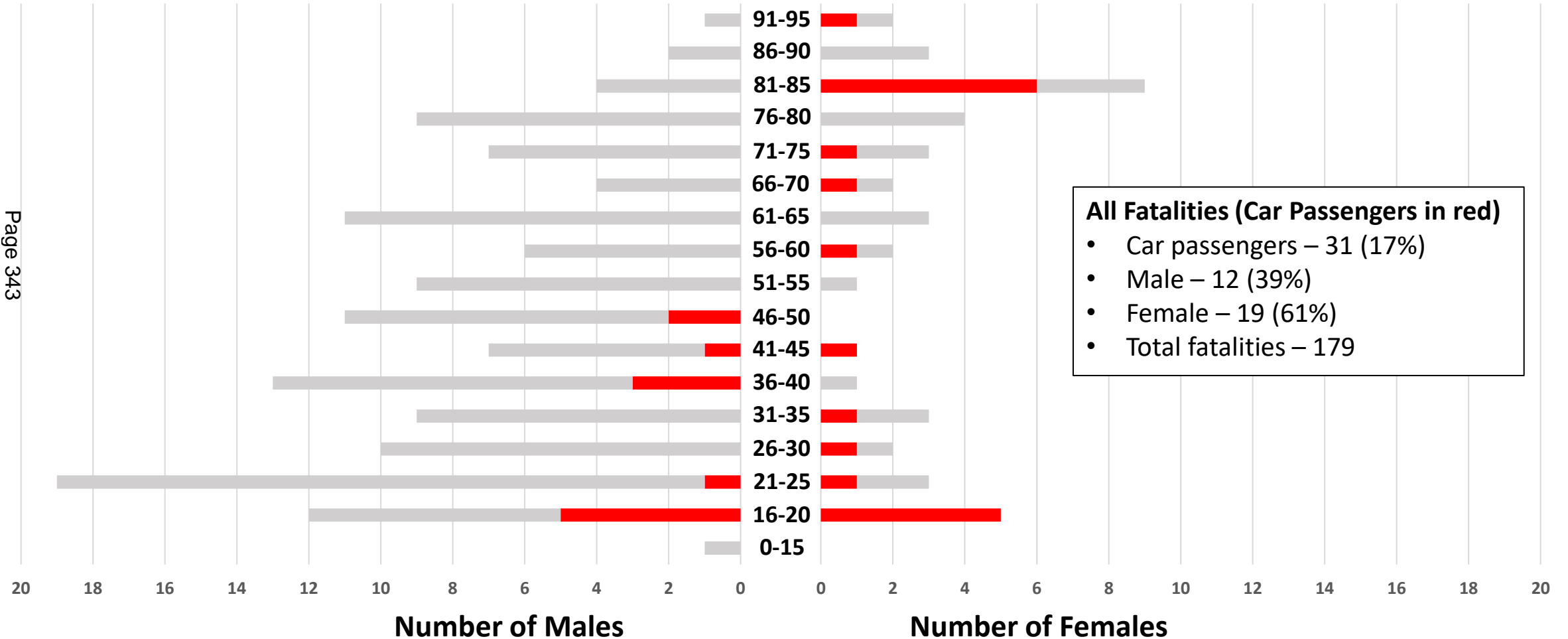
All Serious Injuries (Car Drivers in blue)

- Car drivers – 784 (26%)
- Male – 500 (64%)
- Female – 284 (36%)
- Total serious injuries – 2,992

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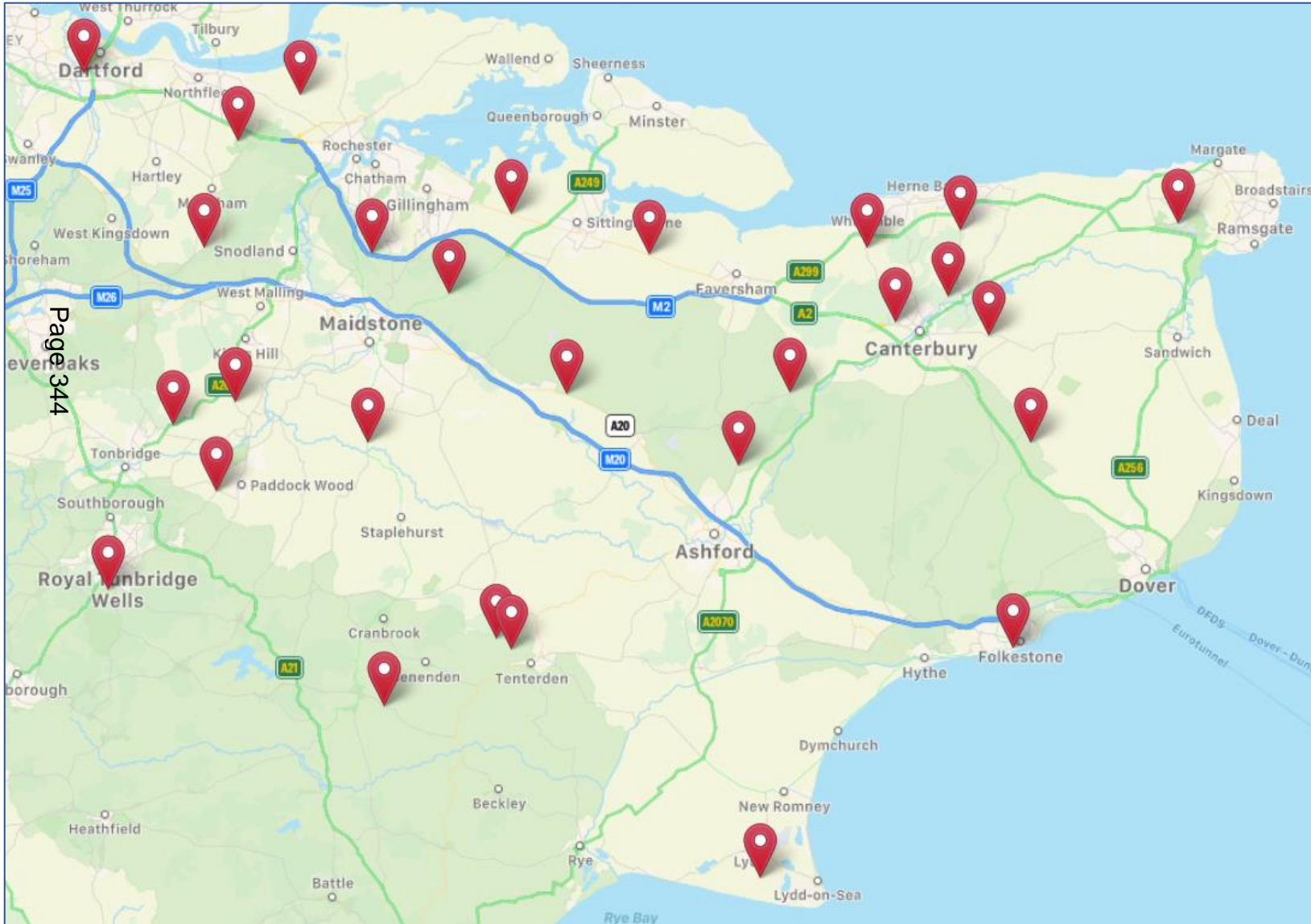
Car Passenger Fatalities 2015 - 2019 (Age and Sex)



All Fatalities (Car Passengers in red)

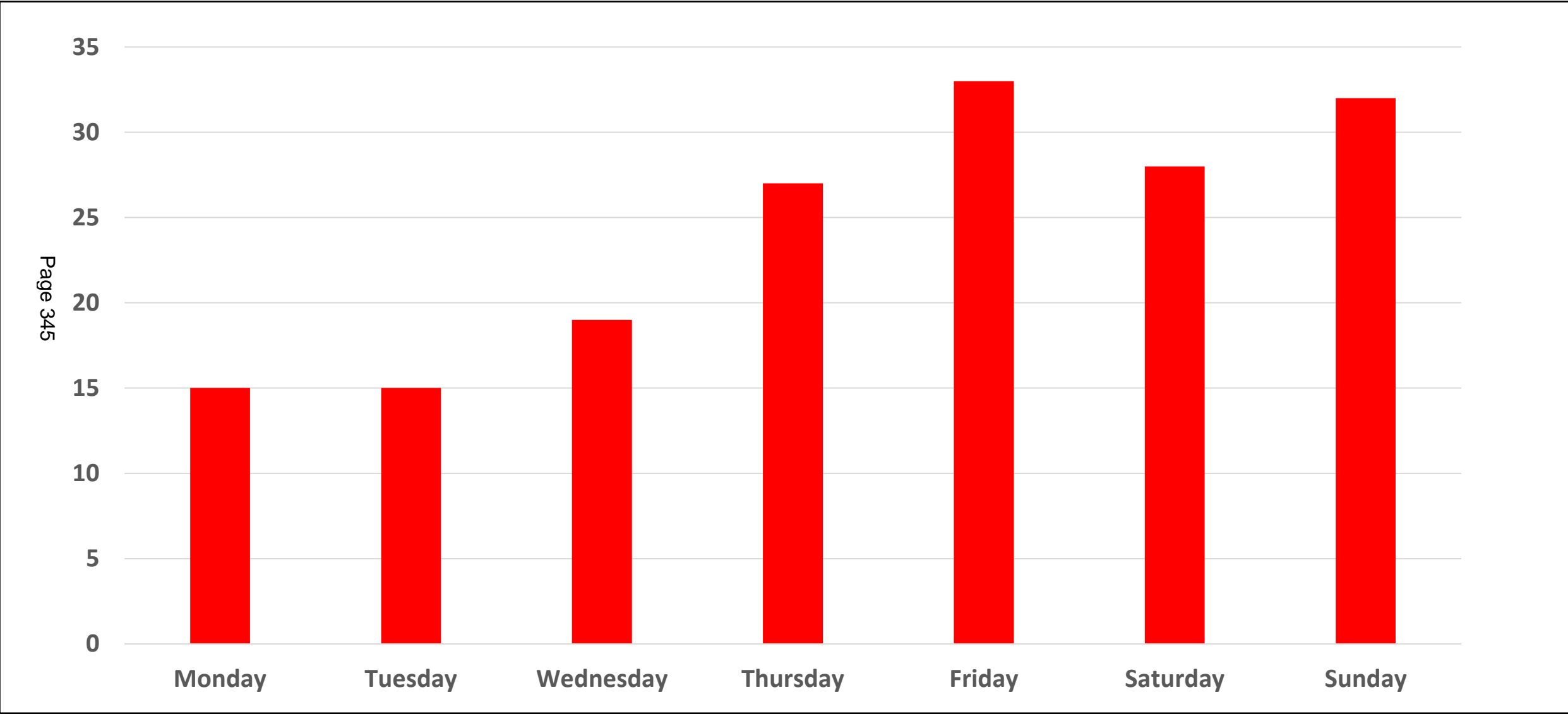
- Car passengers – 31 (17%)
- Male – 12 (39%)
- Female – 19 (61%)
- Total fatalities – 179

Car Passenger Fatalities 2015 - 2019

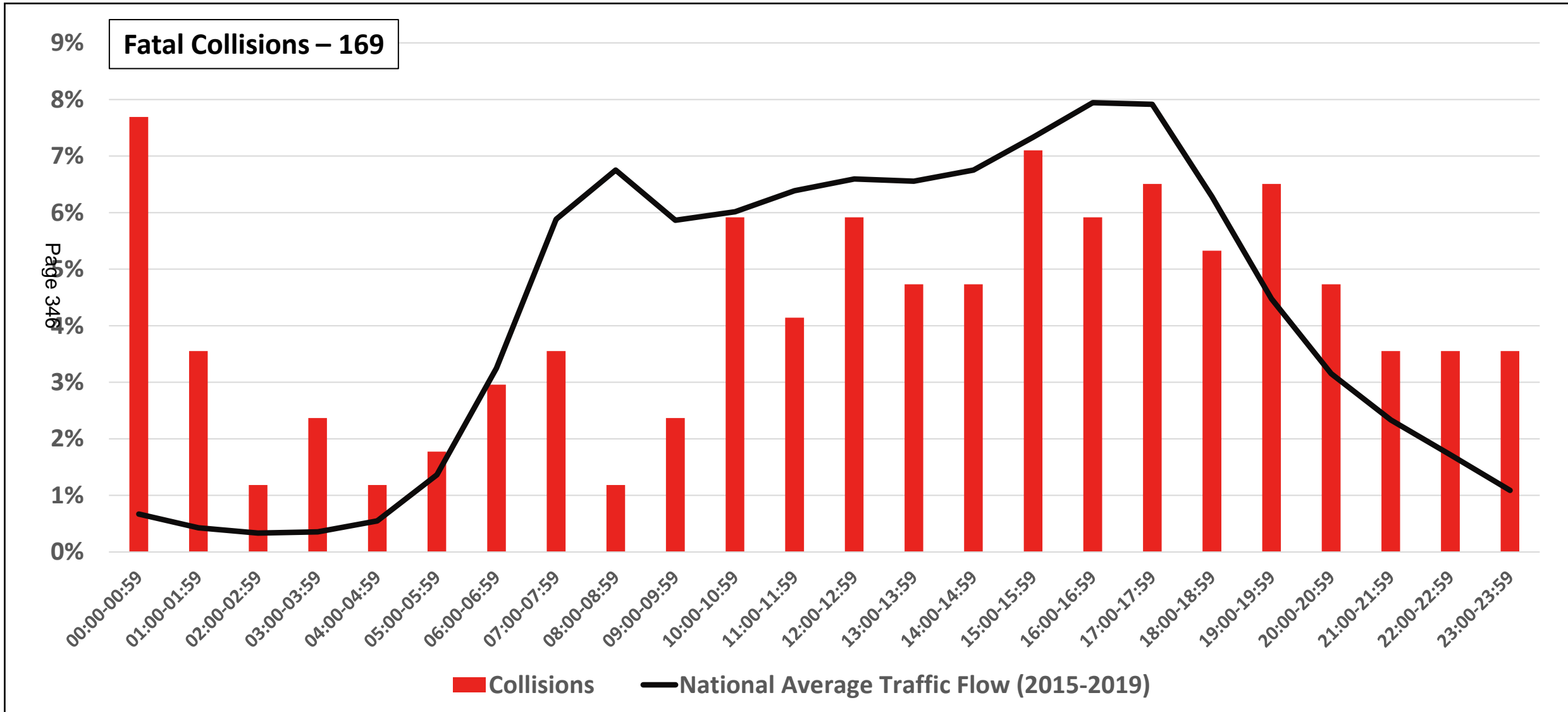


- Similar to car driver fatalities, the highest number of car passengers were killed on 60mph roads (14) (45%)
- 19 of 28 collisions occurred on A and B roads (68%)
- Excessive speed was a contributory factor in 13 collisions (42%)
- Drugs and alcohol were a contributory factor in 9 collisions (32%)
- Canterbury saw the most car passenger fatalities (6) (19%)

Fatal Collisions by day of the week 2015 - 2019

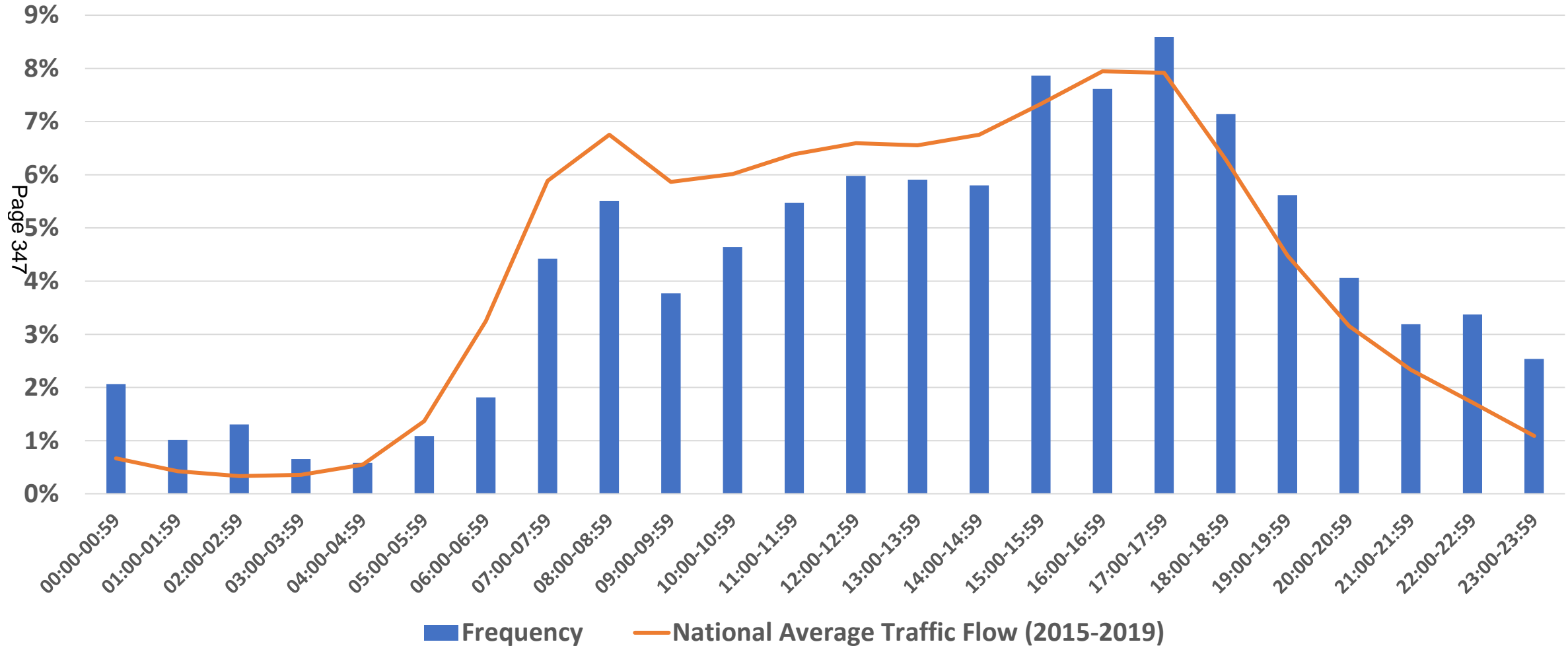


Fatal Collisions by time of day 2015 - 2019



Serious Collisions by time of day 2015 - 2019

Serious Collisions – 2,759



WHAT KILLS OR SERIOUSLY INJURES PEOPLE ON KENT'S ROADS?

PACTS Report: What kills or seriously injures people November 15, 2020

The Parliamentary Advisory Council for Transport Safety report recommends a new way of presenting data to show not only the mode of those injured but also the vehicle involved. The following data uses this new approach.

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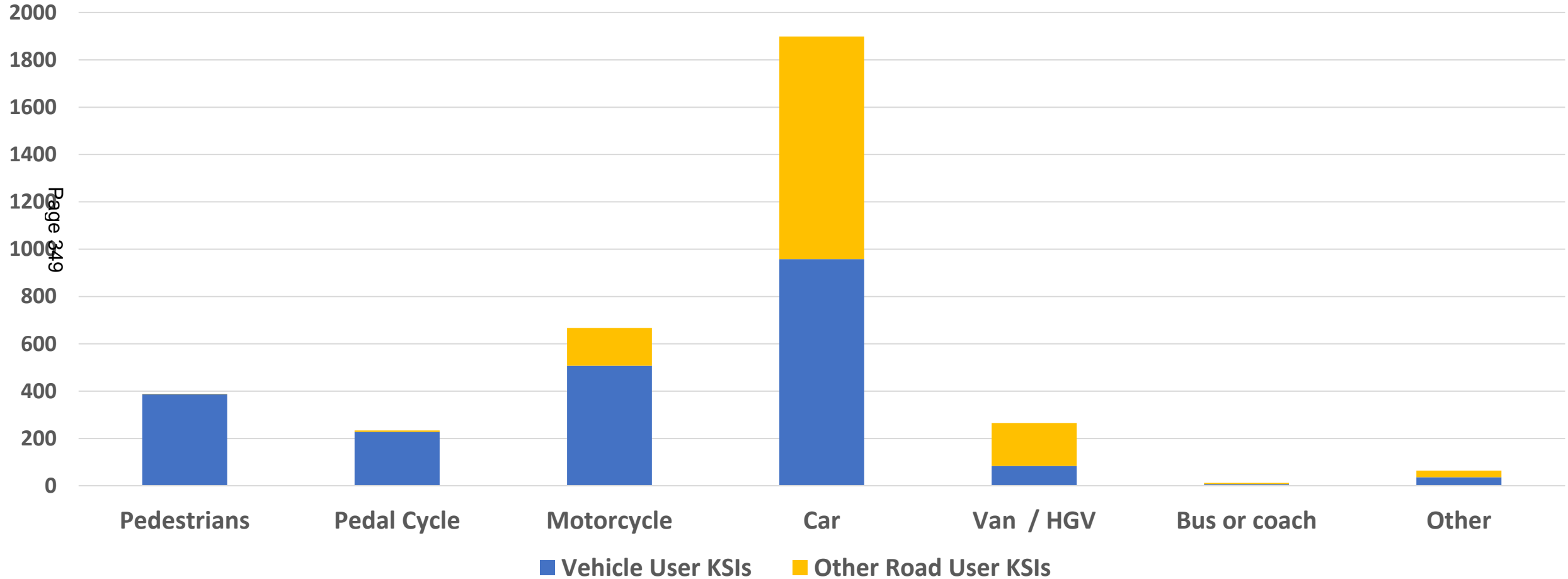
Data – Kent Highways only (not including Highways England roads)

01/07/2017 - 30/06/2020



KSIs by mode of transport

- **Vehicle User** is defined as "drivers / riders killed or seriously injured **in** specific mode of transport"
- **Other Road User** is defined as "drivers / riders killed or seriously injured **by** specific mode of transport"



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KCC – Highways Transportation and Waste (HTW).

Equality Analysis / Impact Assessment (EqIA)

Vision Zero – The Road Safety Strategy for Kent 2021 – 2026, Public Consultation

This is a five-year strategy on how we manage our casualty reduction and road safety interventions in Kent. It follows the 2014 – 2020 Casualty Reduction Strategy and will be in place for the next five years. It covers how we measure crash and casualty data, education, training and promotion, as well as working in partnership with Police on enforcement and Fire Service on education and sets out our how we prioritise investment in engineering mitigation schemes.

Aims and Objectives

The strategy targets zero traffic related deaths by 2050 and sets a trajectory to achieve this ambition. While the fundamentals of engineering, enforcement, education, guided by collision data remain, this strategy proposes the adoption of a Safe System Approach: Safe Speed, Safe Roads, Safe Vehicles, Safe Behaviours and Post Collision Response. This systematic approach accepts that humans make mistakes and aims to create a system that will avoid these mistakes becoming fatal collisions.

It also proposes that everyone is responsible for safety, including all road users. As the Highways Authority Kent County Council aims to be proactive about safety and will engage with local communities affected by road danger. We will aim to supplement Injury collision data with other community concern data to strengthen the case for interventions.

JUDGEMENT

No Major Change - Improving the personal safety of people as they move about making their everyday journeys is something that will benefit everybody. The proposals in the strategy will be favourable to several of the Protected Groups or have no potential for discrimination. Those that are restricted in movement including older people, people with young children or those who have a disability are likely to benefit most from a renewed focus on making streets safer. Busy crossings can present a larger obstacle for these groups than to the strongest and fittest in the community. The only category which may have low negative issue is race. Safer Roads will benefit all racial groups, however care must be taken when designing advertisements not to appear in any way

Date Document Updated 11/01/2021

1

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discriminatory in profiling one race negatively. Campaigns will be as inclusive as possible and try where possible to reflect Kent's demographics.

I have found the Adverse Equality Impact Rating to be Low

GET Document Control

Revision History


Version	Date	Authors	Comment
V0.1	25 11 20	Rory McMullan	
V1 (this should be assigned to the version the Director signs off)	08/01/21	Rory McMullan Crystal Smith	

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Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Tim Read		Head of Transportation	08/01/21
		Director	

Date Document Updated 11/01/2021

3

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Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			
	High Negative Impact	Medium Negative Impact	Low Negative Impact	High/Medium/Low Favourable Impact
Age				Age focus is heavily taken into consideration, especially with behaviour change work, but also when considering engineering schemes (such as school streets or safer crossings for the old). We propose specific help for each age group. Young drivers are shown as being involved in more crashes, so we have a

				<p>focus on education and protection.</p> <p>We have also seen mature drivers being involved in crashes, so supporting people to maintain mobility as people age is vital and is part of this strategy.</p>
Disability				<p>Accessibility issues for all disabled groups need to be understood in the engineering or safer roads. Road safety impacts on those that have disabilities greatly, the inability to navigate a town and cross streets safely can have a disproportional impact on disabled people's mobility. We place disabled people at the top in terms of being the most vulnerable group of road users for which other road users must give way.</p>
Sex				<p>There is a predominance of male driver and more men motorcycle rider involvement in fatal collisions.</p>

				While this strategy does not specifically focus on gender, through this strategy we intend to influence the most common offenders, which tend to be men, to make Kent safer for all.
Gender identity/ Transgender				- <i>(There will be no negative or favourable impact against this protected group)</i>
Race			While the delivery of casualty reduction has no racial bias, campaign messages can be misinterpreted. Images may be taken out of context and be misinterpreted if only one race is used in advertising. Our campaign work will be balanced and inclusive, and where possible	

			based on the demographics in Kent.	
Religion and Belief				- <i>(There will be no negative or favourable impact against this protected group)</i>
Sexual Orientation				- <i>(There will be no negative or favourable impact against this protected group)</i>
Pregnancy and Maternity				Pregnant women and those with young children are less mobile and more vulnerable, a perception of road danger can therefore negatively impact mobility and injury severity in case of a collision. By reducing road danger both real and perceived, will positively impact this group.
Marriage and Civil Partnerships				- <i>(There will be no negative or favourable impact against this protected group)</i>
Carer's Responsibilities				- <i>(There will be no negative or</i>

				<i>favourable impact against this protected group)</i>
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Part 2 - Full Equality Analysis /Impact Assessment

From the screening grid, identify the Protected Groups impacted

Strategies based around Vision Zero have been around since Sweden first adopted it in 1997 and have engaged with and benefitted the protected groups below. Some of the biggest city councils have adopted the strategy, such as Liverpool, City of London and Edinburgh. Many other county councils are moving towards the strategy such as Essex.

Age – Road Safety tends to impact older people and younger people disproportionately. Older people tend to be frail, less able to walk quickly and therefore can find navigation of street crossings difficult. This policy aims to address not only the actual casualties, but also take account of the feeling of safety. We aim to make our roads towns and villages be and feel safer for all. This would have a net positive impact for older people.

Mature drivers may have health issues that make driving difficult. We aim to support these people through signposting to support services.

Finally, young drivers and young pedestrians are both groups which experience road safety issues, both are targeted for support through this policy.

Disability

People with disabilities can find safe navigation of the public realm difficult, safer roads reduce mobility issues for the disabled. The policy ambition of Vision Zero asks all road users to take responsibility for the safety of those more vulnerable than themselves, especially people with disabilities at the top of the vulnerability pyramid. This policy will support and benefit the safety of all. Consultation has been carried out with disabled groups by many of the other councils and countries who have adopted Vision Zero and have encountered overwhelming support and endorsement for the approach. We have also done brief pre-consultation engagement with Age UK in Kent and received nothing but positive encouragement. Many other disabled groups will be included in the full consultation.

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Sex

While the ambition of Vision Zero has no gender bias, road safety statistics show that men are more likely to be involved in serious collisions than women. The ambition of this policy is to temper excessive speed and aggressive driving more often exhibited by men than women, to reduce all road casualties.

Race

Vision Zero has no racial bias, but we will ensure all campaign posters and messaging is balanced and inclusive to reflect Kent's diversity. The Road Safety team did receive a complaint about a driving advert because it included a black man driving a vehicle; the complaint argued it was discriminating because it only says black people drive badly. This advert was part of a series of adverts that included other races, so it was clearly not the case there was anything intentional. Unfortunately the part of the series of adverts with white people had to be removed at the time because it was not deemed appropriate during the lockdown (March 2020-June 2020) because of who was in the car and their proximity to each other. The lessons learned from this are that as a team we need to be more careful with communications and pay attention to the issues.

Pregnancy and Maternity

People who have young children or are pregnant are more vulnerable, can be slower and more cautious when crossing the road. This policy aims to make the roads safer for all and take account of peoples fear of road danger.

Information and Data used to carry out your assessment

Kent road casualty statistics <https://www.kent.gov.uk/roads-and-travel/road-safety/crash-and-casualty-data>
TFL Vision Zero Action Plan – focus on vulnerable groups <http://content.tfl.gov.uk/vision-zero-action-plan.pdf>

Who have you involved consulted and engaged with?

Casualty Reduction Partnership
Age UK
RSGB

Analysis

Date Document Updated 11/01/2021

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Road safety, not feeling safe, is one of the most common issues that is raised by residents to Councillors and officers. The issue is most often raised by someone who is in a protected group, for instance older or disabled residents, or people with young children. This strategy aims to engage with communities and add community concerns to strengthen the case for interventions, rather than just depending on collision data. This should support a more inclusive delivery of road safety intervention in Kent.

The target of Zero fatalities will also support making Kent's roads safer for all which should benefit all. In discussion with Age UK they showed support for Vision Zero and this approach.

Adverse Impact,

No adverse impact, but we will be careful to be inclusive with our choice of images and text in our advertising and campaign marketing.

Positive Impact:

Improved safety on Kent's roads and streets will have a positive impact for all groups, in particular the mobility impaired of the protected groups; older, younger, pregnant, and disabled.

JUDGEMENT

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

art 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Race	Potential for campaign advertising that only includes one race to be misinterpreted.	Ensure all messaging is inclusive, and where possible representative of Kent's	Road Safety campaign messaging is inclusive, neither over representing, nor	Casualty Reduction Manager	2021 – 2026 (the length of the strategy)	None

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		demographics	underrepresenting one racial group.			

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Have the actions been included in your business/ service plan?

No

Next Steps

1. Having completed Part 3, then then please complete the Judgement and the Summary RAG Rating above, and submit this form to your Head of Service and Director for sign off. Once they have both signed, please send to GETcsp@kent.gov.uk and diversityinfo@kent.gov.uk with the title of the project clearly stated along with 'Final EqIA'. It will then be logged and published on the KCC Intranet as well as available to external customers upon request.
2. If the activity will be subject to a Cabinet decision, the EqIA must be submitted to Democratic Services democratic.services@kent.gov.uk along with the relevant Cabinet report.
3. The original signed hard copy and electronic copy should be kept with your team for audit purposes



From: Susan Carey, Cabinet Member for Environment
Barbara Cooper, Corporate Director, Growth, Environment and Transport

To: **Environment and Transport Cabinet Committee – 19 January 2021**

Subject: Approval to commission and award a new contractual arrangement for the receipt and processing of Dry Mixed Recyclable Waste for Mid and West Kent

Key decision: 21/00006

Classification: **Unrestricted**

Past Pathway of report: N/A

Future Pathway of report: For Cabinet Member Decision

Electoral Division: Mid and West Kent Divisions are affected

Summary: This report seeks Member approval to commission and award a new contractual arrangement for the receipt and processing of Dry Mixed Recyclables disposed of at the Waste Transfer Stations by the Waste Collection Authorities in Mid and West Kent.

Recommendation(s): The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Environment on the proposed decision to commission and award a contract for the receipt and processing of Dry Mixed Recyclables for up 39 months as shown at Appendix A.

1. Introduction

- 1.1 This report provides information concerning the option to commission and award a contract for Dry Mixed Recyclables (DMR) for materials collected by the Waste Collection Authorities in Mid and West Kent.
- 1.2 The current contract with Viridor started 4th July 2016 and has seen two extension periods; the first to 3rd July 2020 and the second for an additional 12 months to 3rd July 2021, under the Procurement Policy Note 01/20: Responding to COVID-19. To ensure KCC's statutory obligations are met as the Waste Disposal Authority and provide continuity of service, a commissioning activity is required.

2. Relevant History

- 2.1 Dry Mixed Recyclables are a mixture of recyclable commodities. These materials typically arise from local authorities collecting source segregated co-mingled recyclable waste from households, such as Paper and Card, Cans, Plastics and Glass.

- 2.2 Co-mingled collections are recyclable materials collected together in the same receptacle to be sorted at a material recycling facility (MRF). Although simpler for residents, there are clear restrictions on what can or cannot go into a co-mingle bin. Materials must be clean and dry to prevent cross-contamination, and some co-mingle collections exclude glass because it makes card and paper recycling less efficient.
- 2.3 Mid and West Kent Collection Authorities have chosen to collect DMR as co-mingled, which requires a MRF that specialises in sorting and treating this type of mix.
- 2.4 At the MRF there are various mechanical and hand sorted processes to ensure the waste is correctly segregated. Once the waste streams are separated, they are distributed to reprocessing plants where they are fed back to manufacturers.
- 2.5 The technology to sort the materials is extremely sophisticated and can recycle over 95% of the materials that go through the plants.
- 2.6 KCC currently contracts with Viridor to send co-mingled DMR to their MRF facility in Crayford.
- 2.7 The title of DMR falls under KCC's remit to make provision for the receipt and treatment of this material and KCC will be commissioning a contract from the 4th July 2021, for a duration of 27 months to 29th September 2023, (with an additional 12 month extension if required) to align with the cessation of an existing Dry Recycling contract that covers a different recycle mix of other Waste Collection Authorities.
- 2.8 It is envisioned that the commission will be presented in one lot and sourced via KCS's framework for the 'Supply of Waste Management Services' (ref. Y21003) and will include the provision for managing circa 68,000 tonnes of DMR per annum.
- 2.9 KCC Waste Management is seeking local disposal arrangements, (where waste infrastructure allows) to reduce its carbon footprint in delivering these materials, and as such haulage rates will be considered as part of the tender evaluation.
- 2.10 Waste Management is committed to working towards the zero to landfill target, by continuing to divert approximately 68,000 tonnes of DMR per year from landfill by using treatment and recycling facilities.

3. Options considered and dismissed

1. Do nothing – the current arrangements will continue; this is not an option as the contract ceases on the 3rd July with all extension periods utilised.
2. Discontinue accepting the DMR waste from the Collection Authorities; this is not an option due to KCC's obligation to take this waste as the Waste Disposal Authority.
3. Continue to accept the waste, but utilise alternative disposal options by using landfill or incineration; this is not an option as there is a priority to move this

material up the waste hierarchy to meet landfill diversion targets and to achieve better value via a contractual arrangement with a contractor who specialises in managing DMR waste. (A diagram of the waste hierarchy is at Appendix B).

4. **The recommended preferred option** - Undertake a commissioning activity to secure a provider who is able to treat and utilise the waste material meeting the circular economy priority outcomes and is both financially and environmentally beneficial for the Authority.

4. Financial Implications

- 4.1 The total cost of the commission for the 27-month initial period is projected to be circa £7,135,920 based on 68,000 tonnes at an average gate fee of £46.64 per tonne.
- 4.2 The extension of 12 months is valued at £3,171,520 based on similar tonnages and gate fee price.
- 4.3 The 2021/22 revenue budget is £2,844,000 based on 60,979 tonnes with the same tonnage price of £46.64, resulting in a budgetary pressure due to more tonnes needing to be processed within this contract.
- 4.4 KCC Waste Management has seen a significant increase in kerbside materials during the pandemic, where home working has impacted tonnages.
- 4.5 The current markets for co-mingled mixed dry recyclables plastics, cans, glass, and paper fluctuate as they are market driven.
- 4.6 Haulage costs are accounted for within Transfer Station contracts, however they will be included as part of the tender evaluation.

5. Legal implications

- 5.1 There are no legal implications of the suggested action.

6. Equalities and data protection implications

- 6.1 The Equality Impact Assessment undertaken concluded that no Protected Characteristics will be impacted as a result of this contract. Furthermore, no personal data will be collected.

7. Governance

- 7.1 Through the decision outlined above, any further decisions required to allow the scheme to proceed through to delivery will be taken by the Head of Waste Management and Business Services for Highways, Transport and Waste under the Officer Scheme of Delegations following prior consultation with the Cabinet Member

8. Conclusions

- 8.1 The current contracts for receipt and processing of Dry Mixed recyclate waste expires in July 2021. A new contract needs to be in place to reduce the risk of

unplanned costs and offer KCC best available market value and enable the Authority to discharge its statutory duty as Waste Disposal Authority.

9. Recommendation: The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for the Environment on the proposed decision to commission and award a contract for the receipt and processing of Dry Mixed Recyclables for up to 39 months. As shown at Appendix A.

10. Background Documents

- 10.1 Equality Impact Assessment
- 10.2 Appendix A – Proposed Record of Decision Sheet
- 10.3 Appendix B – Waste Hierarchy Diagram

11. Contact details

Report Author

- Kay Groves - Waste Services Manager
- 03000 411642
- kay.groves@kent.gov.uk

Relevant Director:

- Simon Jones, Highways, Transportation and Waste
- 03000 411683
- simon.jones@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Susan Carey, Cabinet Member for Environment

DECISION NO:

21/00006

For publication Yes

Key decision: YES

Subject Matter / Title of Decision

Approval to award a Contract for Receipt and Treatment of Dry Mixed Recycling

Decision:

As Cabinet Member for Environment, I agree to approve the proposed decision to commission and award a contract for the receipt and processing of Dry Mixed Recycling for Mid and West Kent for up to 39 months.

Reason(s) for decision:

Dry Mixed Recycling is received at Kent's Waste Transfer Stations. This material is taken for treatment under contractual agreements which come to an end 3rd July 2021. KCC must ensure a contractual provision is in place from 4th July 2021, to manage the disposal of this material. Under the Environmental Protection Act 1990, as the Waste Disposal Authority, KCC has a legal obligation to provide a waste disposal service.

Cabinet Committee recommendations and other consultation:

The proposed decision is being discussed by Members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

Any alternatives considered and rejected:

1. Do nothing – the current arrangements will continue; this is not an option as the contract ceases on the 3rd July with all extension periods utilised.
2. Discontinue accepting the DMR waste from the Collection Authorities; this is not an option due to KCC's obligation to take this waste as the Waste Disposal Authority.
3. Continue to accept the waste, but utilise alternative disposal options by using landfill or incineration; this is not an option as there is a desire to move this material up the waste hierarchy to meet landfill diversion targets and to achieve better value via a contractual arrangement with a contractor who specialises in managing DMR waste.
4. **The recommended preferred option** - Undertake a commissioning activity to secure a provider who is able to treat and utilise the waste material meeting the circular economy desired outcomes and is both financially and environmentally beneficial for the Authority.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

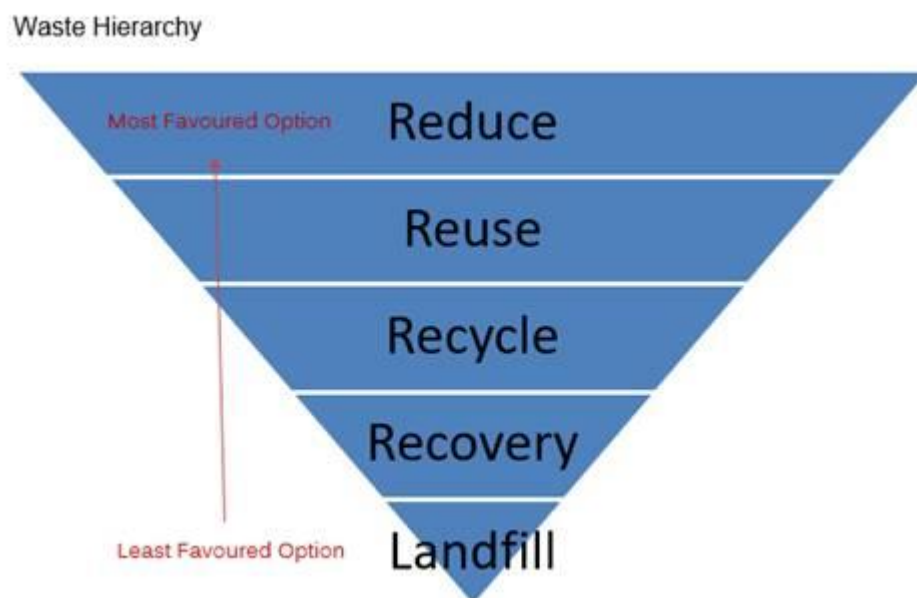
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Appendix B:

Waste Hierarchy Diagram



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EQUALITY IMPACT ASSESSMENT

WASTE MANAGEMENT

**West and Mid Kent Dry Recyclables Processing
Contract**

23rd November 2020



KENT COUNTY COUNCIL
EQUALITY IMPACT ASSESSMENT

Directorate: Enterprise and Environment

Name of policy, procedure, project or service

West and Mid Kent Dry Mixed Recycling Processing Contract

Type

This EQIA focuses on the implementation of a new Dry Mixed Recycling Processing Contract from July 2021 to July 2023 with an option to extend by 12 months to 2024.

Responsible Owner/ Senior Officer

Kay Groves, Waste Services Manager

Date of Screenings:

A: Initial screening: November 2020

B: Interim screening:

C: Final screening:

Version	Author	Date	Comment
1	Matt Feekings	23/11/2020	Initial Screening
2			
3			

EIA screening conducted at start of the procurement for a Dry Recycling treatment and processing Provider

Characteristic	Could this policy, procedure, project or service affect this group differently from others in Kent? YES/NO	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO	Assessment of potential impact HIGH/MEDIUM/LOW/ NONE/UNKNOWN		Provide details: a) Is internal action required? If yes, why? b) Is further assessment required? If yes, why? c) Explain how good practice can promote equal opportunities
			Positive	Negative	
Age	No	No	NONE	NONE	As the appointment of a new Provider(s) to handle the Authorities Dry Recyclables is not a customer facing service, there will be no impact on the various Protected Characteristics. It is the responsibility of District Council's (as the Waste Collection Authorities) to ensure EQIAs have been completed for their kerbside collection services and appropriate action has been taken to provide an equitable service for customers with Protected Characteristics.
Disability	No	No	NONE	NONE	As above.
Gender	No	No	NONE	NONE	As above.
Gender identity	No	No	NONE	NONE	As above.
Race	No	No	NONE	NONE	As above.
Religion or belief	No	No	NONE	NONE	As above.
Sexual orientation	No	No	NONE	NONE	As above.
Pregnancy and maternity	No	No	NONE	NONE	As above.
Marriage and civil partnership	No	No	NONE	NONE	As above.

Part 1: INITIAL SCREENING (date)

Context

Kent County Council is undertaking the procurement of a new Dry Mixed Recycling Processing Contract, commencing on 4th July 2021 for a duration of 27 months to 29th September 2023, (with an additional 12-month extension if required) to align with the cessation of an existing Dry Recycling contract that covers the remaining Waste Collection Authorities.

As a Waste Disposal Authority, the provision of such Waste disposal services is a statutory obligation under the Environmental Protection Act 1990.

The procurement of a new provider is needed because, as part of Kent County Council wider vision, one of our strategic outcome's states that 'Kent communities feel the benefits of economic growth by being in-work, healthy and enjoying a good quality of life'. Moreover, the Supporting Outcome states that "Kent's physical and natural environment is protected, enhanced and enjoyed by residents and visitors"

Kent County Council's Waste management services will achieve this by managing Kent residents' kerbside dry mixed recycling in the most efficient and effective manner by using the waste hierarchy as a measure of how Kent is moving waste away from landfill and prioritising the material to use it for reuse, recycling or recovery where possible.

Aims and Objectives

From 4th July 2021 Kent County Council will:

- Secure new Provider(s) for the receipt and processing of Dry Recyclate delivered to KCC's Transfer Stations by Collection Authorities in Mid and West Kent until 2023/24.

Beneficiaries

- The intended beneficiaries are householders in Kent as recipients of the district council kerbside dry recyclate collection services.

Data

- As the Waste Disposal Authority, Kent County Council is responsible for ensuring that all waste disposed of at the kerbside by householders is disposed of correctly in the most financially efficient way. The disposal of this waste is a 'back office' procedure, with all 'customer facing' elements of this process the responsibility of the Waste Collection Authorities.

Potential Impact

- This Equality Impact Assessment is a screening to indicate potential areas of impact, both positive and negative, to the diverse population of Kent, which could result from the award of a new Contractor to process the Authority's waste arisings.
- There are no Protected Characteristics that will be impacted upon either positively or negatively.

The screening table (page 3-5) details the initial assessment.

JUDGEMENT

Option 1 – Screening Sufficient YES

Option 2 – Internal Action Required NO

Option 3 – Full Impact Assessment NO

Only go to full impact assessment if an adverse impact has been identified that will need to undertake further analysis, consultation and action

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: Kay Groves

Job Title: Waste Services Manager Date: 4th Dec 2020

DMT Member

Signed:  Name: David Beaver

Job Title: Head of Waste Management and Business Services Date: 4th Dec 2020

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From: Susan Carey, Cabinet Member for Environment
Barbara Cooper, Corporate Director, Growth, Environment and Transport

To: **Environment and Transport Cabinet Committee – 19 January 2021**

Subject: Approval to commission and award a new contractual arrangement for the receipt and processing of Highway Mechanical Arisings – (SC20026)

Key decision: 20/00121

Classification: **Unrestricted**

Past Pathway of report: N/A

Future Pathway of report: for Cabinet Member Decision

Electoral Division: all Divisions are affected

Summary: This report seeks Member approval to commission and award a new contractual arrangement for the receipt and processing of highway mechanical arisings disposed of at the Waste Transfer Stations by the Waste Collection Authorities.

Recommendation(s): The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for the Environment on the proposed decision to commission and award a contract for the receipt and processing of highway mechanical arisings for up to 5 years as shown at Appendix A.

1. Introduction

- 1.1 This report provides information concerning the option to commission and award a Highway Mechanical Arisings (HMA) contract for materials collected by the Waste Collection Authorities. These materials are typically also known as street sweepings, which can be mechanically treated by disaggregation, to produce materials for reuse by civil engineering schemes.
- 1.2 The Authority has short-term arrangements in place with three Final Disposal Outlets to manage the receipt and treatment of the County's HMA, circa 13,300 tonnes per annum.
- 1.3 The service uses three contractors to treat the HMA and these contracts run until April 30th 2021, with the new contract commencing on the 1st May 2021. This commission will enable the Authority to meet its statutory duty as the Waste Disposal Authority to provide facilities for the disposal of waste.

2. Relevant History

- 2.1 Highway Mechanical Arisings are swept material from streets and roads and are predominantly made up of stones, sand, metals, glass, soil, leaves, organic matter, and litter.
- 2.2 The treatment results in a 99% disaggregated recycled product which can be used for civil engineering as well as clean organic material which can be used for land restoration.
- 2.3 Prior to November 2020, the majority of Kent's HMA was disposed of at Biffa Brookhurst recycling facility in Horsham with a small amount deposited at Veolia's facility in Rainham.
- 2.4 The title of HMA falls under KCC's remit to make provision for the receipt and treatment of this material. KCC is now planning to commission a contract of up to five years which is of sufficient length to be attractive to the market, but with a break clause at the 3rd year to protect KCC's commercial interests.
- 2.5 As there are several suppliers, the contract would be offered in two geographical lots based on Transfer Station location: Lot 1 - East Kent and Lot 2 - Mid & West Kent with similar proportionate quantities.
- 2.6 Waste management will seek composite gate fees that account for any rebate mechanism related to the sale of the materials, as well as the seasonal prices where the composition may vary. As KCC cannot determine the quality or quantity of materials, this risk will sit with the suppliers who will determine the appropriate risk-based gate fee.
- 2.7 Waste management is also seeking local disposal arrangements, (where waste infrastructure allows) to reduce its carbon footprint in delivering these materials, and as such haulage rates will be considered as part of the tender evaluation.
- 2.8 Waste Management is committed to working towards the zero to landfill target, by continuing to divert approximately 13,300 tonnes of HMA per year from landfill by using treatment and recycling facilities.

3. Options considered and dismissed

1. Do nothing – the current arrangements will continue; this is not an option as they are a short-term contingency only and best value would be secured from a longer-term contract.
2. Discontinue accepting the HMA waste from the Collection Authorities; this is not an option due to KCC's obligation to take this waste as the Waste Disposal Authority.
3. Continue to accept the waste but utilise alternative disposal options by using landfill or incineration; this is not an option as there is a priority to move this material up the waste hierarchy and to meet landfill diversion targets. (A diagram of the waste hierarchy is at Appendix B).
4. **The recommended preferred option** - Undertake a commissioning activity to secure a provider who is able to treat and utilise the waste material meeting

the circular economy priority outcomes and is both financially and environmentally beneficial for the Authority.

4. Financial Implications

- 4.1 The total cost of this commission over 5 years is projected to be circa £3.7m and will be met by existing revenue budgets.
- 4.2 The gate fee will be composite and will include treatment type offered at the facility and any seasonal re-sale prices.
- 4.3 Haulage costs are accounted for within existing Transfer Station contracts.

5. Legal implications

- 5.1 There are no legal implications of the suggested action.

6. Equalities and Data Protection implications

- 6.1 An Equalities Impact Assessment has been produced and it can be confirmed there are no equalities implications from awarding this commission.
- 6.2 Data Protection Impact screening has been completed and there are no implications in terms of use of personal data.

7. Governance

- 7.1 Through the decision outlined above, any further decisions required to allow the scheme to proceed through to delivery will be taken by the Head of Waste Management and Business Services for Highways, Transport and Waste under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

8. Conclusions

- 8.1 The current contracts for HMA expire in April 2021. New contractual arrangements need to be in place for 1 May 2021, to reduce the risk of unplanned costs and offer KCC best available market value and enabling the Authority to discharge its statutory duty as Waste Disposal Authority.

9. Recommendation: The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for the Environment on the proposed decision to commission and award a contract for the receipt and processing of highway mechanical arisings for up to 5 years as shown at Appendix A.

10. Background Documents

- 10.1 Equality Impact Assessment
- 10.2 Appendix A – Proposed Record of Decision Sheet
- 10.3 Appendix B – Waste Hierarchy Diagram

11. Contact details

Report Author

- Kay Groves - Waste Services Manager
- 03000 411642
- kay.groves@kent.gov.uk

Relevant Director:

- Simon Jones, Highways, Transportation and Waste
- 03000 411683
- simon.jones@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Susan Carey, Cabinet Member for Environment

DECISION NO:

20/00121

For publication Yes

Key decision: YES

Subject Matter / Title of Decision

Approval to award a Contract for Receipt and Treatment of Highway Mechanical Arisings

Decision:

As Cabinet Member for Environment, I agree to approve the proposed decision to commission and award a contract for the receipt and processing of highway mechanical arisings for up to 5 years.

Reason(s) for decision:

Highway mechanical arisings are received at Kent's Waste Transfer Stations. This material is taken for treatment under temporary agreements which come to an end 30th April 2021. KCC must ensure a contractual provision is in place from May 1st 2021 to manage the disposal of this material. Under the Environmental Protection Act 1990, as the Waste Disposal Authority, KCC has a legal obligation to provide a waste disposal service. The temporary commissioning solution has enabled the Authority to discharge its statutory duty as Waste Disposal Authority until a formal contractual arrangement is in place.

Cabinet Committee recommendations and other consultation:

The proposed decision is being discussed by Members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

Any alternatives considered and rejected:

1. Do nothing – the current arrangements will continue; this is not an option as they are short term contingency only and best value would be secured from a longer-term contract.
2. Discontinue accepting the HMA waste from the Collection Authorities; this is not an option due to KCC's obligation to take this waste as the Waste Disposal Authority.
3. Continue to accept the waste, but utilise alternative disposal options by using landfill or incineration; this is not an option as there is a desire to move this material up the waste hierarchy to meet landfill diversion targets and value for money principles.
4. **The recommended preferred option** - Undertake a commissioning activity to secure a provider who is able to treat and utilise the waste material meeting the circular economy desired outcomes and is both financially and environmentally beneficial for the Authority; the existing budget is £3.7m and new commission must fall with this funding envelope.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

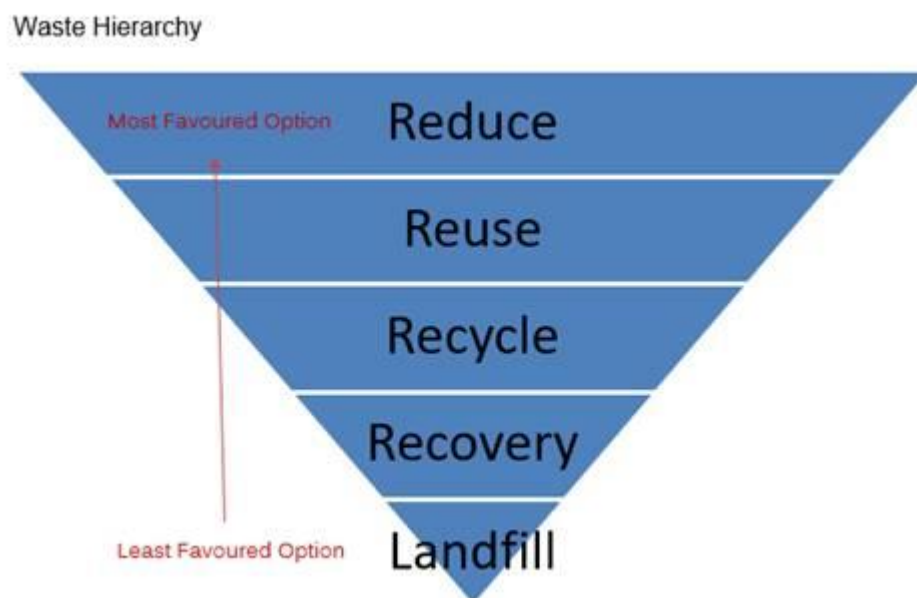
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Appendix B:

Waste Hierarchy Diagram



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EQUALITY IMPACT ASSESSMENT

WASTE MANAGEMENT

Highway Mechanical Arisings Receipt and Treatment Contract

20th November 2020



KENT COUNTY COUNCIL
EQUALITY IMPACT ASSESSMENT

Directorate: Growth, Environment and Transport

Name of policy, procedure, project or service

Highway Mechanical Arisings Receipt and Treatment Contract

Type

This EQIA focuses on the implementation of a Contract for new Provider(s) to receive and treat Highway Mechanical Arisings (HMA) from KCC's Waste Transfer Stations.

Responsible Owner/ Senior Officer

Kay Groves, Waste Services Manager

Date of Screenings:

A: Initial screening: 4th June 2020 Pages 2 - 7

B: Interim screening:

C: Final screening:

Version	Author	Date	Comment
1	Kay Groves	20/11/20	
2			
3			

EIA screening conducted at start of the procurement for a Highway Mechanical Arisings Treatment Provider

Characteristic	Could this policy, procedure, project or service affect this group differently from others in Kent? YES/NO	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO	Assessment of potential impact HIGH/MEDIUM/LOW/ NONE/UNKNOWN		Provide details: a) Is internal action required? If yes, why? b) Is further assessment required? If yes, why? c) Explain how good practice can promote equal opportunities
			Positive	Negative	
Age	No	No	None	None	As the appointment of a new Provider(s) to handle the treatment of the Authority's Highway Mechanical Arisings is not a customer facing service, there will be no impact on the various Protected Characteristics. It is the responsibility of the Collection Authority's own Equality Impact Assessment to cover any customers which may be affected by the collection of this material and to ensure that they provide an equitable service for customers with Protected Characteristics
Disability	No	No	None	None	As above.
Gender	No	No	None	None	As above.
Gender identity	No	No	None	None	As above.
Race	No	No	None	None	As above.
Religion or belief	No	No	None	None	As above.
Sexual orientation	No	No	None	None	As above.
Pregnancy and maternity	No	No	None	None	As above.
Marriage and civil partnership	No	No	None	None	As above.

Page 387

Part 1: INITIAL SCREENING (November 2020)

Context

Kent County Council is procuring a new Provider to receive and treat Highway Mechanical Arisings. This waste is collected by the Collection Authorities where they undertake street sweeping and deposit it at KCC's (and 3rd party) Waste Transfer Stations (WTS) across Kent, as shown below.

District	Transfer Station
Ashford Borough Council	Ashford TS
Swale District Council	Sittingbourne TS
Folkestone & Hythe District Council - North East Rounds	Ashford TS
Tunbridge Wells Borough Council	Tunbridge Wells TS
Tonbridge & Malling Borough Council	Tunbridge Wells TS
Canterbury City Council	Ling Metals Limited
Thanet District Council	Ling Metals Limited
Maidstone Borough Council	Maidstone Depot
Sevenoaks District Council	Sevenoaks TS
Dover District Council	Dover TS (<i>Whitfield</i>)
Folkestone & Hythe District Council - South West Rounds	Dover TS (<i>Whitfield</i>)

As a Waste Disposal Authority, the provision of such Waste disposal services is a statutory obligation under the Environmental Protection Act 1990.

The procurement of a new provider is needed because, as part of Kent County Council's wider vision, one of our strategic outcome states that 'Kent communities feel the benefits of economic growth by being in-work, healthy and enjoying a good quality of life'. Moreover, the Supporting Outcome states that "Kent's physical and natural environment is protected, enhanced and enjoyed by residents and visitors"

Kent County Council's Waste management services will achieve this by managing the receipt and treatment of HMA for Kent residents in the most efficient and effective manner through using the waste hierarchy as a measure of how Kent is moving waste away from landfill and prioritising the material to recycling.

Aims and Objectives

From 1st May 2021, Kent County Council will:

- Secure Provider(s) to receive and treat HMA deposited at its Household Waste Recycling Centres across Kent.

Beneficiaries

The intended beneficiaries are the residents of Kent by recycling the debris from the highway, thus seeking a safer surface for travelling public, as well as aiding the removal of particles that may be harmful to the environment and clearing gullies and highway drains.

Data

This contract has no customer facing element and as a result there is no data collected direct from customers. The only data collected will comprise of information relating to the receipt of the material and will include criteria such as date/time, gross/tare/nett weights, source site. There will be no personal data collected from any group.

As the Waste Disposal Authority, Kent County Council is responsible for ensuring that all waste disposed of at Kent's waste facilities are disposed of correctly in the most financially efficient way.

Potential Impact

This Equality Impact Assessment is a screening to indicate potential areas of impact, both positive and negative, to the diverse population of Kent, which could result from the award of a new Contractor to process the Authority's waste arisings.

There are no Protected Characteristics that will be impacted upon either positively or negatively. Therefore, the impact is regarded as Low/None.

The screening table (page 3) details the initial assessment.

JUDGEMENT

Option 1 – Screening Sufficient **YES**

Option 2 – Internal Action Required **NO**

Option 3 – Full Impact Assessment **NO**

Only go to full impact assessment if an adverse impact has been identified that will need to undertake further analysis, consultation, and action

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: Kay Groves

Job Title: Waste Services Manager

Date: 20/11/20

DMT Member



Signed:

Name: David Beaver

Job Title: Head of Waste Management and Business Services

Date: 20/11/20

From: Susan Carey, Cabinet Member for Environment
Barbara Cooper, Corporate director, Growth, Environment and Transport

To: **Environment and Transport Cabinet Committee – 19 January 2021**

Subject: Approval to commission and award a new contractual arrangement for the receipt and processing of waste metal

Key decision: 20/00129

Classification: **Unrestricted**

Past Pathway of report: N/A

Future Pathway of report: For Cabinet Member Decision

Electoral Division: All Divisions are affected

Summary: This report seeks Member approval to commission and award a new contractual arrangement for the receipt and processing of metal disposed of at the Household Waste Recycling Centres by Kent residents.

Recommendation(s): The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for the Environment on the proposed decision to commission and award a contract for the receipt and processing of waste metal for up to 5 years, as shown at Appendix A.

1. Introduction

- 1.1 This report provides information concerning the option to commission and award a contract for waste metal disposed of at the Household Waste Recycling Centres (HWRCs)
- 1.2 KCC currently has interim arrangements for the receipt and processing of metal, however, KCC Waste Management is seeking a new contractual arrangement to manage this material.
- 1.3 Existing interim arrangements are in place, with local off-takers to manage the receipt and processing of the County's waste metal circa 4,000 tonnes.

2. Relevant History

- 2.1 Metal waste is accepted at the 18 HWRCs in Kent.
- 2.2 Metal from electricals, batteries, gas cannisters and aerosols are processed and treated separately as they are categorised as hazardous and require specialist off-takers.

- 2.3 All other metal is taken to an off-taker or collected from site and split into two categories – ferrous and non-ferrous.
- Ferrous metals are those that combine iron and carbon. Examples of ferrous metals include things like alloy steel, carbon steel, cast iron and wrought iron.
 - Non-ferrous metals include aluminum, copper, lead, tin, and zinc. Most of the more common precious metals are also classified as being non-ferrous. These include gold, iridium, palladium, platinum, and silver.
- 2.4 The metal is segregated and shredded into vital secondary raw material for the smelting of new metals, which in turn enables a significant reduction in use of energy and raw resources.
- 2.5 KCC Waste Management has recently resumed ownership of metal as a waste stream since the completion of the HWRC and Transfer Station (TS) contract in Mid and East Kent (Nov 2020), where the provider held title. In West Kent, non-contractual arrangements have historically been in place and KCC is seeking to amalgamate the tonnages into a consistent and county-wide provision to seek optimum value for money for KCC.
- 2.6 KCC is looking to commission an income contract of up to five years, but with an appropriate break clause to protect KCC's commercial interests.
- 2.7 It is planned that the contract will commence in August 2021 and will look to get best value from a market tracking payment mechanism based on [letsrecycle.com](https://www.letsrecycle.com) pricing (industry price indicator).
- 2.8 Waste Management is seeking local disposal arrangements, (where waste infrastructure allows) to reduce its carbon footprint in delivering these materials, and as such haulage rates will be considered as part of the tender evaluation.
- 2.9 Waste Management is committed to working towards the zero to landfill target, by continuing to divert approximately 4,000 tonnes of metal per year from landfill by using treatment and recycling facilities.

3. Options considered and dismissed

1. Do nothing – the current arrangements will continue; this is not an option as they are a short-term contingency only and best value would be secured from a competitively tendered contractual arrangement.
2. Discontinue accepting the metal waste at HWRCs - this is not an option due to KCC's obligation to take this waste as the Waste Disposal Authority.
3. Continue to accept the waste, but utilise alternative disposal options by using landfill - this is not an option as there is a priority to move this material up the waste hierarchy to meet landfill diversion targets and to achieve best value from an income contract. (A diagram of the waste hierarchy is at Appendix B).
4. **The recommended preferred option** - Undertake a commissioning activity to secure a provider/s who is able to treat and utilise the waste material meeting the circular economy priority outcomes and is both financially and environmentally beneficial for the Authority.

4. Financial Implications

- 4.1 There is currently an income revenue budget of £56,500 per annum based on one site receiving the metal.
- 4.2 The projected income takes into account the transfer of the title of metal to KCC and has a projected income of circa £1.9 million over the 5-year term of the contract for all metal received across the network of sites (18no.).
- 4.3 Haulage costs are accounted for within the Transfer Station contracts, although a collection contract may be considered as best value
- 4.4 The Metal price is market tracked and the income level can fluctuate.

5. Legal implications

- 5.1 There are no legal implications of the suggested action.

6. Equalities and Data Protection implications

- 6.1 The Equality Impact Assessment undertaken concluded that no Protected Characteristics will be impacted upon either positively or negatively because of this contract award. This is due to the contract delivering a business to business service.
- 6.2 No personal data will be collected for this contract due to the contract delivering a business to business service.

7. Governance

- 7.1 Through the decision outlined above, any further decisions required to allow the scheme to proceed through to delivery will be taken by the Head of Waste Management and Business Services for Highways, Transport and Waste under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

8. Conclusions

- 7.2 KCC Waste Management has recently resumed ownership of metal in Mid and East Kent (Nov 2020) and is due to resume ownership in West Kent from August 2021. KCC is seeking to amalgamate the tonnages into a consistent and county-wide provision to seek optimum value for money for KCC and enable the Authority to discharge its statutory duty as Waste Disposal Authority

9. Recommendation: The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for the Environment on the proposed decision to commission and award a contract for the receipt and processing of waste metal for up to 5 years, as shown at Appendix A.

10. Background Documents

- 10.1 Equality Impact Assessment
- 10.2 Appendix A – Proposed Record of Decision Sheet
- 10.3 Appendix B – Waste Hierarchy Diagram

11. Contact details

Report Author

- Kay Groves - Waste Services Manager
- 03000 411642
- kay.groves@kent.gov.uk

Relevant Director:

- Simon Jones, Highways, Transportation and Waste
- 03000 411683
- simon.jones@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Susan Carey, Cabinet Member for Environment

DECISION NO:

20/00129

For publication Yes

Key decision: YES

Subject Matter / Title of Decision

Approval to award a Contract for Receipt and Treatment of Metal Waste

Decision:

As Cabinet Member for Environment, I agree to approve the proposed decision to commission and award a contract for the receipt and processing of Metal waste for up to 5 years.

Reason(s) for decision:

Metal is received at Kent's Household Waste Recycling Centres. This material is taken for processing under temporary agreements. KCC must ensure a contractual provision is in place from 1st August 2021, to manage the disposal of this material. Under the Environmental Protection Act 1990, as the Waste Disposal Authority, KCC has a legal obligation to provide a waste disposal service. The temporary commissioning solution has enabled the Authority to discharge its statutory duty as Waste Disposal Authority until a formal contractual arrangement is in place.

Cabinet Committee recommendations and other consultation:

The proposed decision is being discussed by Members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

Any alternatives considered and rejected:

1. Do nothing – the current arrangements will continue; this is not an option as they are short term contingency only and best value would be secured from a competitively tendered contractual arrangement which would secure optimal income.
2. Discontinue accepting the metal waste at HWRCs; this is not an option due to KCC's obligation to take this waste as the Waste Disposal Authority.
3. Continue to accept the waste, but utilise alternative disposal options by using landfill; this is not an option as there is a desire to move this material up the waste hierarchy to meet landfill diversion targets and to achieve best value from an income contract.
4. **The recommended preferred option** - Undertake a commissioning activity to secure a Provider/s who is able to treat and utilise the waste material meeting the circular economy desired outcomes and is both financially and environmentally beneficial for the Authority.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

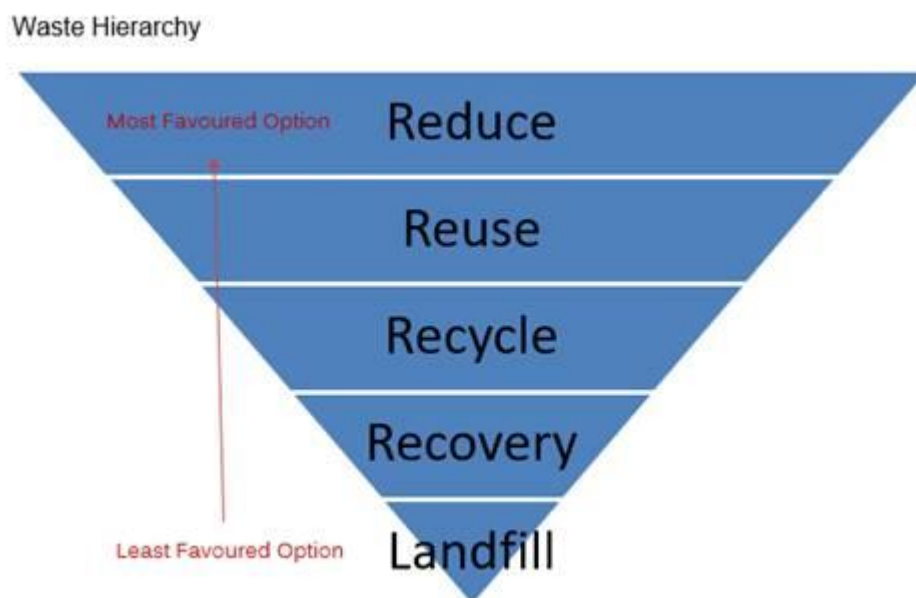
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date

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Appendix B:

Waste Hierarchy Diagram



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EQUALITY IMPACT ASSESSMENT

WASTE MANAGEMENT

HWRC Metal Processing Contract

10th December 2020



KENT COUNTY COUNCIL
EQUALITY IMPACT ASSESSMENT

Directorate: Growth, Environment and Transport

Name of policy, procedure, project or service
HWRC Metal Processing

Type

This EQIA focuses on the implementation of a Contract for new Provider(s) to receive and process Metal from Kent's network of HWRCs

Responsible Owner/ Senior Officer
Kay Groves, Waste Services Manager

Date of Screenings:

- A: Initial screening: 10th December 2020** Pages 2 - 7
- B: Interim screening:**
- C: Final screening:**

Version	Author	Date	Comment
1	Kay Groves	10/12/20	
2			
3			

EIA screening conducted at start of the procurement for a Metal Processing Provider

Characteristic	Could this policy, procedure, project or service affect this group differently from others in Kent? YES/NO	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO	Assessment of potential impact HIGH/MEDIUM/LOW/ NONE/UNKNOWN		Provide details: a) Is internal action required? If yes, why? b) Is further assessment required? If yes, why? c) Explain how good practice can promote equal opportunities
			Positive	Negative	
Age	No	No	None	None	As the appointment of a new Provider(s) to handle the Authority's Metal is not a customer facing service, there will be no impact on the various Protected Characteristics. It is the responsibility of the Authority's HWRCs to ensure EqlAs have been completed for the visiting customers and appropriate action has been taken to provide an equitable service for customers with Protected Characteristics
Disability	No	No	None	None	As above.
Gender	No	No	None	None	As above.
Gender identity	No	No	None	None	As above.
Race	No	No	None	None	As above.
Religion or belief	No	No	None	None	As above.
Sexual orientation	No	No	None	None	As above.
Pregnancy and maternity	No	No	None	None	As above.
Marriage and civil partnership	No	No	None	None	As above.

Page 401

Part 1: INITIAL SCREENING (23rd November 2020)

Context

Kent County Council is undertaking the procurement of a HWRC Metal processing Contract.

As the Waste Disposal Authority, the provision of such Waste disposal services is a statutory obligation under the Environmental Protection Act 1990.

The continuity of service and procurement of a new provider is needed because, as part of Kent County Council wider vision, one of our strategic outcome's states that 'Kent communities feel the benefits of economic growth by being in-work, healthy and enjoying a good quality of life'. Moreover, the Supporting Outcome states that "Kent's physical and natural environment is protected, enhanced and enjoyed by residents and visitors"

Kent County Council's Waste management services will achieve this by managing Kent's Metal which the resident's deposit at the HWRCs, in the most efficient and effective manner by using the waste hierarchy as a measure of how Kent is moving waste away from landfill and prioritising the material to use it for reuse, recycling or recovery where possible.

Aims and Objectives

From

- August 2021, Kent County Council will secure a contract with a Provider/s to process HWRC Metal;

Beneficiaries

The intended beneficiaries are householders in Kent who deposit metal into HWRCs.

Data

As the Waste Disposal Authority, Kent County Council is responsible for ensuring that all waste disposed of at its HWRCs by householders is disposed of correctly in the most financially efficient way. The disposal of this waste is a 'back office' procedure, with all 'customer facing' elements of this process the responsibility of the Waste Collection Authorities.

Potential Impact

This Equality Impact Assessment is a screening to indicate potential areas of impact, both positive and negative, to the diverse population of Kent, which could result from the award of a new Contractor to process the Authority's waste arisings.

There are no Protected Characteristics that will be impacted upon either positively or negatively.

The screening table (page 3) details the initial assessment.

JUDGEMENT

Option 1 – Screening Sufficient YES

Option 2 – Internal Action Required NO

Option 3 – Full Impact Assessment NO

Only go to full impact assessment if an adverse impact has been identified that will need to undertake further analysis, consultation and action

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: Kay Groves

Job Title: Waste Services Manager

Date: 10/12/2020

DMT Member

Signed: 

Name: David Beaver

Job Title: Head of Waste Management and Business Services

Date: 10/12/2020

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From: Susan Carey, Cabinet Member for Environment
 Barbara Cooper, Corporate Director, Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 19 January 2021

Subject: Approval to commission and award a new contractual arrangement for the receipt and processing of Paper and Card – (SC20048)

Key decision: 20/00128

Classification: **Unrestricted**

Past Pathway of report: none

Future Pathway of report: For Cabinet Member Decision

Electoral Division: All Divisions are affected

Summary: This report seeks Member approval to commission and award a new contractual arrangement for the receipt and processing of paper and card disposed of at the Waste Transfer Stations by the Waste Collection Authorities and at the Household Waste Recycling Centres.

Recommendation(s): The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for the Environment on the proposed decision to commission and award a contract for the receipt and processing of paper and card for up to 5 years as shown as Appendix A.

1. Introduction

- 1.1 This report provides information concerning the option to commission and award a treatment contract for Paper and Card materials collected by the Waste Collection Authorities and those deposited at HWRCs by residents.
- 1.2 The Authority currently has arrangements in place to manage the receipt and treatment of the paper and card which it has title of circa 33,000 tonnes per annum.
- 1.3 The ownership of East Kent recyclables returned to KCC in January 2021 following the cessation of the East Kent Partnership.
- 1.4 KCC has a short-term concession service contract to manage the material whilst the service proceeds to market for a wider receipt and processing contract.

2. Relevant History

- 2.1 Paper and card are transported from the Waste Transfer Stations to treatment facilities, usually paper mills in Kent, which process the material and recovers the fibres to recycle into packaging.
- 2.2 The current contractual arrangements are:
 - an existing contract with Smurfit Kappa in Snodland which ceases in December 2021; This is for the receipt and processing of paper and card collected at Kent's 18 Household Waste Recycling Centres (HWRCs) and received from South West Kent's kerbside collections.
 - a short-term interim concessions service contract (10.5 months) for the receipt and processing of paper and card collected from the East Kent kerbside authorities is currently let to another local service provider, DS Smith.
- 2.3 KCC is seeking to amalgamate the procurement of all household wastepaper and card arising from the whole of the county from 1 December 2021 when both current arrangements expire. The contract will be up to 5 years, with an appropriate break clause to protect KCC's commercial interests.
- 2.4 It is envisaged that the commission will be presented in several geographical Lots to take account of the haulage cost and environmental considerations.
- 2.5 The market must adhere to stringent quality and legislative measures which have reduced market prices, however, there appears to be a slow recovery and through market engagement, a number of interested companies have responded positively to the opportunity to tender.
- 2.6 KCC Waste Management is seeking local disposal arrangements, where waste infrastructure and procurements regulations allows, thereby reducing the carbon footprint in delivering these materials, and as such haulage rates will be considered as part of the tender evaluation.
- 2.7 Waste Management is committed to working towards the zero to landfill target, by continuing to divert approximately 33,000 tonnes of paper and card per year from landfill by using treatment and recycling facilities.

3. Options considered and dismissed

1. Do nothing – the current arrangements will continue; this is not an option as one is a short term contingency for East Kent only and the other ceases in December 2021 with no extension provision; best value would be secured from a longer term contract providing for all of the County's Paper and Card processing needs.
2. Discontinue accepting the paper and Card waste from the Collection Authorities and at HWRCs; this is not an option due to KCC's obligation to take this waste as the Waste Disposal Authority.
3. Continue to accept the waste, but utilise alternative disposal options by using landfill or incineration; this is not an option as there is a priority to move this

material up the waste hierarchy and to meet landfill diversion targets and value for money principles.

4. Continue with the interim arrangement whilst undertaking a commissioning activity to secure a provider/s who is able to process and recycle the waste material meeting the circular economy priority outcomes and is both financially and environmentally beneficial for the Authority. (A diagram of the waste hierarchy is at Appendix B).

Preferred option:

Option 4 is the preferred option. The authority is seeking to appoint a new provider to secure a contract (for up to five years) that will benefit and achieve the best value for money outcomes for the authority and Kent households and fulfil the statutory duty of KCC operating under the Environmental Protection Act 1990, to dispose of collected municipal waste.

4. Financial implications: This is a revenue-based **INCOME** contract

- 4.1 The current markets for mixed paper and card fluctuate as they are market driven. Such factors can affect the overall cost and although historically there is value in this material stream, the value and demand has dropped over the last few years as can be seen on a range of industry indices.
- 4.2 The income from the interim arrangement from January 2021 – December 2021 is projected to be circa £450k.
- 4.3 The total income of the commission for the 5-year period is projected to be circa £4.9m – this is based on current market prices, which will vary over the term.
- 4.4 Haulage costs are accounted for within Transfer Station contracts, however, they will be considered via the evaluation model.

5. Legal implications

- 5.1 Under the Environmental Protection Act 1990, as the Waste Disposal Authority, KCC has a legal obligation to provide a waste disposal service. The temporary arrangement enabled the Authority to discharge its statutory duty as Waste Disposal Authority.

6. Equalities and data protection implications

- 6.1 The Equality Impact Assessment undertaken concluded that no Protected Characteristics will be impacted upon either positively or negatively because of this contract award.
- 6.2 No personal data will be collected for this contract as due to the contract delivering a business to business service.

7. Governance

- 7.1 Through the decision outlined above, any further decisions required to allow the scheme to proceed through to delivery will be taken by the Head of Waste Management and Business Services for Highways, Transport and Waste under

the Officer Scheme of Delegations following prior consultation with the Cabinet Member

8. Conclusions

- 8.1 The current contracts for receipt and processing of paper and card expire in December 2021. New contracts need to be in place , to reduce the risk of unplanned incurred costs and offer KCC best available market value and enable the Authority to discharge its statutory duty as Waste Disposal Authority.

9. Recommendation: The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for the Environment on the proposed decision to commission and award a contract for the receipt and processing of paper and card for up to 5 years as shown at Appendix A.

10. Background Documents

- 10.1 Equality Impact Assessment
10.2 Appendix A – Proposed Record of Decision Sheet
10.3 Appendix B – Waste Hierarchy Diagram

11. Contact details

Report Author

- Kay Groves - Waste Services Manager
- 03000 411642
- kay.groves@kent.gov.uk

Relevant Director:

- Simon Jones, Highways, Transportation and Waste
- 03000 411683
- simon.jones@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Susan Carey, Cabinet Member for Environment

DECISION NO:

20/00128

For publication Yes

Key decision: YES

Subject Matter / Title of Decision

Approval to award a Contract for Receipt and Treatment of Paper and Card

Decision:

As Cabinet Member for Environment, I agree to approve the proposed decision to commission and award a contract for the receipt and processing of paper and card for up to 5 years.

Reason(s) for decision:

Paper and Card is received at Kent's Waste Transfer Stations and at Household Waste Recycling Centres. This material is taken for treatment under agreements which come to an end 30th November 2021. KCC must ensure a contractual provision is in place from 1st December 2021, to manage the disposal of this material. Under the Environmental Protection Act 1990, as the Waste Disposal Authority, KCC has a legal obligation to provide a waste disposal service. The temporary commissioning solution has enabled the Authority to discharge its statutory duty as Waste Disposal Authority until a formal contractual arrangement is in place.

Cabinet Committee recommendations and other consultation:

The proposed decision is being discussed by Members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

Any alternatives considered and rejected:

1. Do nothing – the current arrangements will continue; this is not an option as one is a short term contingency for East Kent only and the other ceases in December 2021 with no extension provision; best value would be secured from a longer term contract providing for all of the County's Paper and Card processing needs.
 2. Discontinue accepting the Paper and Card waste from the Collection Authorities and at HWRCs; this is not an option due to KCC's obligation to take this waste as the Waste Disposal Authority.
 3. Continue to accept the waste, but utilise alternative disposal options by using landfill or incineration; this is not an option as there is a desire to move this material up the waste hierarchy and to meet landfill diversion targets and value for money principles.
- **The recommended preferred option.** The authority is seeking to appoint a new provider to secure a contract (for up to five years) that will benefit and achieve the best value for money outcomes for the authority and Kent households and fulfil the Statutory duty of KCC operating under the Environmental Protection Act 1990, to dispose of collected municipal waste.
 -

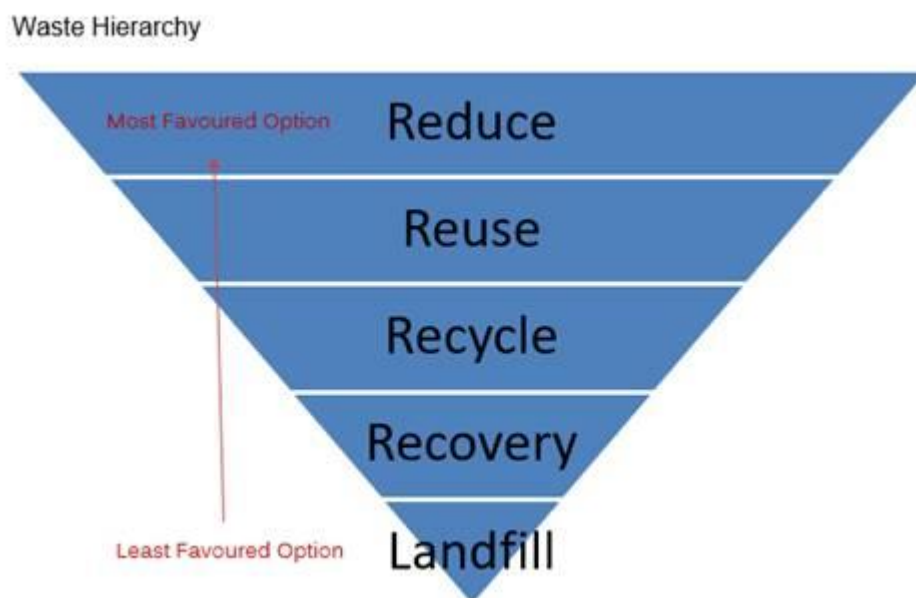
Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
Signed

.....
date

Appendix B:

Waste Hierarchy Diagram



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EQUALITY IMPACT ASSESSMENT

WASTE MANAGEMENT

**Kent Kerbside and HWRC Paper & Card
Processing Contract**

23rd November 2020



KENT COUNTY COUNCIL
EQUALITY IMPACT ASSESSMENT

Directorate: Growth, Environment and Transport

Name of policy, procedure, project or service

Kent Kerbside and HWRC Paper & Card Processing

Type

This EQIA focuses on the implementation of a short term arrangement and a longer term Contract for new Provider(s) to receive and process Paper & Card from the Kent kerbside collections and from HWRCs.

Responsible Owner/ Senior Officer

Kay Groves, Waste Services Manager

Date of Screenings:

A: Initial screening: 23rd November 2020 Pages 2 - 7

B: Interim screening:

C: Final screening:

Version	Author	Date	Comment
1	Matt Feekings	23/11/20	
2			
3			

EIA screening conducted at start of the procurement for a Paper & Card Processing Provider

Characteristic	Could this policy, procedure, project or service affect this group differently from others in Kent? YES/NO	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO	Assessment of potential impact HIGH/MEDIUM/LOW/NONE/UNKNOWN		Provide details: a) Is internal action required? If yes, why? b) Is further assessment required? If yes, why? c) Explain how good practice can promote equal opportunities
			Positive	Negative	
Age	No	No	None	None	As the appointment of a new Provider(s) to handle the Authority's Paper & Card is not a customer facing service, there will be no impact on the various Protected Characteristics. It is the responsibility of the Authority's HWRCs to ensure EqlAs have been completed for the visiting customers and appropriate action has been taken to provide an equitable service for customers with Protected Characteristics
Disability	No	No	None	None	As above.
Gender	No	No	None	None	As above.
Gender identity	No	No	None	None	As above.
Race	No	No	None	None	As above.
Religion or belief	No	No	None	None	As above.
Sexual orientation	No	No	None	None	As above.
Pregnancy and maternity	No	No	None	None	As above.
Marriage and civil partnership	No	No	None	None	As above.

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Part 1: INITIAL SCREENING (23rd November 2020)

Context

Kent County Council is undertaking the procurement of a longer term Kent Kerbside and HWRC Paper & Card processing Contract. In the interim, a short term agreement has been arranged for East Kent's kerbside collected Paper and Card to be processed.

As the Waste Disposal Authority, the provision of such Waste disposal services is a statutory obligation under the Environmental Protection Act 1990.

The continuity of service and procurement of a new provider is needed because, as part of Kent County Council wider vision, one of our strategic outcome's states that 'Kent communities feel the benefits of economic growth by being in-work, healthy and enjoying a good quality of life'. Moreover, the Supporting Outcome states that "Kent's physical and natural environment is protected, enhanced and enjoyed by residents and visitors"

Kent County Council's Waste management services will achieve this by managing Kent resident's kerbside collected Paper and Card and that which the resident's deposit at the HWRCs, in the most efficient and effective manner by using the waste hierarchy as a measure of how Kent is moving waste away from landfill and prioritising the material to use it for reuse, recycling or recovery where possible.

Aims and Objectives

From

- 16th January 2021, Kent County Council will secure a short term agreement with a Provider to process East Kent kerbside collected Paper and Card;
- 2nd December 2021, Kent County Council will secure new Provider(s) to process paper & card collected from kerbside collections across Kent, as well as from HWRCs.

Beneficiaries

The intended beneficiaries are householders in Kent as recipients of the district/borough council kerbside recycling collection services and customers of the HWRCs.

Data

As the Waste Disposal Authority, Kent County Council is responsible for ensuring that all waste disposed of at the kerbside and via its HWRCs by householders is disposed of correctly in the most financially efficient way. The disposal of this waste is a 'back office' procedure, with all 'customer facing' elements of this process the responsibility of the Waste Collection Authorities.

Potential Impact

This Equality Impact Assessment is a screening to indicate potential areas of impact, both positive and negative, to the diverse population of Kent, which could result from the award of a new Contractor to process the Authority's waste arisings.

There are no Protected Characteristics that will be impacted upon either positively or negatively.

The screening table (page 3) details the initial assessment.

JUDGEMENT

Option 1 – Screening Sufficient YES

Option 2 – Internal Action Required NO

Option 3 – Full Impact Assessment NO

Only go to full impact assessment if an adverse impact has been identified that will need to undertake further analysis, consultation and action

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: Kay Groves

Job Title: Waste Services Manager

Date: 23/11/2020

DMT Member

Signed: 

Name: David Beaver

Job Title: Head of Waste Management and Business Services

Date: 23/11/2020

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From: Susan Carey, Cabinet Member for Environment
Barbara Cooper, Corporate Director, Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 19 January 2021

Subject: Approval to commission and award a new contractual arrangement for the receipt and processing of wood waste

Key decision: 20/00122

Classification: **Unrestricted**

Past Pathway of report: N/A

Future Pathway of report: for Cabinet Member Decision

Electoral Division: All Divisions are affected

Summary: This report seeks Member approval to commission and award a new contractual arrangement for the receipt and processing of the County's waste wood that is deposited at the Household Waste and Recycling Centres by Kent residents.

Recommendation(s): The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for the Environment on the proposed decision to commission and award a contractual arrangement up to ten years for the receipt and processing of waste wood to cover KCC's requirement as the Waste Disposal Authority, as attached at appendix A.

1. Introduction

- 1.1 This report provides information concerning the option to commission and award a new Wood processing Contract deposited at Kent's HWRCs by Kent residents.
- 1.2 The Authority has a contract in place with Countrystyle Recycling Ltd for the processing of wood waste. The contract commenced 4th October 2010 and following the initial term and 5-year extension period, a further 1-year extension period in accordance with the Public Contracts Regulations 2015 (PCRs) using regulation 32(2) C was invoked in November 2020 and is due to end 14th November 2021.
- 1.3 KCC is seeking a new contract to manage circa 23,711 tonnes of waste wood per annum, to commence on the 15th November 2021. This commission will enable the Authority to meet its statutory duty as the Waste Disposal Authority to provide facilities for the disposal of waste and secure best value.

2. Relevant History

- 2.1 Waste wood includes items frequently disposed of by residents such as, furniture, packaging, fence panels, window frames, doors and frames, decking and flooring, roofing trusses, shed-buildings.
- 2.2 KCC's contracted treatment facilities grade the wood and dispose of it according to its grading; 'A' grade wood is sent abroad where it is made into panel-board and remade into furniture. Lower grade wood is sent to a biomass facility in Ridham, Kent where it is used as a fuel to generate energy.
- 2.3 KCC partners with Medway Council, where an historic agreement is in place to utilise this contractual service for the provision of their waste wood which gives KCC better buying power in the marketplace.
- 2.4 There are limited wood processors within Kent which may limit the market interest for this commission. However, the contract will be for ten years which should be of a sufficient length to attract the market with appropriate break clauses to protect KCC's commercial interests.
- 2.5 KCC Waste Management is committed to working towards the zero to landfill target, by continuing to divert waste wood away from landfill by using treatment and recycling facilities.
- 2.6 In addition, KCC Waste Management is seeking local disposal arrangements, (where waste infrastructure allows) in order to reduce its carbon footprint in delivering these materials.

3. Options considered and dismissed:

1. Do nothing – the current contract will elapse. This is not an option as KCC as the Waste Disposal Authority has a statutory obligation to provide a waste disposal service.
2. Discontinue accepting the wood waste at the HWRCs – this is not an option due to KCC's obligation to take this material under waste legislation.
3. Undertake a full commissioning activity to procure a new contract - The contract has already been extended twice therefore, a new commissioning activity is required to secure a provider who is able to process the waste material which is both financially and environmentally beneficial for the Authority. A diagram of the waste hierarchy is at Appendix B).

Option 3 is the preferred option. The Authority is seeking to appoint a new provider to secure a contract (for up to ten years) that will benefit and achieve the best outcomes for the Authority and Kent households and fulfil the statutory duty of KCC operating under the Environmental Protection Act 1990, to dispose of collected municipal waste.

4. Financial Implications for KCC's Wood Waste only (not including Medway)

- 4.1 The cost of the commission will be met by existing revenue budgets which is £925,600 per annum.

- 4.2 The projected cost for the initial 5 years term is circa: £3.7 million, with an additional £4.1 million for a further 5-year extension (including estimated indexation), with an overall cost of circa £7.8 million for a 10-year contract.
- 4.3 Haulage costs are accounted for within the Transfer Station contracts and will be incorporated as part of the evaluation methodology.
- 4.4 There is possibility of a profit share or rebate on the recycled material which will be considered as part of the commissioning strategy.

5. Legal implications

- 5.1 A key function of the Waste Disposal Authority operating under the Environmental Protection Act 1990, is to provide outlets for the disposal of household municipal waste.

6. Equalities implications

- 6.1 The Equality Impact Assessment undertaken concluded that no protected characteristics will be impacted upon either positively or negatively as a result of this contract.

7. Governance

- 7.1 Through the decision outlined above, any further decisions required to allow the scheme to proceed through to delivery will be taken by the Head of Waste Management and Business Services for Highways, Transport and Waste under the Officer Scheme of Delegations following prior consultation with the Cabinet Member

8. Conclusions

- 8.1 The current contracts for receipt and processing of waste wood expire in November 2021. New contracts need to be in place, to reduce the risk of unplanned costs and offer KCC best available market value and enable the Authority to discharge its statutory duty as Waste Disposal Authority.

9. Recommendation:

- 9.1 The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for the Environment on the proposed decision to commission and award a contractual arrangement up to ten years for the receipt and processing of waste wood to cover KCC's requirement as the Waste Disposal Authority, as attached at Appendix A.

10. Background Documents

- 10.1 Equality Impact Assessment
- 10.2 Appendix A – Proposed Record of Decision Sheet
- 10.3 Appendix B – Waste Hierarchy Diagram

11. Contact details

Report Author

- Kay Groves - Waste Services Manager
- 03000 411642
- kay.groves@kent.gov.uk

Relevant Director:

- Simon Jones, Highways, Transportation and Waste
- 03000 411683
- simon.jones@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Susan Carey, Cabinet Member for Environment

DECISION NO:

20/00122

For publication Yes

Key decision: YES

Subject Matter / Title of Decision Approval to commission and award a new contractual arrangement for the receipt and processing of wood waste

Decision:

As Cabinet Member for Environment, I agree to commission and award a contractual arrangement up to ten years for the receipt and processing of waste wood to cover KCC's requirement as the Waste Disposal Authority

Reason(s) for decision:

The current contracts for receipt and processing of waste wood expire in November 2021. New contracts need to be in place, to reduce the risk of unplanned costs and offer KCC best available market value and enable the Authority to discharge its statutory duty as Waste Disposal Authority.

Cabinet Committee recommendations and other consultation:

The proposed decision is being discussed by Members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

Any alternatives considered and rejected:

- Do nothing – the current contract will elapse. This is not an option as KCC as the Waste Disposal Authority has a statutory obligation to provide a waste disposal service.
- Discontinue accepting the wood waste at the HWRCs – this is not an option due to KCC's obligation to take this material under waste legislation.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

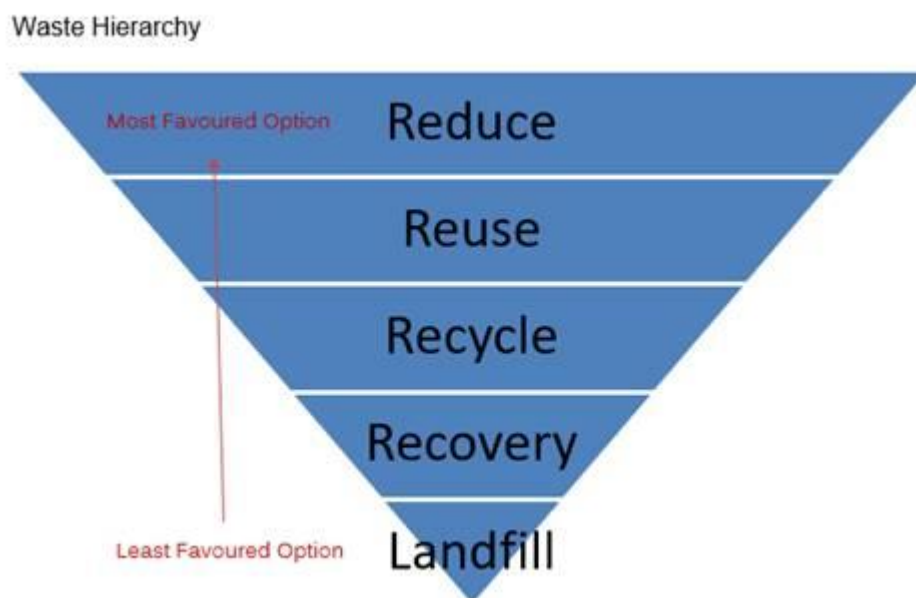
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signed

.....
date

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Appendix B:

Waste Hierarchy Diagram



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EQUALITY IMPACT ASSESSMENT

WASTE MANAGEMENT

**Contract for the Processing & Recycling of Wood
Waste
November 2020**



KENT COUNTY COUNCIL
EQUALITY IMPACT ASSESSMENT

Directorate: Enterprise and Environment

Name of policy, procedure, project or service
Contract for the Processing & Recycling of Wood waste

Type

This EQIA focuses on the implementation of a Contract for new Provider(s) to process Waste wood deposited by householders at the 18 Household Waste Recycling Centres in Kent.

Responsible Owner/ Senior Officer

Kay Groves, Waste Services Manager

Date of Screenings:

A: Initial screening: 23rd November 2020

B: Interim screening:

C: Final screening:

Version	Author	Date	Comment
1	Clare Burt	23/11/2020	Initial Screening
2			
3			

EIA screening conducted at start of the procurement for a Wood treatment and processing Provider

Characteristic	Could this policy, procedure, project or service affect this group differently from others in Kent? YES/NO	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO	Assessment of potential impact HIGH/MEDIUM/LOW/ NONE/UNKNOWN		Provide details: a) Is internal action required? If yes, why? b) Is further assessment required? If yes, why? c) Explain how good practice can promote equal opportunities
			Positive	Negative	
Age	No	No	NONE	NONE	As the appointment of a new Provider(s) to handle the Authority's Waste wood is not a customer facing service, there will be no impact on the various Protected Characteristics. It is the responsibility of the Authority's HWRCs to ensure EqIAs have been completed for the visiting customers and appropriate action has been taken to provide an equitable service for customers with Protected Characteristics.
Disability	No	No	NONE	NONE	As above.
Gender	No	No	NONE	NONE	As above.
Gender identity	No	No	NONE	NONE	As above.
Race	No	No	NONE	NONE	As above.
Religion or belief	No	No	NONE	NONE	As above.
Sexual orientation	No	No	NONE	NONE	As above.
Pregnancy and maternity	No	No	NONE	NONE	As above.
Marriage and civil partnership	No	No	NONE	NONE	As above.

Part 1: INITIAL SCREENING (date)

Context

Kent County Council together with Medway Council are procuring new Provider(s) to process Waste Wood deposited at the Household Waste Recycling Centres County-wide. They will also be required to make provision for future tonnages.

As a Waste Disposal Authority, the provision of such Waste disposal services is a statutory obligation under the Environmental Protection Act 1990.

The procurement of a new provider is needed because, as part of Kent County Council wider vision, one of our strategic outcome states that 'Kent communities feel the benefits of economic growth by being in-work, healthy and enjoying a good quality of life'. Moreover, the Supporting Outcome states that "Kent's physical and natural environment is protected, enhanced and enjoyed by residents and visitors"

Kent County Council's Waste management services and Medway will achieve this by managing Kent residents waste wood in the most efficient and effective manner through using the waste hierarchy as a measure of how Kent is moving waste away from landfill and prioritising the material to use it for reuse or energy recovery where possible.

Aims and Objectives

From November 2021 Kent County Council will:

- Secure a Provider(s) to process waste wood deposited at the 18 Household Waste Recycling Centres in Kent.

Beneficiaries

The intended beneficiaries are the residence in Kent disposing of waste wood at their local Household Waste Recycling Centres (HWRCs).

Data

As the Waste Disposal Authority, Kent County Council is responsible for ensuring that all waste disposed of at Kent HWRCs is disposed of correctly in the most financially efficient way. The disposal of this waste is a 'back office' procedure, with all 'customer facing' elements of this process the responsibility of the HWRCs.

Potential Impact

This Equality Impact Assessment is a screening to indicate potential areas of impact, both positive and negative, to the diverse population of Kent, which could

result from the award of a new Contractor to process the Authority's waste arisings.

There are no Protected Characteristics that will be impacted upon either positively or negatively

The screening table (page 3-5) details the initial assessment.

JUDGEMENT

Option 1 – Screening Sufficient YES

Option 2 – Internal Action Required NO

Option 3 – Full Impact Assessment NO

Only go to full impact assessment if an adverse impact has been identified that will need to undertake further analysis, consultation and action

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: Kay Groves

Job Title: Waste Services Manager

Date: 23/11/2020

DMT Member

Signed:



Name: David Beaver

Job Title: Head of Waste

Date: 23/11/2020

From: Susan Carey, Cabinet Member for Environment
Barbara Cooper, Corporate Director, Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 19 January 2021

Decision No: 20/00120

Subject: Waste performance payments for Canterbury City Council & Thanet District Council

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: For Cabinet Member decision

Electoral Division: All in Canterbury and Thanet

Summary: This report seeks approval to provide continued financial support for the kerbside collection systems, through Inter Authority Agreements which detail a performance-based payment scheme. Canterbury City Council (CCC) and Thanet District Council (TDC) have arranged renewed kerbside model of waste collection to sustain increased recycling and composting levels. Payments will be based upon waste disposal cost reduction, with savings shared equally between the County Council and both Authorities.

Recommendation(s): The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for the Environment on the proposed decision to approve KCC entering into an Inter Authority Agreement (IAA) with Canterbury City Council and Thanet District Council in full to make performance payments to increase levels of recycling and reduce disposal costs for KCC as shown at Appendix A..

1. Introduction

- 1.1 There are existing agreements between KCC, Canterbury and Thanet through the East Kent Waste Partnership which end in January 2021. Within the agreements are the payments to support the delivery of a comprehensive kerbside collection service. These were fixed enabling payments, that did not recognise the actual performance or success of recycling levels achieved by the Waste Collection Authorities.
- 1.2 These proposed IAA agreements accord with the consistent policy approach agreed by the Cabinet Committee on the 31st May 2018, that new Waste Partnership Agreements with Collection Authorities should include financial rewards based upon performance and which offer incentives to improve. These agreements exist with Dover & Folkestone and Hythe District Councils and also with three of the West Kent Waste Partnerships.

2. Financial Implications

- 2.1 Overall revenue costs total £6.5m for up to an 8-year contracted term for these two Districts, based on current levels of recycling performance. Increases or decreases to these payments will be paid in accordance with actual performance. There is no capital expenditure. This term is equal to the term of the kerbside collection arrangements, that has been awarded by both District Waste Collection Authorities.
- 2.2 The proposed 21/22 budget reflects the new payment mechanism for the full year effect. The policy is designed to share savings where savings are realised through higher levels of recycling and therefore reduce costs for the disposal of residual waste.

3. Policy Framework

- 3.1 The proposed decision meets the objectives of

1. **Kent Joint Municipal Waste Management Strategy (KJMWMS)** 2018/19 to 2020/21, specifically noting the following outcomes:

- By 2020/21, the KRP will recycle and compost at least 50% of household waste tonnage
- By 2020/21, the KRP will ensure no more than 2% of Kent's municipal waste ends up at landfill.

2. **The Kent Waste Disposal Strategy 2017 – 2035**, regarding the following Priorities:

- Priority 1 The Environment: We will deliver services which mitigate impacts on or from the environment and climate change.
 - Objective B: Maximise reuse and recycling and eliminate waste to landfill in accordance with the Waste Hierarchy

4.0 The Report

- 4.1 The existing East Kent Waste Partnership ends in January 2021. The proposed new agreements will replace the fixed enabling payments that were in place, originally negotiated in 2011. Revised payments will be lower than the current fixed payments which are reflected in the MTFP for 21/22. However, there is the opportunity for payments to increase should the Districts save KCC disposal costs through even higher levels of recycling.
- 4.2 Partnership agreements and shared savings have proved to be a very successful method to share the benefits and rewards of reducing residual waste. They are an active incentive and have driven higher levels of recycling and therefore positive environmental outcomes. They have already been implemented in West Kent at Gravesham, Tonbridge & Malling, and Tunbridge Wells Borough Council, with recycling increasing by up to 8%.
- 4.3 The current fixed enabling payments have not always proved to incentivise Collection Authorities to achieve the targeted levels of recycle. KCC has borne this commercial risk over the last 8 years. These new Inter Authority

Agreements share the risk and reward equally between the County Council and District Authorities

4.4 Both Collection Authorities have made improvements to their kerbside recycling performance, with CCC achieving 45.7% from 43% and TDC increasing by 7.5% to now achieving 34.5% - the average achieved by all Kent Districts in 19/20 was 43.4%.

4.5 Final IAAs will be developed in conjunction with each Authority's legal representation.

5.0 Options considered and dismissed

5.1 The collection and disposal system has been reviewed extensively over the last three years with all East Kent Districts through a Project Board and Steering Group to determine the collection and disposal methods that would be commercial and environmentally advantageous to collection and disposal authorities. This has been a comprehensive process to determine the optimum collection services and has considered transfer contracts, final disposal contracts and disposal infrastructure.

6.0 Equalities Impact Assessment and Risk Assessment

6.1 The Equality Impact Assessment undertaken concluded that no Protected Characteristics will be impacted upon either positively or negatively due to the contract delivering a non-customer facing service.

6.2 There are no implications for the council's property portfolio of the suggested action.

6.3 No personal data will be collected for this contract.

7. Conclusions

7.1 This is a third set of partnership agreements that have been carefully developed considering the requirements of both Collection and Disposal Authorities. This agreement provides incentives to increase recycling further, with an appropriate share of rewards that are sustainable and appropriate.

6. Recommendation(s)

Recommendation(s): Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for the Environment on the proposed decision to approve KCC entering into an Inter Authority Agreement (IAA) with Canterbury City Council and Thanet District Council to make performance payments to increase levels of recycling and reduce disposal costs for KCC as shown at Appendix A..

7. Background Documents

7.1 Equality Impact Assessment

8. Contact details

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Susan Carey, Cabinet Member for Environment

DECISION NO:

20/00120

For publication Yes

Key decision: YES

Key decision criteria. The decision will:

- a) *be significant in terms of its effects on a significant proportion of the community living or working within two or more electoral divisions*

Subject Matter / Title of Decision

Waste performance payments for Canterbury City Council & Thanet District Council

Decision:

As Cabinet Member for Environment, I agree to KCC entering into an Inter Authority Agreement (IAA) with Canterbury City Council and Thanet District Council in full to make performance payments to increase levels of recycling and reduce disposal costs for KCC

Reason(s) for decision:

There are existing Inter Authority Agreements (IAA) between KCC, Canterbury and Thanet through the East Kent Waste Partnership which end in January 2021 These new IAAs accord with the consistent policy approach agreed by the Cabinet Committee on the 31st May 2018, that new Waste Partnership Agreements with Collection Authorities should include financial rewards based upon performance and which offer incentives to improve.

Cabinet Committee recommendations and other consultation:

The collection and disposal system has been reviewed extensively over the last three years with all East Kent Districts through a Project Board and Steering Group

Any alternatives considered and rejected:

In determining the final agreed collection and disposal methods the Project Board and Steering Group has considered transfer contracts, final disposal contracts and disposal infrastructure.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

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EQUALITY IMPACT ASSESSMENT

WASTE MANAGEMENT

**Waste performance payments for Canterbury
City Council & Thanet District Council**

8th December 2020



KENT COUNTY COUNCIL
EQUALITY IMPACT ASSESSMENT

Directorate: Growth, Environment and Transport

Name of policy, procedure, project or service

Performance payments to be introduced through an Inter Authority Agreement between KCC, CCC and TDC

Type

This EQIA focuses on the implementation of an Inter Authority Agreement making performance payments for Canterbury City Council & Thanet District Council.

Responsible Owner/ Senior Officer

Nichola Hood, Waste Partnership Manager

Date of Screenings:

A: Initial screening: 8th December 2020 Pages 2 - 7

B: Interim screening:

C: Final screening:

Version	Author	Date	Comment
1	Nichola Hood	08.12.20	
2	David Beaver	08.12.20	reviewer
3			

EIA screening conducted due to Waste performance payments for Canterbury City Council & Thanet District Council

Characteristic	Could this policy, procedure, project or service affect this group differently from others in Kent? YES/NO	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO	Assessment of potential impact HIGH/MEDIUM/LOW/ NONE/UNKNOWN		Provide details: a) Is internal action required? If yes, why? b) Is further assessment required? If yes, why? c) Explain how good practice can promote equal opportunities
			Positive	Negative	
Age	No	No	None	None	This is a business to business commercial agreement between KCC, Canterbury City Council and Thanet District Council. As such there will be no impact upon any protected characteristics as the waste collection service is conducted by the District Councils directly.
Disability	No	No	None	None	As above.
Gender	No	No	None	None	As above.
Gender identity	No	No	None	None	As above.
Race	No	No	None	None	As above.
Religion or belief	No	No	None	None	As above.
Sexual orientation	No	No	None	None	As above.
Pregnancy and maternity	No	No	None	None	As above.
Marriage and civil partnership	No	No	None	None	As above.

Page 4 of 11

Part 1: INITIAL SCREENING (August 2020)

Context

Kent County Council will reward Canterbury City Council & Thanet District Council by incentivising increased levels of recycling. This is a policy agreement that was introduced to sustain high levels of recycling and reduce the collection of residual waste.

This service is the statutory function of District / Borough Council in their capacity as Waste Collection Authorities.

The provision of waste disposal services is a statutory obligation for the Waste Disposal Authority under the Environmental Protection Act 1990.

Aims and Objectives

From January 2021, Kent County Council will:

- Agree a new Inter Authority Agreement to reward improved levels of recycling., this will deliver waste disposal savings and yield environmental benefit.

Beneficiaries

Environmental benefits through higher levels of recycling and creating less residual waste. Commercial benefits for both tiers of local government.

Data

This contract has a minimal customer facing element with no data collected direct from customers. The only data collected will comprise of information relating to the collection of various waste streams. There will be no personal data collected from any group.

As the Waste Disposal Authority, Kent County Council is responsible for ensuring that all household waste disposed of at throughout Kent is disposed of correctly in the most financially efficient way. The processing of payments is a 'back office' procedure, with all 'customer facing' elements of this process the responsibility of the District Councils.

Potential Impact

This Equality Impact Assessment is a screening to indicate potential areas of impact, both positive and negative, to the diverse population of Kent, which could result from the development of the Inter Authority Agreement.

There are no Protected Characteristics that will be impacted upon either positively or negatively. Therefore, the impact is regarded as Low/None.

The screening table (page 3) details the initial assessment.

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From: Michael Payne, Cabinet Member for Highways & Transport
Barbara Cooper, Corporate Director, Growth, Environment & Transport

To: Environment & Transport Cabinet Committee – 19 January 2021

Subject: **Maidstone Integrated Transport - A229 Loose Road Corridor Junction Improvements.**

Decision Number: 21/00004

Classification: Unrestricted

Past Pathway of Paper: None

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: Maidstone South & Maidstone Central

Summary: This report provides an update on the A229 Loose Corridor Junction Improvement schemes, which form part of the Maidstone Integrated Transport Programme (MITP).

KCC has secured funding from the Local Growth Fund to deliver these schemes and this report seeks approval to proceed through the next stages of development and delivery including authority to progress statutory approvals and to enter into funding, land and construction contracts.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways & Transport on the proposed decision attached at Appendix A and specifically for:

- i) Approval to undertake the design and surveys for the schemes, including development control and land charge disclosures,
- ii) Approval to progress all statutory approvals or consents required for the schemes,
- iii) Approval to enter into land agreements with third parties as necessary,
- iv) Approval to enter into construction contracts as necessary for the delivery of the scheme subject to the approval of the recommended procurement strategy, and
- v) Approval to undertake engagement with all relevant stakeholders as identified in the communication plan.
- vi) Approval for any further decisions required to allow the schemes to proceed through to delivery to be taken by the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

1. Introduction

1.1. The Maidstone Integrated Transport Package (MITP) relates to a number of road network corridors or junction locations in and around Maidstone which were identified for improvement within the adopted Maidstone Local Plan. The MITP aims to reduce congestion and ease traffic movements through the town, while fulfilling the strategic aims of delivering the housing and employment growth targets.

1.2. The package is made up of a number of key corridor/junction locations which are forecast to suffer from congestion and delay and have been identified for improvement. This report represents Phase 3 of the overall MITP and is comprised of the following component schemes:

- A229 Loose Road junction with A274 Sutton Road (Wheatsheaf junction)
- A229 Loose Road junction with Plains Avenue
- A229 Loose Road junction with Armstrong Road
- A229 Loose Road junction with Sheals Crescent
- A229 Loose Road junction with Cripple Street/Boughton Lane

1.3 Maidstone Borough Council is supportive of the junction improvements which accord with their objectives around traffic management in their forthcoming local plan.

1.4 The junctions included in this scheme are located between approximately 1km and 2km to the south Maidstone town centre. It is at the Wheatsheaf junction that the A229 converges with another major route, the A274, to head north into the town centre. The locations of the junctions are shown in the figure below:

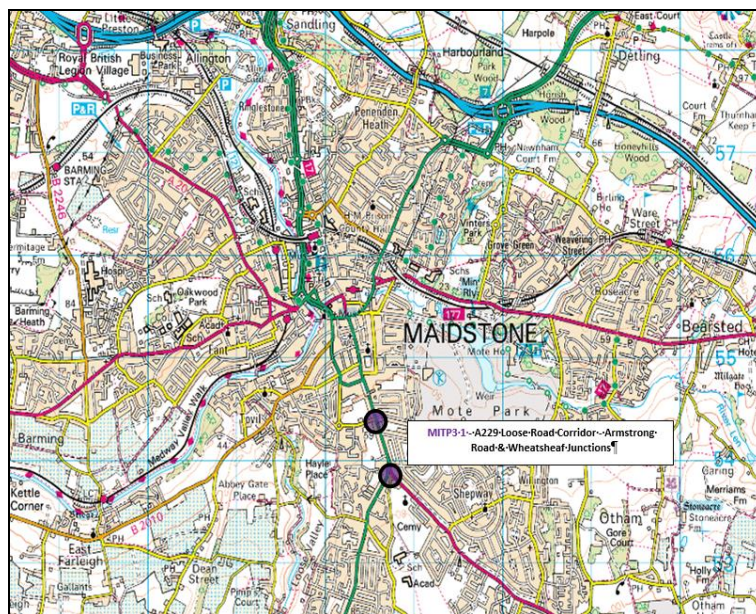


Figure 1: A229 Component Scheme Location Plan

1.5 The highway network in Maidstone is operating at or over capacity during peak periods. Delays are prone to rapid escalation when problems arise at hotspots and from any other interruption to traffic flow. This is exacerbated by incidents

on the M20 which rapidly affects the whole town. Traffic searches out alternative routes in such cases, often using inappropriate roads.

- 1.6 The road network to the south of Maidstone town centre, in particular, currently experiences severe peak hour congestion and delay which is anticipated to be exacerbated by planned growth in the area as part of the adopted Local Plan up to 2031.
- 1.7 Largely as a result of the traffic congestion issues in the town, the entire urban conurbation of Maidstone is covered by an Air Quality Management Area (AQMA), which incorporates the two junctions on the A229 corridor which are identified for improvement as part of the MITP Phase 3. The AQMA was declared in 2008 following a review of air quality in the town which identified that the A229 Loose Rd/A274 Sutton Rd (Wheatsheaf) junction specifically had exceedances of the nitrogen dioxide (NO₂) and particulates (PM₁₀) annual mean objectives due to emissions from road traffic. The scheme will see more free flowing traffic and therefore reducing the emissions along the corridor.

2. Financial Implications

- 2.1. The estimated cost of the A229 Loose Road Corridor improvements is **£6.04m**; the allocation from the Local Growth Fund is **£4.11m** and Developer Contribution of **£1.93m**.

£m	2020-21	2021-22	2022-23	Total
LGF Contribution	1.0	2	1.11	4.11
Developer Contributions S106's		1.3	0.6	1.93
Total		3.3	2.71	6.04

Table 1: Financial Contributions for the A229 Loose Road Corridor improvement schemes

- 2.2. The costs of developing and delivering the schemes are included within the estimate and includes all KCC staff time that will be capitalised. Feasibility design work was funded via a previously endorsed SELEP Business Case.

3. Policy Framework

- 3.1. The schemes have a strong fit with the objectives of 'Increasing Opportunities, Improving Outcomes: Kent County Council's Strategic Statement (2015-2020)'.
- 3.2. The scheme supports the policy objectives of supporting existing businesses and implementation will support the Council in meeting its Strategic outcome for "Kent Communities to feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life". This will be achieved through the scheme improving the operation of key transport networks in Maidstone, as well as helping support growth by enabling new residential and commercial development.
- 3.3. The key priorities set out in the County Council's Integrated Transport Strategy 'Delivering Growth without Gridlock' in terms of providing additional highway

capacity, improving accessibility and reducing congestion will also benefit. The scheme will set out to provide improved growth and economic prosperity through having an efficient highway and transport infrastructure.

4. The Report

- 4.1. Traffic modelling has been carried out utilising traffic data collected in 2018 to shape the scheme designs and confirm that the proposals continue to demonstrate operational and capacity benefits to the local and strategic network. The results have demonstrated significant benefits with a noticeable reduction in overall delays and queues on the A229 Loose Road corridor Maidstone.
- 4.2. The interventions can be mainly delivered within the highway boundary. However, to deliver the A229 Loose Road junction with A274 Sutton Road improvement ('Wheatsheaf' junction), it was necessary for KCC to pre-purchase the Wheatsheaf Public House in advance as the footprint is required to successfully deliver the project.
- 4.3. Substantial investigatory works have been carried out in the early stages of the design process. The details of which are being used to inform the detailed design and provide a more robust cost estimate.
- 4.4. Air quality and noise assessments have been undertaken and demonstrate a positive impact of the scheme on these elements. The base data will then be utilised to inform the post scheme review.
- 4.5. It is recognised that delivery of the schemes will have a significant impact on the local area, particularly during construction, and as such initial meetings have been undertaken with Maidstone Borough Council and a steering group formed including Local Members, which continually updates and feeds back progress and concerns. A Consultation was completed in March 2020, and the results were reported at the October meeting of the Maidstone Joint Transportation Board, where the recommendations were endorsed to proceed to the next stage of construction. Slight alterations to the configuration of the schemes has been carried out based on the feedback from the consultation. The use of social media will play an important role in the dissemination of information and therefore a dedicated email address and 'Twitter' account will be created for this purpose. Newsletters will be delivered prior to, and during construction and will offer details of specific operations, progress, and key dates.
- 4.6. Delivery of the scheme in practical terms will be dependent on completing the procurement process. Delivery will also be dependent on the cost and affordability. Cost estimates have been developed with a pre-tender estimate being completed by an independent cost consultant.
- 4.7. On the basis the procurement proceeds satisfactorily and road space permits to carry out the works affecting the A229 Loose Road corridor being granted by Kent County Council, a start of construction in Summer 2021 is anticipated with completion by Summer 2022.

5. Risks

- 5.1. A scheme Risk Register has been prepared Should you pull out the key risks with the associated mitigations i.e. This register identifies the likelihood and mitigation measures of any such risks. An uncontrollable risk remains around the uncertainty of the EU transition at the end of December 2020, which could have an implication on the project costs and or deliverability. KCC remain confident that the estimates, undertaken by an independent Cost Consultant, has a significant contingency allowance for any fluctuation in market prices. Liaison will also continue with the KCC Streetworks team to ensure road space remains available to deliver the scheme in the timescales identified. There does remain a risk in delivering beyond the Growth Deal, however, the South East Local Enterprise Partnership (SELEP) have been made fully aware of the delivery and spend programme and a construction contract will be entered into prior to the end of the growth deal in March 2021.

6. Equality and data protection implications

- 6.1 An Equality Impact Assessment has been completed for this project, see background documents. This has concluded that none of the Protected Characteristics are affected by the proposed schemes and therefore KCC will periodically review this document whilst keeping all the relevant groups informed and updated.
- 6.2 No personal data will be collected to deliver this scheme.

7. Legal Implications

- 7.1 The Wheatsheaf Public House has already been purchased by KCC's Property Team and there are no legal implications anticipated with the delivery of this scheme.

8. Conclusion

- 8.1 This is a significant investment in Maidstone which benefits a wide geographical area and is an important scheme to help reduce congestion on the A229 Loose Road corridor, whilst supporting housing development, job creation and growth in the local area. Considerable investigatory and preliminary work has been carried out and there is confidence that a construction start date of Summer 2021 can be achieved.

9. Recommendations(s):

The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways & Transport on the proposed decision sheet attached at Appendix A and specifically for:

- i) Approval to undertake the design and surveys for the schemes, including development control and land charge disclosures,

- ii) Approval to progress all statutory approvals or consents required for the schemes,
- iii) Approval to enter into land agreements with third parties, as necessary.
- iv) Approval to enter into construction contracts as necessary for the delivery of the schemes subject to the approval of the recommended procurement strategy, and
- v) Approval to undertake engagement with all relevant stakeholders as identified in the communication plan.
- vi) Approval for any further decisions required to allow the schemes to proceed through to delivery to be taken by the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

10. Background Documents

Appendix A Proposed Record of Decision
Appendix B EqlA
Appendix C General Arrangement Drawing Numbers:

- 70043445-DD-034-0100-003
- 70043445-DD-034-0100-004
- 70043445-DD-034-0100-001
- 70043445-DD-034-0100-002
- 70043445-DD-033-0100-001
- 70043445-DD-032-0100-001
- 70043445-DD-032-0100-002
- 70043445-DD-032-0100-003
- 70043445-DD-035-0100-001.

11. Contact details

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Lead Director:

Simon Jones – Director of Highways, Transportation & Waste

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY

Michael Payne

Cabinet Member for Highways & Transport

DECISION NO:

21/00004

For publication

Key decision*

Yes

Subject: Maidstone Integrated Transport - A229 Loose Road Corridor Junction Improvements.

Decision:

As Cabinet Member for Highways & Transport I give:

- i) Approval to undertake the design and surveys for the schemes, including development control and land charge disclosures,
- ii) Approval to progress all statutory approvals or consents required for the schemes,
- iii) Approval to enter into land agreements with third parties as necessary,
- iv) Approval to enter into construction contracts as necessary for the delivery of the scheme subject to the approval of the recommended procurement strategy, and
- v) Approval to undertake engagement with all relevant stakeholders as identified in the communication plan.
- vi) Approval for any further decisions required to allow the schemes to proceed through to delivery to be taken by the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

Reason(s) for decision:

The Maidstone Integrated Transport Package (MITP) relates to a number of road network corridors or junction locations in and around Maidstone which were identified for improvement within the adopted Maidstone Local Plan. The package is made up of a number of key corridor/junction locations which are forecast to suffer from congestion and delay and have been identified for improvement. This decision relates to the delivery of Phase 3 of the overall MITP and is comprised of the following component schemes:

- A229 Loose Road junction with A274 Sutton Road (Wheatsheaf junction)
- A229 Loose Road junction with Plains Avenue
- A229 Loose Road junction with Armstrong Road
- A229 Loose Road junction with Sheals Crescent
- A229 Loose Road junction with Cripple Street/Boughton Lane

Cabinet Committee recommendations and other consultation:

Initial meetings have been undertaken with Maidstone Borough Council and a steering group formed including Local Members, which continually updates and feeds back progress and concerns.

A Consultation was completed in March 2020, and the results were reported at the October meeting

of the Maidstone Joint Transportation Board, where the recommendations were endorsed to proceed to the next stage of construction.
A dedicated email address and 'Twitter' account will be created for this purpose to disseminate information as the scheme progresses. Newsletters will be delivered prior to, and during construction and will offer details of specific operations, progress, and key dates.

The proposal is being considered by members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

Any alternatives considered:

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
.....
signed

.....
... date

Name:



Kent County Council

EQUALITY IMPACT ASSESSMENT

A229 Loose Road Corridor Maidstone





Kent County Council

EQUALITY IMPACT ASSESSMENT

A229 Loose Road Corridor Maidstone

TYPE OF DOCUMENT (PUBLIC) PUBLIC

PROJECT NO. 70043445

REF. NO. 70043445-REP-009

DATE: AUGUST 2019

Kent County Council

EQUALITY IMPACT ASSESSMENT

A229 Loose Road Corridor Maidstone

WSP




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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	04/10/2018	30/8/2019		
Prepared by	S. Cousens	R.Thompson		
Signature		 Digitally signed by Thompson, Rebekah DN: cn=Thompson, Rebekah, ou=Cardiff (1 Capital Quarter), email=Rebekah.Thompson@wsp.com Date: 2019.09.02 08:38:45 +01'00'	Thompson, Rebekah	
Checked by	S. Collins	S.Rice (Cousens)		
Signature				
Authorised by	P. Allen	P.Allen		
Signature		 Allen, Peter I have reviewed this document 2019.08.30 19:19:01 +01'00'		
Project number	70043445	70043445		
Report number	70043445-REP-009	70040984-REP -009		
File reference	\\uk.wspgroup.com\central data\Projects\700434xx\70043445 - A229 Loose Road Corridor\Design & Analysis\EqIA	\\uk.wspgroup.com\central data\Projects\700434xx\70043445 - A229 Loose Road Corridor\Design & Analysis\EqIA		

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1. INTRODUCTION TO THE SCHEME

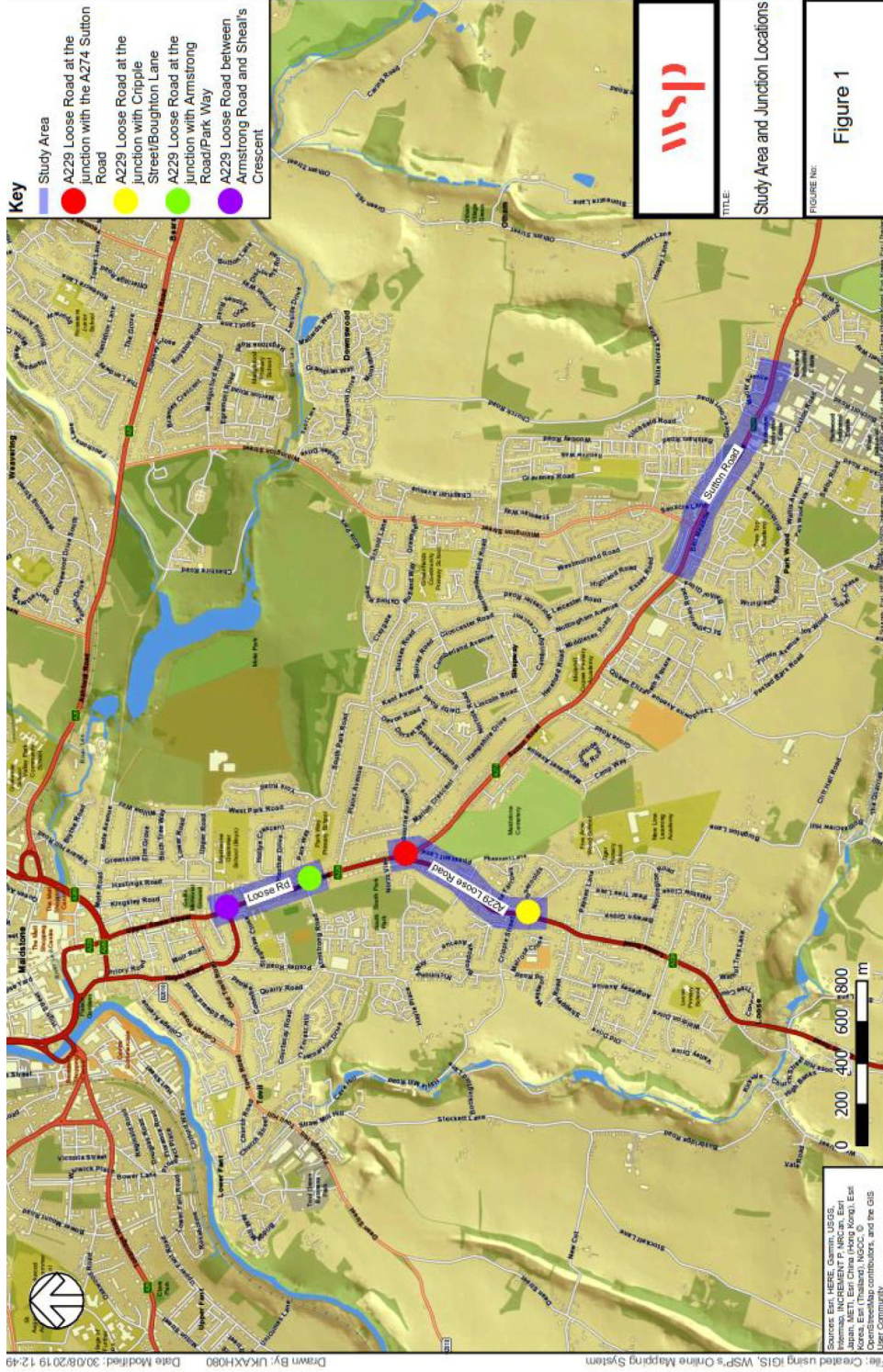
1.1. SCHEME BACKGROUND AND CONTEXT

- 1.1.1. WSP has been appointed by Kent County Council (KCC) in partnership with Maidstone Borough Council (MBC), to prepare the outline design and environmental studies for the A229 Loose Road Corridor Maidstone Improvement Scheme, known hereafter as the 'Scheme'.
- 1.1.2. The Scheme is designed to address existing traffic congestion and improving journey time reliability along the A229 Loose Road and along the A274 Sutton Road. The Scheme objectives are identified below in Section 1.3.
- 1.1.3. Feasibility designs have been completed for four separate junction upgrades. The four junctions sit within a corridor on the A229 between Sheals' Crescent and Anglesey Avenue (Figure 1). The corridor has been incorporated into 'one scheme' to demonstrate the overall benefits that would be achieved, collectively, once construction works are completed (Kent County Council, 2017).
- 1.1.4. Funding has been secured through the South East Local Enterprise Partnership and indicative estimates have been calculated for each junction improvement from the £8.9m total allocation (Kent County Council, 2017). The Scheme is planned to be delivered by 2021.
- 1.1.5. This report presents the Equality Impact Assessment (EqIA) of the Scheme.

1.2. LOCATION OF THE SCHEME

- 1.2.1. The proposed Scheme is located to the south of Maidstone and extends from Sheal's Crescent in the north to Loose Bowls Club at the south (Figure 1).

Figure 1: Scheme Location



1.3. SCHEME OBJECTIVES

1.3.1. The objectives and anticipated benefits (Kent County Council, 2017) of the Scheme comprise the following:

- Upgrade A229 Loose Road Corridor at four junctions;
- Accommodate increased traffic volume on A229 Loose Road;
- Ease congestion;
- Improve traffic flow into Maidstone;
- Unlock Economic Growth and Job Creation opportunities;
- Enable the delivery of housing development;
- Improve Air Quality and/or Reduce CO₂ Emissions; and
- Incentivise skills and apprentices.

1.4. NEED FOR IMPROVEMENT

1.4.1. The A229 Loose Road corridor suffers from congestion at several key junctions along the road (Maidstone Borough Council, 2016). This road and their associated junctions form part of the Maidstone Integrated Transport Package which was agreed at the Maidstone Joint Transportation Board in 2015.

1.4.2. The Maidstone Integrated Transport Package consists of a package of transport interventions aimed at reducing congestion and easing traffic movements at pinch point locations within Maidstone. The project currently includes Three Phases with the improvements to the A229 Loose Road Corridor being Phase Three of the project plan.

1.4.3. The junctions are as follows:

- A229 Loose Road at the junction with the A274 Sutton Road, known as “The Wheatsheaf” junction;
- A229 Loose Road at the junction with Cripple Street/Boughton Lane;
- A229 Loose Road at the junction with Armstrong Road/Park Way; and
- A229 Loose Road between Armstrong Road and Sheal’s Crescent;

1.5. CONSULTATION

1.5.1. Public Consultation is planned to take place at the end of the outline design phase in approximately December 2018. Proposed consultation specific to protected groups is outlined in Section 4.6.1.

1.5.2. The KCC Diversity Team has reviewed the EqlA Screening document for the Scheme and have agreed the content of this EqlA for the outline design stage.

1.5.3. The purpose of the EqlA is detailed in Section 3.

2. LEGISLATION

- 2.1.1. The Equality Act 2010 came into force on 1 October 2010 and brought together over 116 separate pieces of legislation into a single Act. The Act provides a legal framework to protect the rights of individuals that share defined "protected characteristics" and advance equality of opportunity.
- 2.1.2. Those "protected characteristics" which identify the vulnerable groups who may be disproportionately impacted upon or discriminated against are outlined in Table 1. Protection extends to those who are perceived to have these characteristics or who suffer discrimination because they are associated with someone who has that characteristic, e.g. cares for someone with a disability.

Table 1: Protected Characteristics Covered within an Equality Impact Assessment¹

PROTECTED CHARACTERISTICS	PEOPLE AND ASPECTS INCLUDED
Gender	Men, women, married and single people; parenting, caring, flexible working and equal pay concerns.
Religion or belief	People who have a religious belief; people who are atheist or agnostic; people who have a philosophical belief which affects their view of the world or the way they live.
Age	Children (0-16), young people (17-25), working age people (15-64) and elderly people (65 and over).
Disability	People with physical, mental, sensory, visible or hidden impairment (e.g. cancer, HIV, dyslexia).
Race	People from various ethnic groups, as for the Census categories, e.g. White British, Chinese, British Asians, Travellers, Gypsies, Roma, those who are of Caribbean origin, people of mixed heritage, White Irish communities, and people of other nationalities who reside in Britain.
Sexual orientation	Heterosexual and bisexual men and women, gay men and lesbians.
Gender reassignment (Transgender/transsexual)	Anyone who is proposing to undergo, are undergoing or have undergone a process for the purpose of reassigning their sex.
Pregnancy and Maternity	Pregnant women and new mothers – protection against maternity discrimination (including as a result of breast feeding).

¹ <https://www.kent.gov.uk/about-the-council/strategies-and-policies/corporate-policies/equality-and-diversity/equality-impact-assessments>

2.1.3. Section 149 of the Act provides for a Public Sector Equality Duty. This requires that public bodies such as KCC, in the exercise of their functions, give "due regard to the need to":

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- Advance equality of opportunity between people who share a protected characteristic and those who do not. This includes:
 - Removing or minimising disadvantages suffered by people due to protected characteristics;
 - Taking steps to meet the needs of people with protected characteristics where these are different from the needs of other people; and
 - Encouraging people with protected characteristics to participate in public life or in other activities where their participation is disproportionately low.
- Foster good relations between people who share protected characteristic and those who do not. This includes:
 - Tackling prejudice;
 - Promoting understanding; and
 - Eliminating unlawful discrimination, harassment and victimisation.

2.1.4. This duty also applies to private sector companies when carrying out functions or services on behalf of public sector bodies.

2.1.5. KCC's Equality Impact Analysis / Assessments Policy (KCC, 2007) states:

KCC uses Equality Impact Assessments (EqIA) to capture and evidence our analysis on the impact of our decisions and policies on the people of Kent. This helps us to meet various elements of our Public Sector Equality Duty.

Equality analysis helps us to demonstrate that "due regard" has been paid to our Equality duties before any decisions are made. This includes Officer Decisions under delegated authority. The decision maker must have seen the equality analysis and be aware of any potential negative impacts before any decisions are made. KCC evidences the "due regard" duty through an Equality Impact Assessment/Analysis (EqIA).

3. EQUALITY IMPACT ASSESSMENT

3.1. WHAT IS EQIA

- 3.1.1. An Equality Impact Assessment (EqIA) considers the impact of a project or policy on persons or groups of persons who share characteristics which are protected under section 4 of the Equality Act 2010 ("protected characteristics") and might also include others considered to be vulnerable within society such as low income groups. It is an information gathering tool which enables decision makers within public bodies to implement their equality duty under the Equality Act 2010.
- 3.1.2. An EqIA guides decision makers and designers to:
- Consider the effects of existing and proposed policy or practice on people who share a "protected characteristic"; and
 - Identify opportunities to improve equality of opportunity and eliminate discrimination.
- 3.1.3. An EqIA should be carried out before making decisions, to inform and shape the outcomes. They should be updated throughout the decision-making process as necessary, as policy or practices are developed.
- 3.1.4. There are three stages to an EqIA; screening, full assessment and outcome monitoring. The screening stage (as detailed in Section 5) determined which protected characteristics are likely to experience disproportionate impacts, and therefore require consideration within the EqIA. This took into account the nature of the public function being exercised and available information on users and impacts. This document represents the assessment on those groups identified.

3.2. METHODOLOGY

- 3.2.1. Highways England has developed guidance to the EqIA process (Highways England, 2011). This guidance has been adopted as current industry practice for highway sector schemes. This guidance sets out the three key stages involved in an EqIA as depicted in Figure 2.

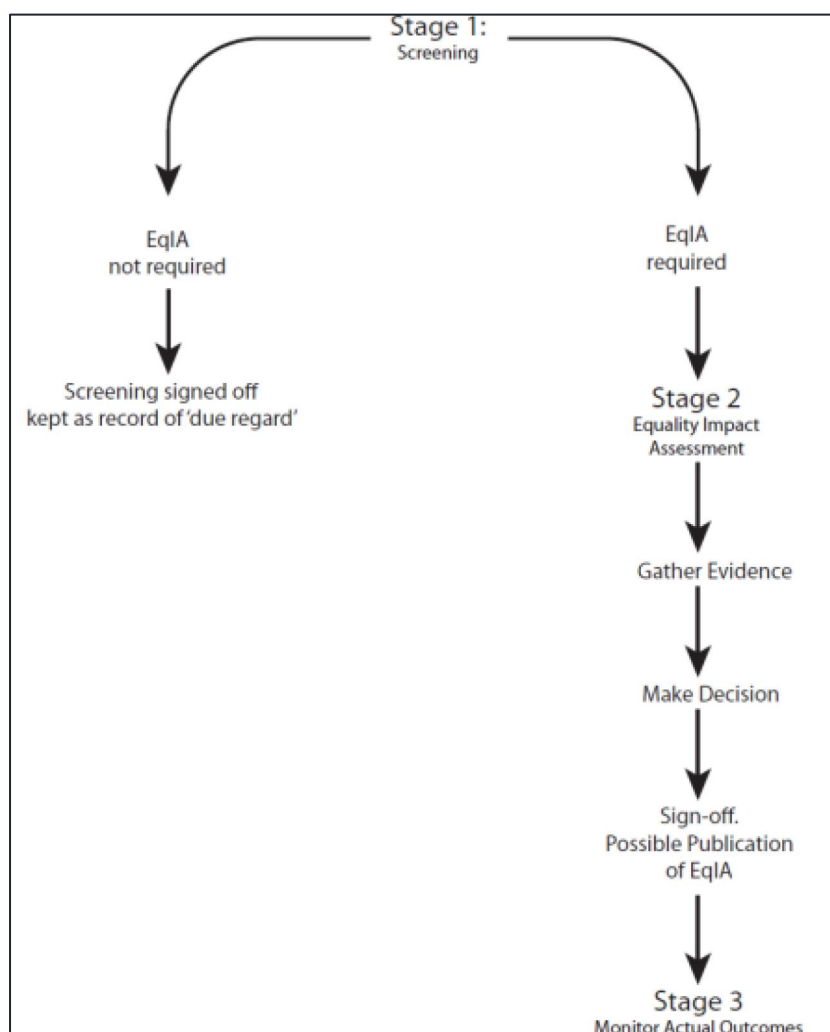


Figure 2: The Three Stage EqlA Process

- 3.2.2. This methodological framework has been used to inform the approach for the EqlA Screening of the A229 Loose Road Corridor improvements.
- 3.2.3. The key objective of the initial screening exercise was to identify which (if any) of the protected characteristics could experience direct or indirect disproportionate impacts (either positive or negative), thereby setting out whether or not a full EqlA is necessary.
- 3.2.4. The screening exercise is a process by which the following issues are considered:
- Whether there is evidence to suggest that any of the protected characteristics have particular sensitivities or needs in relation to the Scheme;
 - Whether there are existing inequalities or access barriers to services or developments which need to be considered; and
 - Whether there are particular community groups or stakeholders representing protected characteristics who have expressed interest or concerns about the proposed Scheme.
- 3.2.5. In order to complete the screening phase, the following actions were undertaken:

- An initial review of existing baseline information to gather data and understand the communities which may be affected by the proposed Scheme. This includes review of previously published documents, Census 2011 data and information held by the local authority; and
- Identification of the priority groups and sensitive receptors to be considered within this assessment, which have the potential to experience disproportionate impacts as a result of development of the proposed Scheme.

3.2.6. A summary of the results of the screening assessment is provided in Section 5 and Section 6 of this report.

STUDY AREA

3.2.7. The EqIA Screening was based on the following study areas:

- Protected Characteristic Profile – census data and other publicly available information has been gathered for the administrative area of Kent County Council to provide a baseline of the demographic of the area for the protected characteristics under the Equality Act 2010); and
- Sensitive receptors – within the local vicinity of the Scheme (detailed in Section 4.4).

3.3. EQUALITY IMPACT ASSESSMENT

3.3.1. This document represents the EqIA for the Scheme and assesses the level of impact the development may have on those protected groups (Table 2) for which the screening document identified as having the potential to be disproportionately affected.

3.3.2. Table 2 below forms the basis of the assessment structure where either a high, medium or low negative or positive impact for each of the protected characteristic groups (based on professional judgement in the absence of set guidance) will be assigned (as defined in the Future Managed Motorways Concept EqIA criteria).

Table 2: Proposed Equality Impact Assessment Structure

Protected Group	High negative impact	Medium negative impact	Low negative impact	High/Medium /Low Positive Impact
Age	Extent: Likely to affect the well-being of most or all people from	Extent: Likely to affect the well-being of many people from the	Extent: Likely to affect a small number of people from one or more equality groups	Assessment criteria proposed to follow that for negative impacts in terms of
Disability				
Gender				

Protected Group	High negative impact	Medium negative impact	Low negative impact	High/Medium /Low Positive Impact
Gender identity/ Transgender	the specified equality group. Duration: Long term.	specified equality group.	Duration: Short-medium term Reversibility: Likely to be	extent, duration and reversibility.
Race		Duration: Medium term		
Religion and Belief				
Sexual Orientation				
Pregnancy and Maternity				
Marriage and Civil Partnerships				

4. LOCAL SOCIAL PROFILE

4.1. INTRODUCTION

4.1.1. A local social profile has been compiled from publicly available data to provide context for the assessment. This comprises information on the following:

- Protected characteristic groups;
- Local communities; and
- Sensitive receptors, local community facilities and public transport.

4.2. PROTECTED CHARACTERISTIC PROFILE

4.2.1. Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act 2010:

- Age;
- Disability;
- Race;
- Religion or belief;
- Gender; and
- Sexual orientation.

4.2.2. Certain protected characteristics, including gender reassignment, marriage and civil partnership and pregnancy and maternity have not been included in the assessment due to a lack of publicly available data at the time of writing. Although not a protected characteristic under the Equality Act 2010, the social profile also includes data on deprivation as it provides a measure of a combination of social-economic metrics.

ETHNICITY AND RELIGION PROFILE

4.2.3. The percentage of each ethnicity as measured by ONS, and as outlined in the 2011 Census for the county of Kent and England/Wales, is presented in Table 3.

4.2.4. The ONS 2011 Census information indicates that the majority of the population within Kent is classified as White British (89.1%), slightly higher than England and Wales (80.5%). This shows that Kent is less ethnically diverse than England and Wales.

Table 3: Ethnicity Profile of Kent and England/Wales

ETHNIC GROUP	KENT		ENGLAND/WALES
	Number in 2011	Percentage of total population in 2011	Percentage of total population in 2011
White: English, Welsh, Scottish, Northern Irish, British	1,303,558	89.1%	80.5%
White: Irish	10,239	0.7%	0.9%

ETHNIC GROUP	KENT		ENGLANDWALES
	Number in 2011	Percentage of total population in 2011	Percentage of total population in 2011
White: Gypsy or Irish Traveller	4,685	0.3%	0.1%
White: Other White	52,620	3.6%	4.4%
Mixed / multiple ethnic group	22,107	1.5%	2.2%
Asian / Asian British*	47,614	3.2%	7.5%
Black / African / Caribbean / Black British	16,216	0.3%	3.4%
Other ethnic group	6,701	0.5%	1.0%
Total not 'White: British, etc.' (i.e. BAME)	160,182	10.94%	19.5%
Total not 'White'	92,638	6.32%	14.1%
All People	1,463,740	100%	100%

* Now includes Chinese, which was previously a separate category; ^ not possible to separate out as Gypsy or Irish Traveller was a new category in 2011

4.2.5. The 2011 Census data indicates that the majority of the population (62.5%) within Kent is identified as Christian, while the next largest group identifies as having no religion (26.75%). Table 4 provides a profile of the religion or beliefs held within Kent and England and Wales.

Table 4: Percentage of People Belonging to Specified Faiths in Kent and England/Wales

RELIGION	KENT		ENGLANDWALES
	Number in 2011	Percentage of total population in 2011	Percentage of total population in 2011
Christian	915,000	62.5%	59.3%
Buddhist	6,802	0.5%	0.4%

RELIGION	KENT		ENGLAND/WALES
	Number in 2011	Percentage of total population in 2011	Percentage of total population in 2011
Hindu	10,943	0.7%	1.5%
Jewish	1,777	0.1%	0.5%
Muslim	13,932	0.95%	4.8%
Sikh	10,545	0.7%	0.8%
Other	6,145	0.4%	0.4%
No religion	391,591	26.75%	25.1%
Not stated	10,805	7.3%	7.2%

AGE PROFILE

- 4.2.6. The ONS 2011 Census data shows that the percentage of the population over 45 is lower in Kent (5.2%) when compared to England and Wales (42%). A detailed age profile is provided in Table 5 however, it should be noted that the age profile in the county as a whole may not be reflective of the EqIA study area.

Table 5: Age Profile in Kent and England/Wales

AGE RANGE	KENT		ENGLAND/WALES
	Number in 2011	Percentage of total population in 2011	Percentage of total population in 2011
0-4	21,978	16.4%	6.2%
5-7	7,044	5.3%	3.4%
8-9	4,198	3.1%	2.2%
10-14	9,445	7.1%	5.8%
15	2,263	1.7%	1.2%
16-17	6,044	4.5%	2.5%
18-19	9,310	7.0%	2.6%

AGE RANGE	KENT		ENGLANDWALES
	Number in 2011	Percentage of total population in 2011	Percentage of total population in 2011
20-24	24,857	18.6%	6.8%
25-29	19,350	14.5%	6.8%
30-44	22,332	16.7%	20.5%
45-59	5,364	4.0%	19.4%
60-64	661	0.5%	6.0%
65-74	627	0.5%	8.7%
75-84	224	0.2%	5.6%
85-89	14	0.0%	1.5%
90+	8	0.0%	0.8%

GENDER

- 4.2.7. The percentage of males (all ages) to females (all ages) in Kent is similar to the national averages in 2011, as outlined in Table 6.

Table 6: Gender Profile in Kent and England/Wales

AGE RANGE	KENT		ENGLANDWALES
	Number in 2011	Percentage of total population in 2011	Percentage of total population in 2011
Male	57,232	48.5%	49.2%
Female	60,724	51.5%	50.8%

DISABILITY

- 4.2.8. A total of 1,206,702 or 17.6% of people in Kent are living with a long-term health problem or disability, slightly lower than the national average of 17.9%. A smaller proportion of people in Kent (45.3%) with a long term health problem or disability find that their condition limits their day to day activities a lot more than the national average (47.5%).

4.3. COMMUNITIES IN PROXIMITY TO THE SCHEME

4.3.1. The nearest communities within the area surrounding the Scheme comprise residential dwellings at:

- Maidstone (located towards the north of Loose Road);
- Tovil (located towards the north west of Loose Road);
- Loose (located to the south of Loose Road);
- Shepway (located to the east of Loose Road);
- Willington (located to the east of Loose Road);
- Parkwood (located to the south east of Loose Road);
- Boughton Monchelsea (located to the south of Loose Road);
- Loose (located to the south of Loose Road); and
- Dean Street (located to the west of Loose Road).

4.3.2. The area surrounding the Scheme is mainly residential and commercial comprising residential developments, shops and community facilities such as schools and nursing homes. Vulnerable residents, employees and users of community facilities in this area have the potential to be affected disproportionately by the Scheme.

4.3.3. Likely journeys to take place by vehicle on Loose Road include:

- Journeys to and from Maidstone, via the A229, are likely to be made by residents to access secondary schools, health facilities, retail facilities and places of worship; and
- Journeys from residents located in residential dwellings travelling to primary schools and local facilities.

4.4. FACILITIES IN PROXIMITY TO THE SCHEME

- The nearest facilities comprise:
 - Convenience Stores and Service Facilities:
 - Sainsbury’s Local (on Loose Road, 84m from the junction with Boughton Lane);
 - Tesco Express (on Loose Road, 127m from the junction with Sheal’s Crescent);
 - Maidstone Cemetery (on Sutton Road, 205m from the junction with The Wheatsheaf);
 - Ashley Gardens Care Centre (on Sutton Road, adjacent to Willington Street);
 - Morrissions and Morrissions petrol station (on Sutton Road, 400m from Willington Street Junction); and
 - Willington Street Post Office (on Willington Road, 320m north of Willington street Junction).
 - Medical Facilities
 - Payden’s Pharmacy (on Loose Road at the junction with Boughton Lane);
 - Maidstone South Ambulance Community Response Post (on Loose Road, 106m from the junction with Boughton Lane); and

- Loose Medical Centre/ The Mote Medical Practice (on Boughton Lane, 27m from the junction with Loose Road).
- Care Facilities:
 - Loose Court (Assisted Living Residence, on Rushmead Drive, 385m from the junction with Boughton Lane);
 - The Oast (Assisted Living Residence, on Plains Avenue, 228m from the junction with Armstrong Road and Park Way); and
 - Magnolia House nursing home (on Cripple Street, 89m from the junction with Boughton Lane).
- Schools and Education:
 - Little Stars Pre-School (on Stagshaw Close, 622m from the junction with Sheal's Crescent);
 - Maidstone Grammar School (on St Philip's Avenue, 230m from the junction with Sheal's Crescent);
 - South Borough Primary School (on Loose Road 126m from the junction with Sheal's Crescent);
 - Smarties Nursery (on Stagshaw Close, 528m from the junction with Sheal's Crescent);
 - Kumon Maths and English Study Centre (on Melrose Close, 473m from the junction with Boughton Lane);
 - Maidstone Day Nursery & Pre-School (on Boughton Lane, 508m from the junction with Loose Road);
 - New Line Learning Academy (on Boughton Lane, 641m from the junction with Loose Road);
 - Five Acre Wood School Academy (on Boughton Lane, 595m from the junction with Loose Road);
 - Loose Primary School (on Loose Road, 990m from the junction with Boughton Lane); and
 - Senacre Wood Primary School (located off Wolley Road, 500m north east from Willington Street Junction).
- Recreation facilities:
 - Maidstone YMCA (on Melrose Close, 473m from the junction with Boughton Lane);
 - Loose Road Bowls Club (on Loose Road, 28m from the junction with Boughton Lane);
 - PhysioFit Kent (on Boughton Lane at the junction with Loose Road);
 - Maidstone Skatepark (on Armstrong Road, 344m from the junction with Loose Road);
 - South Park (park and garden) (on Armstrong Road, 160m from the junction with Loose Road);
 - Allotments on Carlton Gardens and Old Loose Hill (on Carlton Gardens, 1,770m from the junction with Sutton Lane and on Old Loose Hill, 1,240m from the junction with Boughton Lane);

- Maidstone Leisure Centre (on West Park Road, 864m from the junction with Sheal's Crescent);
- Flair School of Dance (held at the New Line Learning Academy on Boughton Lane, 641m from the junction with Loose Road);
- King George V Recreation Ground (on Loose Road, 985m the junction with Boughton Lane); and
- The Wheatsheaf pub between Loose Road and Sutton Road junction.

4.5. PUBLIC TRANSPORT, PEDESTRIAN AND CYCLING FACILITIES

PUBLIC TRANSPORT

- 4.5.1. The Scheme is at the early stage of the design process and, as such, it is not yet known if any bus stops will be temporarily affected by the works during construction or permanently during the operational phase. The construction and operational phases of the Scheme therefore may have the potential to disproportionately affect certain vulnerable groups; in particular the elderly, the young and women (including pregnancy and maternity) who are likely to use public transport regularly (Department for Transport, 2015).
- 4.5.2. The following bus stops on Loose Road have the potential to be affected by the Scheme:
- Sheal's Crescent; (buses: 5, 12, 13, 24, 27, 28, 59, 82 Park Wood Shuttle, 89, 589 and T12 servicing Sandhurst, Park Wood, Grafty Green, Coxheath, Tenterden, Hollingbourne, Headcorn southbound. All buses travelling north go to Maidstone);
 - Armstrong Road; (buses 5, 12, 13, 24, 27, 28, 59, 82 Park Wood Shuttle, 89, 589 and T12 servicing Sandhurst, Park Wood, Grafty Green, Coxheath, Tenterden, Hollingbourne, Headcorn southbound. All buses travelling north go to Maidstone);
 - Plains Avenue; (buses 5, 12, 13, 24, 27, 28, 59, 82 Park Wood Shuttle, 89, and T12 servicing Sandhurst, Park Wood, Grafty Green, Coxheath, Tenterden, Hollingbourne, Langley, Marden and Headcorn);
 - The Wheatsheaf; (buses: 5, 14, 27, 28, 59, 89, 641, 642, 643 and T12 servicing Coxheath, Sandhurst, Marden, Crafty Green, Cranbrook, and Linton);
 - Fire Station (buses 5, 14, 27, 28, 59, 89, 589, 641, 642, 643 and T12 servicing Maidstone, Sandhurst, Coxheath, Marden, Crafty Green and Cranbrook southbound. All buses travelling north go to Maidstone); and
 - The Swan (buses 5, 14, 27, 28, 59, 89, 589, 641, 642, 643 and T12 servicing Sandhurst, Coxheath, Marden, Crafty Green and Cranbrook southbound. All buses travelling north go to Maidstone).

The following bus stops on Sutton Road have the potential to be impacted by the scheme:

- Sutton Road; (buses: 12,13,24,59) servicing Hollingbourne, Tenterden and buses; 641,642 and 643 servicing Maidstone;
- Wallis Avenue; (buses:642 and 82 Park Wood Shuttle) servicing Park Wood; and

- Sutton Road, near the Wheatsheaf buses: 12, 13, 24,59 and 82 Park Wood Shuttle).

4.5.3. There are no railway stations or railways within the Scheme boundary and immediate vicinity. Maidstone West railway station is the nearest and is located approximately 1 km to the north west.

PEDESTRIANS

4.5.4. There are no designated Public Rights of Way on Loose Road in the development corridor. The following Public Rights of Way, footways and permissive paths are in near proximity or the immediate vicinity of the Scheme, and vulnerable users of which have the potential to be disproportionately affected:

4.5.5. Near proximity:

- There is a public footpath (KMX40) (83m long) from Holtye Crescent to West Park Road to the east of Loose Road; and
- There are two public footpaths (KB21/2 and KB21/3) (130m and 89m long) from Postley Farm to Redstart Avenue to the east of Loose Road.

4.5.6. Immediate vicinity:

- There is a pavement on both sides of Loose Road corridor between Sheal's Crescent at the north of the development corridor and Loose Bowls Club at the south;
- There is a pelican crossing across Loose Road and Boughton Lane at the Boughton lane junction;
- There is a pelican crossing on Loose Road just north of the junction with Sutton Road and Cranborne Avenue;
- There are pelican crossings across Armstrong Road and Park Way at the junction with Loose Road and a further crossing across Loose Road just north of the junction;
- There are pedestrian refuge islands on Loose Road both north and south of the junction with The Farrows;
- There are three pedestrian refuge islands on Loose Road between Wheatsheaf Close and the junction with Sutton Road and Cranborne Avenue; and
- There is a Public Right of Way between Sutton Road following Sutton Heights heading north through the wooded area between the residential properties on Wellington Street and Graveney Road (located approximately 120m from Wellington Street Junction).

CYCLISTS

4.5.7. There are no National Cycle routes within the Scheme boundary or which will be affected by the Scheme.

4.5.8. There are cycle lanes on both the north and southbound lanes of Loose Road between the Ambulance Station and approximately number 356 Loose Road. The cycle lane on the northbound carriageway continues to approximately number 343 loose Road. No further cycle lanes have been identified so it is assumed that cyclists use the road with no segregation where there is no cycle lane provided.

4.6. COMMUNITY FACILITIES

4.6.1. There are a number of community facilities which are situated within or adjacent to the Scheme and vulnerable users using these facilities have the potential to be disproportionately affected. The following facilities have been identified:

MEDICAL FACILITIES

4.6.2. The following medical facilities were identified within or adjacent to the Scheme:

- The Loose Medical Centre, Payden's Pharmacy and PhysioFit Kent are located just off Loose Road on Boughton Lane at the southern end of the proposed improvement works;
- The Mote Medical Practice Branch Surgery is located on Cripple Street, just off Loose Road at the southern end of the proposed improvement works; and
- The Maidstone South Ambulance Community Response Post is located on Loose Road at the southern end of the proposed Scheme.

SCHOOLS/ EDUCATION

4.6.3. The following schools and education facilities were identified within or adjacent to the Scheme:

- The South Borough Primary School (300 pupils) is located on Loose Road at the northern end of the proposed improvement works;
- The Smarties Nursery and Little Stars Pre-School are located on Stagshaw Close, 115 metres (m) and 230m respectively from Loose Road, accessed via Postley Road, at the northern end of the proposed improvement works;
- The Maidstone Grammar School (1232 pupils) is located on Barton Road approximately 190m from Loose Road at the northern end of the proposed improvement works;
- The Five Acre Wood School (309 pupils), New Line Learning Academy (570 pupils) and Maidstone Day Nursery & Pre-school are located approximately 350m to the east of Loose Road and are accessed via Boughton Lane;
- The Loose Primary (654 pupils) School is located on Loose Road approximately 900m to the south of the proposed development works;
- The Maidstone South Kumon Math and English Study Centre is located within the Maidstone YMCA on Melrose Close, approximately 210m from Loose Road at the southern end of the development works; and
- There are two schools within proximity to Sutton Road comprising Discovery Day Nursery and Tree Tops Primary Academy located approximately 300m south from Sutton Road.

4.6.4. The Pupil numbers provided are from the Schools Guide website (2018) which uses 2017 National School Census Data.

LEISURE FACILITIES

4.6.5. The following recreation facilities were identified within or adjacent to the Scheme:

- Loose Road Bowls Club is located on Loose Road at the northern extent of the proposed works;
- Maidstone Skatepark, Maidstone Hockey Club and South Park (park and garden) are located on Armstrong Road, approximately 350m and 150m from Loose Road respectively, at the northern end of the development works;
- There are allotments on Old Loose Hill, approximately 1km to the south west of the Scheme;
- Maidstone Leisure Centre and Mote Park Indoor Bowls Club are located approximately 600m to the east of Loose Road at the northern end of the Scheme;
- Flair School of Dance is located approximately 500m to the south east of Loose Road at the southern end of the Scheme;
- King George V Recreation Ground is located approximately 900m to the south of the Scheme; and
- Maidstone YMCA is located approximately 190m to the west of Loose Road at the southern extent of the Scheme. The YMCA hosts Loose Road Sports and Community Centre which contains a fitness suite, crèche, dance studio, all weather football pitches, pre-school, café, kid's activities and meeting room hire. Adult activities hosted at the YMCA include badminton, basketball, football, cricket, football pitches, over 60's sessions, fitness classes and ante natal courses. Children's activities include birthday parties, roller skating, holiday club, craft workshops, dance, kickboxing, cheerleading and basketball. The YMCA also hosts disability sessions for curling, indoor football, dance and boccia.

CARE FACILITIES

4.6.6. The following care facilities were identified within or adjacent to the Scheme:

- Magnolia House Nursing Home is located on Cripple Street, just off Loose Road at the southern extent of the development works. Magnolia House is a care home providing accommodation for up to six people who require personal care and who have a learning disability. The home is wheelchair accessible;
- Kent Community Health NHS Foundation Trust/ The Oast is an assisted living residence on Plains Avenue, just off Loose Road in the middle of the development extent. The Oast provides accommodation for a maximum of 28 elderly residents and has wheelchair access; and
- Loose Court is a 41 bedroom care home, Loose Court treats elderly people with dementia, physical disabilities and sensory impairments.

PLACES OF WORSHIP

4.6.7. There are a no places of worship that fall within the Scheme boundary.

4.6.8. The closest place of worship is The Vine Church located approximately 350m from Loose Road on Boughton Lane, the Kingdom Hall of Jehovah's Witnessess located 500m north of Sutton Road, and Christ Church, Park Road, Maidstone located 350m south from Sutton Road.

EMPLOYMENT

4.6.9. The A229 Loose Road is the main conduit from the south into Maidstone central business district. Maidstone town centre hosts many employers including retail

facilities, museums, hotels, supermarkets, courts and a prison, and the A274 Sutton Road converges with the A229 approximately 1.5km south of Maidstone facilitating traffic movements from Shepway, Willington and Parkwood

- 4.6.10. In addition to Maidstone town centre and the employment provided by the medical, education, leisure and care facilities listed in the sections above, there are many employers in closer proximity to the Scheme. South Park Business Village and Fountain Enterprise Park are home to many businesses. These are located on Enterprise Road, accessed via Armstrong Road, approximately 350m from Loose Road, at the northern end of the Scheme. These include Arriva, Michael James Insurance Services Ltd., Hug-Many Ltd., Bradley Bishop Estate Agents, Jem Fruits, DG Solutions (window supplier), Stones Accountancy Ltd., Brokertech, Cunningham Lindsey Ltd., BT Business Phone Systems, NCS Technology Ltd., Bohen bathroom renovators and DVSA Maidstone Driving Test Centre. Many other businesses are located in the business parks listing accounting, telecom services, business services, engineering, IT, estate management and travel agencies as their core business.

COMMUTERS

- 4.6.11. When travelling by car, commuters from the residential dwellings either side of Loose Road are likely to use the Scheme area of Loose Road to travel to work in Maidstone or the businesses located in the business parks off Armstrong Road. In addition, commuters from Loose and Linton are likely to travel to Maidstone using Loose Road. 2011 Census data found that the top five destinations for people commuting from Maidstone were Tonbridge and Malling, Medway, Tunbridge Wells, London and Ashford with almost a quarter of out-commuting residents working in London (ONS, 2011).
- 4.6.12. There are many bus routes that commuters are likely to use to travel into Maidstone. Information on local bus stops and their routes is provided in Section 4.5.
- 4.6.13. Sutton Road has many bus stops along its entirety, with the majority of businesses being situated on Sutton Road, therefore those travelling by bus have several options along Sutton Road of where they may like to stop/travel from. Those commuting by car from the residential areas adjacent to Sutton Road are likely to travel towards Maidstone using Sutton Road before converging with A229 Loose Road.

5. EQUALITY IMPACT SCREENING OUTCOMES

EQI SCREENING OVERVIEW

- 5.1.1. The EqI Screening assessment was completed for the A229 Loose Road Corridor at outline design phase, taking into account the baseline information outlined in this document. The screening assessment is presented in [Table 7](#) and supported by the rationale provided in the following sections.
- 5.1.2. This EqIA has been prepared for the Scheme at outline design phase has been completed on the basis of the conclusions of the EqI Screening. It is recommended that the rationale for the EqI Screening and subsequent conclusions of the EqIA are reviewed and updated if necessary at the detailed design phase.
- 5.1.3. On completion of the EqI Screening, it was identified that key elements of the Scheme which could disproportionately affect vulnerable groups within the study area are as follows:
- Scheme development and design considerations:
 - Amendments to public transport facilities, such as bus stops;
 - Changes to crossing points and public realm design;
 - Improvements in walking, cyclist and horse riding (WCAH) facilities;
 - Improved access to healthcare facilities; and
 - Impacts on physical accessibility to rural and community facilities, due to increases in PRow length.
 - Construction considerations:
 - Pedestrian or community severance due to disruption caused by construction works;
 - Temporary changes to the road or footpath;
 - Diversions and changes to key routes;
 - Temporary changes to public transport facilities; and
 - Noise, dust, light and environmental impacts associated with the Scheme have the potential to impact on health and wellbeing of the local populations.
- 5.1.4. The KCC Diversity Team has reviewed the EqI Screening document for the Scheme and have agreed the content of this the EqIA for the outline design stage. Therefore, on the basis of the sensitive receptors outlined above, the EqIA Screening identified that a full EqIA should be carried out for the following protected characteristic groups:
- Gender (including pregnancy and maternity);
 - Age; and
 - Disability.

Table 7: Equality Impact Screening

Protected Group	Impact		
	Negative Impact	Positive Impact	Unknown
Age	Yes during construction	Yes during operation	
Disability	Yes during construction	Yes during operation	
Gender (including pregnancy and maternity)	Yes during construction	Yes during operation	
Gender identity/ Transgender			Yes until consultation with KIMS Hospital has been undertaken
Race	No	No	
Religion and Belief	No	No	
Sexual Orientation	No	No	
Marriage and Civil Partnerships	No	No	

AGE

- 5.1.5. Road disruption during construction may impact on school students and education escorts travelling to the local schools and pre-schools. Students and education escorts will also benefit from positive impacts of eased congestion during operation.
- 5.1.6. Medical facilities in the vicinity including Loose Medical Centre and the Mote Medical Practice are likely to be used by older and younger people. As these facilities are directly accessed via the Scheme area, these groups may be adversely affected by congestion and possible diversions during construction of the new junctions but may also benefit from the road improvements and eased congestion during operation.
- 5.1.7. There are many care facilities in the vicinity of the works such as The Oast and Loose Court which specialise in the care of elderly people. As these facilities are directly accessed via the Scheme area, the residents from these facilities may be adversely affected by increased congestion, noise and dust from the works and



possible diversions during construction. There is the potential for this group to benefit from reduced congestion and the potential noise and air quality improvements during operation.

- 5.1.8. Loose Road Bowls Club, Mote Park Indoor Bowls Club and the allotments on Old Loose Hill are likely to have many older members/attendees who may be affected by increased congestion, noise and dust from the works during construction. Loose Road Bowls Club is accessed directly via the Scheme area so members may also be inconvenienced by possible diversions during construction. There is the potential for this group to benefit from reduced congestion during operation.
- 5.1.9. There are many facilities for younger people in the vicinity of the development including; Maidstone Skatepark, South Park, Maidstone Leisure Centre, Flair School of Dance and Maidstone YMCA (which offers children's parties, roller skating, holiday club, craft workshops, dance, kickboxing, cheerleading and basketball). This vulnerable user group may be affected by congestion, dust and noise during construction of the new junctions but may also benefit from the eased congestion and potential for improved air quality during operation.

DISABILITY

- 5.1.10. Magnolia House provides care for those who require personal care and have a learning disability, Loose Court treats elderly people with dementia, physical disabilities and sensory impairments and The Oast provides accommodation for elderly residents and has wheelchair access. These care facilities are all located in the vicinity of the Scheme and as a result, residents and visitors might be adversely affected by any congestion during construction. Magnolia House and The Oast are accessed directly via the Scheme area so residents may also be inconvenienced by possible diversions during construction. Access to this facility should be considered during the detailed design of the construction and operational phases to ensure this user group is not disproportionately affected.
- 5.1.11. Five Acre Wood School on Boughton Lane is a District Special School for children and young people with profound, severe and complex learning difficulties, including Autistic Spectrum Disorder. Access to this facility should be carefully considered during the detailed design of the construction and operational phases to ensure this user group is not disproportionately affected by access, congestion, changes to layout, noise and air quality. Access is not directly affected by the proposed Scheme.
- 5.1.12. The YMCA hosts curling, indoor football, dance and boccia sessions for those with disabilities. Users of this facility may be disproportionately affected by congestion during construction but may benefit from eased congestion during operation.
- 5.1.13. The improvements to Wheatsheaf Junction also include traffic signal and tactile paving which will make crossing the road safer for all travellers. Those who are visually impaired will also benefit from improved infrastructure. Vegetation removal is also proposed to widen paths and visual splays, which during the operation of the scheme will benefit disabled users or those with impaired mobility to allow more space on the pavement and may reduce fear felt by pedestrians by moving them further away from the road.

- 5.1.14. It is recommended that specific consultation is undertaken with drivers with disabilities groups to identify levels of uptake and more clearly determine potential impacts on this group.
- 5.1.15. There is an opportunity to advance equality by engaging and consulting on the Scheme design with users of facilities with disabilities. The design should be mindful of future user groups of the road including age and disability. Consultation is recommended, but depending on the level of design available it may be more meaningful to undertake this at detailed design.

GENDER (INCLUDING PREGNANCY AND MATERNITY)

- 5.1.16. The National Travel Survey (DfT, 2016) states that more men are likely to cycle meaning they could be more likely to be affected by any delays or disruption to cycle routes during construction in the short term but would experience long-term benefits from improved cycle routes during operation. When available the Walking, Cycling and Horse-Riding Assessment (WCAH) required under DMRB requirements will be reviewed for the EqIA and it is recommended that a focus group is held for WCAH as part of the consultation.
- 5.1.17. As women make more trips taking children to school than men on average (DfT, 2014), the Scheme has the potential to impact journeys to and from educational facilities including the pre-schools and primary schools in the local vicinity and also those travelling to the secondary schools in Maidstone. As a result, women have the potential to be disproportionately affected by the Scheme.
- 5.1.18. The Pregnancy Mobility Index (van de Pol G, 2006) provides evidence that mobility restrictions suffered by pregnant women (particularly in the later stages of pregnancy) such as chronic back/pelvic/joint pain, pelvic instability, breathlessness and rib pain, differentiate them from the general population. These restrictions can affect mobility in accessing/leaving a vehicle and may also influence their capability and willingness to drive. As antenatal classes are held at the YMCA, those attending may be adversely affected by congestion during construction.
- 5.1.19. The National Travel Survey (DfT, 2016) also highlights that women up until approximately 50 years of age are more likely to make a walking trip than men, with 21% of trips being made for education and education escort and 19% for shopping, both activities which are carried out in higher proportion by women. The schools in the local vicinity indicate that women could be disproportionately affected during the construction phase by closed footpaths and congestion on the roads.
- 5.1.20. Women also make a higher number of trips by local bus service than men (DfT, 2016), meaning they could be disproportionately affected by any temporary or permanent bus stop amendments.

GENDER IDENTITY/TRANSGENDER

- 5.1.21. There is no clear evidence, data or rationale to consider the Scheme will have a disproportionate effect on this group at the outline design stage. This assumption will be reviewed following any consultation and during the detailed design stage.

RACE

- 5.1.22. There is no clear evidence, data or rationale to consider the Scheme will have a disproportionate effect on this group at the outline design stage. This assumption will be reviewed following any consultation and during the detailed design stage.

RELIGION AND BELIEF

- 5.1.23. There is no clear evidence, data or rationale to consider the Scheme will have a disproportionate effect on this group at the outline design stage. This assumption will be reviewed following any consultation and during the detailed design stage.
- 5.1.24. Although there are churches within the local area (as described in Section 4.5.7), it is anticipated that access to these locations will not be inhibited. Therefore, no disproportionate impact is predicted on the elderly or on those of the Christian faith.

SEXUAL ORIENTATION

- 5.1.25. There is no clear evidence, data or rationale to consider the Scheme will have a disproportionate effect on this group at the outline design stage. This assumption will be reviewed following any consultation and during the detailed design stage.

MARRIAGE AND CIVIL PARTNERSHIPS

- 5.1.26. There is no clear evidence, data or rationale to consider the Scheme will have a disproportionate effect on this group at the outline design stage. This assumption will be reviewed following any consultation and during the detailed design stage.

SUMMARY

- 5.1.27. To conclude, both men and women might be disproportionately affected by different aspects of the Scheme in the short term during construction although there is the potential for positive benefits in the long term depending on the Scheme design. Older and younger people and those with disabilities have the potential to be adversely impacted by the Scheme during construction but also could benefit from the improved access to care and medical facilities during operation.
- 5.1.28. On the basis of the potential impacts that have been outlined above, the Screening identified that a full EqIA should be carried out during the outline design stage for the following protected characteristic groups:
- Gender (including pregnancy and maternity);
 - Age; and
 - Disability.
- 5.1.29. Actions to be undertaken as part of the EqIA include:
- A review of the WCAH assessment;
 - Engagement with the medical facilities, schools, recreation facilities and disability groups during consultation, particularly Five Acre Wood School; and
 - It is recommended that a focus group is held for WCAH as part of the consultation.

6. EQUALITY IMPACT ASSESSMENT

6.1. INTRODUCTION

- 6.1.1. In line with the recommendations of the Eql Screening (Section 5), this EqlA assesses the potential effects of the Scheme on the following protected groups:
- Age;
 - Disability; and
 - Gender (including pregnancy and maternity).
- 6.1.2. The level (detailed in Table 9) of the following impacts have been considered for each protected group, and the justification for the level of impact is outline in sections 6.2 to 6.4 below:
- Scheme development and design considerations:
 - Amendments to public transport facilities, such as bus stops;
 - Changes to crossing points and public realm design;
 - Improvements in walkers, cyclist and horse riding (WCAH) facilities;
 - Improved access to healthcare facilities; and
 - Impacts on physical accessibility to rural and community facilities, due to increases in PRoW length.
 - Construction considerations:
 - Pedestrian or community severance due to disruption caused by construction works;
 - Temporary changes to the road or footpath;
 - Diversions and changes to key routes;
 - Temporary changes to public transport facilities; and
 - Noise, dust, light and environmental impacts associated with the Scheme have the potential to impact on health and wellbeing of the local populations.
- 6.1.3. A summary of the consultation undertaken to undertake the assessment is provided in Appendix A.

6.2. AGE

HEALTH/CARE PROVIDERS

- 6.2.1. Medical facilities in the vicinity to the Scheme, including Loose Medical Centre and the Mote Medical Practice, are likely to be used by older and younger people. Please refer to Sections 5.1.6 and 5.1.7 for potential impacts.
- 6.2.2. There are many care facilities in the vicinity of the Scheme such as The Oast and Loose Court which specialise in the care of elderly people. The Oast provides residential care for up to 28 residents and Loose Court provides accommodation and support for up to 42 people who require personal care including those with dementia, mobility issues and sensory impairments. Please refer to Sections 5.1.10 for potential impacts.

SCHOOLS/ EDUCATION

- 6.2.3. Engagement with local schools and pre-schools was undertaken to determine whether young people and education escorts will be affected by the development. Information was collated on school catchment areas, where pupils live and school/local bus routes. Pupil numbers provided are from the Schools Guide website (2018) which uses 2017 National School Census Data.
- 6.2.4. South Borough Primary School (300 pupils) is located on Loose Road at the northern end of the proposed improvement works. The School Guide (School Guide, 2018) uses National School Census Data 2017 to produce a heat map demonstrating where current pupils live. The heatmap for South Borough Primary School shows that many pupils live from King Street, north of The Mall, south to The Farrows, just off Loose Road and from Mote Park in the east to the Tesco Superstore in Tovil. This covers the full extent of the proposed works on Loose Road and suggests that pupils and education escorts will be impacted by congestion and any pedestrian facility changes during construction. Positive impacts might be seen during operation if congestion is reduced by the Scheme and if pedestrian facilities are improved.
- 6.2.5. Smarties Nursery and Little Stars Pre-School are located on Stagshaw Close, 115m and 230m respectively from Loose Road, accessed via Postley Road, at the northern end of the proposed improvement works. Pupils and education escorts are likely to be impacted by congestion and any pedestrian facility changes during construction. Positive impacts might be seen during operation if congestion is reduced by the improvement works and if pedestrian facilities are improved.
- 6.2.6. Maidstone Grammar School (1232 pupils) is located on Barton Road approximately 190m from Loose Road at the northern end of the Scheme. The heatmap for Maidstone Grammar School shows that many pupils live in the following areas:
- Maidstone;
 - Loose;
 - Bearsted;
 - Wrotham;
 - Kings Hill;
 - Linton;
 - Hollingbourne;
 - Harrietsham;
 - Sutton Valence;
 - Hawkenbury; and
 - Staplehurst.
- 6.2.7. The nearest train station to the Scheme is Maidstone West, from which pupils will walk via the junction with Barton Road, within the Scheme.
- 6.2.8. The following bus stops on Loose Road serve Maidstone Grammar School; Sheal's Crescent, Heather Drive and Armstrong Road. These stops serve routes from Cranbrook, Maidstone, Sandhurst, Headcorn, Sutton Valence, Crafty Green, Kingswood and Coxheath. Driving directions from the M25 on the school's website do not suggest drivers use Loose Road but congestion caused by the Scheme at the Sheal's crescent junction might spill over into Hastings Road and St Philip's Avenue.

The impact on pupils and education escorts will be reviewed when traffic plans become available.

- 6.2.9. Five Acre Wood School (309 pupils), New Line Learning Academy (570 pupils) and Maidstone Day Nursery and Pre-school are located approximately 350m to the east of Loose Road and are accessed via Boughton Lane. The heatmap for Five Acre Wood School shows that many pupils live south of Maidstone, in Parkwood and Sutton Valence. The school's parent handbook suggests that the majority of pupils travel to school using transport organised by the local authority which utilises taxis, minibuses, small coaches and ambulances. It is likely that pupils travelling from Maidstone will be affected by congestion during construction on Loose Road.
- 6.2.10. The heatmap for New Line Learning Academy shows that many pupils live from the A229 Loose Road junction with the A249 in the north, south east to Parkwood. The nearest bus stops to the school are The Wheatsheaf, Anglesey Avenue, The Swan on the Loose Road, or Mangravet Shops on Sutton Road. The Wheatsheaf and The Swan bus stops have the potential to be affected by the Scheme during construction and in the long term,
- 6.2.11. Loose Primary (654 pupils) School is located on Loose Road approximately 900m to the south of the Scheme. The School Guide heatmap shows that many pupils live from Sheal's Crescent in the north to Loose in the south and towards Parkwood in the east, as a result it is likely that many pupils will be affected by congestion and noise and dust during construction.
- 6.2.12. Maidstone South Kumon Math and English Study Centre is located within the Maidstone YMCA on Melrose Close, approximately 210m from Loose Road at the southern end of the development works. It is likely that pupils and education escorts will be impacted by congestion during construction.

LEISURE FACILITIES

- 6.2.13. Flair School of Dance operates their Loose Centre from the YMCA on Cripple Street on weekdays and from New Line Learning on Boughton Lane at the weekends. Both locations are located off the cross road at the Swan Pub. Classes run every day of the week except Monday and the age of students ranges from 18 months old to adults. 277 students under the age of 17 attend classes across the week. Most students drive or are driven to class and some use the bus, alighting at the Swan bus stop.
- 6.2.14. The owner of Flair School of Dance, expressed concern for young people who attend classes by bus in the evenings, having to walk further in the dark during the winter months if the Swan bus stop is moved further away from the dance school during construction or permanently. It was also highlighted through consultation with the owner that many students are currently affected by congestion on the Loose Road, with students missing classes reportedly due to temporary lights on Loose Road. The Scheme may have a positive impact on students attending the school if congestion is eased in the long term. However, congestion during construction and the relocation of bus stops could adversely affect young people attending the dance school. A summary of pupils attending classes is provided in [Table 8](#) below.

Table 8: Flair School of Dance student information

Day	Age Range	Number of students attending	Gender Ratio	Escorts	Transport method
Tuesday	18 months to 10 years	55	76% female	100% female	unknown
Tuesday	Adult	unknown	100% female	N/A	1 person walks, remainder drive
Wednesday	18 months to 15 years	32	62% female	97% female	unknown
Thursday	18 months to 16 years	39	92% female	100% female	Older students use bus
Friday	18 months to 8 years	17	88% female	100% female	100% car
Saturday	18 months to 16 years	77	87% female	90% female	92% car 8% walk
Sunday	5-11 years	Unknown-class begins in September	Unknown	Unknown	Unknown

6.3. DISABILITY

6.3.1. Five Acre Wood School (309 pupils) is located approximately 350m to the east of Loose Road and is accessed via Boughton Lane. Five Acre Wood School is an all age (2-19) day district special school for children and young people with a wide range of additional educational needs within the profound and multiple learning difficulties, severe learning difficulties, complex needs, challenging behaviour, sensory impairments and autistic spectrum. The heatmap for Five Acre Wood School shows that many pupils live south of Maidstone, in Parkwood and Sutton Valence. The school's parent handbook suggests that the majority of pupils travel to school using transport organised by the local authority which utilises taxis, minibuses, small coaches and ambulances. It is likely that pupils travelling from Maidstone will be affected by congestion on Loose Road. It should be noted that disruption or delays to journeys could cause these users extra discomfort or anxiety. Consultation with the

school should be undertaken during detailed design, and throughout construction to ensure impacts on pupils are minimised during construction and post construction.

- 6.3.2. Magnolia House is a residential home providing care and support for up to six people with learning disabilities and autism including some people with limited verbal communication. The service is arranged over two floors and is wheelchair accessible. At present, only women live at the property. The facility provides care for people of all ages, and staff and residents utilise bus routes on Loose Road for trips out. The nearest bus stop is the Swan on Loose Road. It is likely that residents travelling to Maidstone will be affected by congestion on Loose Road and any changes to the Swan bus stop in addition to noise and dust during construction. Consultation should be undertaken with the care providers to ensure that the impacts on residents are minimised.
- 6.3.3. There many care facilities in the vicinity of the works such as The Oast and Loose Court which specialise in the care of elderly people. The Oast provides residential care for up to 28 residents and Loose Court provides accommodation and support for up to 42 people who require personal care including those with dementia, mobility issues and sensory impairments. The residents from these facilities may be affected by increased congestion, noise and dust from the works during construction. There is the potential for this group to benefit from reduced congestion and the subsequent noise and air quality improvements during operation.

6.4. GENDER (INCLUDING PREGNANCY AND MATERNITY)

HEALTHCARE PROVIDERS

- 6.4.1. Loose Medical Centre on Boughton Lane holds ante-natal clinics fortnightly on a Tuesday morning. The Pregnancy Mobility Index (van de Pol G, 2006) provides evidence that mobility restrictions suffered by pregnant women (particularly in the later stages of pregnancy) such as chronic back/pelvic/joint pain, pelvic instability, breathlessness and rib pain, differentiate them from the general population. These restrictions can affect mobility in accessing/leaving a vehicle and may also influence their capability and willingness to drive. It is likely that pregnant women attending antenatal classes at Loose Medical centre will be impacted by congestion during construction.

SCHOOLS

- 6.4.2. As women make more trips undertaking education escort than men on average (DfT, 2014), women taking children to many of the local schools will be affected by congestion during the construction phase as outlined in detail in Section 6.2 but will benefit from eased congestion during operation.

LEISURE FACILITIES

- 6.4.3. Flair School of Dance runs their Loose Centre from the YMCA on Cripple Street on weekdays and from New Line Learning on Boughton Lane at the weekends. The majority of students and care providers bringing children to classes are female (see [Table 8](#)). Most students drive or are driven to class and some use the bus, alighting at the Swan bus stop. As outlined in paragraph 6.2.13, the owner of Flair School of Dance, the owner expressed concern for students who attend classes by bus in the

evenings, having to walk further in the dark during the winter months if the Swan bus stop is moved further away from the dance school during construction or permanently. The owner also highlighted that many students and females who take students to classes are currently affected by congestion on the Loose Road, with students missing classes reportedly due to temporary lights on Loose Road. 100% of teachers and teaching assistants at the dance school are female and mostly travel to work by car from Staplehurst, Loose, Willington Street and Hermitage Lane. The Scheme may have a positive impact on female students attending the dance school and the female staff if congestion is eased in the long term. However, congestion during construction and the relocation of bus stops could adversely affect females attending and working at the dance school, particularly those who are pregnant.

6.5. EQUALITY IMPACT ASSESSMENT TABLE

6.5.1. The assessment presented in [Table 9](#) assigns either a high, medium or low negative or positive effect for each of the protected characteristic groups.

Table 9: Equality Impact Assessment

Protected Group	High negative impact	Medium negative impact	Low negative impact	High/Medium/Low Positive Impact
Age			<p>Likely to affect a small number of elderly people in the short term during construction due to increased congestion.</p> <p>Likely to affect many school age children in the short term during construction due to congestion.</p> <p>Likely to be reversible.</p>	<p>Potential for low level positive impact in the long term if consultation is undertaken during detailed design to provide access enhancements to road and pedestrian facilities.</p>
Disability			<p>Likely to affect a small number of people with disabilities in the short term during construction due to increased congestion. Likely to be reversible.</p>	<p>Potential for positive impact in the long term if consultation is undertaken during detailed design to provide access enhancements.</p>

Protected Group	High negative impact	Medium negative impact	Low negative impact	High/Medium/Low Positive Impact
Gender			Likely to affect a small number of those within the protected group due to increased congestion during construction. Likely to be reversible.	Potential for low level positive impact in the long term if consultation is undertaken during detailed design to provide access enhancements.
Gender identity/ Transgender	No impacts anticipated on protected group.			
Race	No impacts anticipated on protected group.			
Religion and Belief	No impacts anticipated on protected group.			
Sexual Orientation	No impacts anticipated on protected group.			
Marriage and Civil Partnerships	No impacts anticipated on protected group.			

6.6. MITIGATION AND MONITORING

6.6.1. The following actions are recommended following this EqIA:

- The presence of Five Acre Wood School and the care / residential facilities should be highlighted within the Scheme’s traffic management plan, and construction environmental management plan. These will need to incorporate specific mitigation measures identified in consultation with these establishments.
- It should be noted that emergency services should be consulted with for temporary works if they are to interfere with access, when developing the traffic management plan.
- A communications plan should be put in place that enables closures / diversions of any routes or bus services be communicated directly to these facilities including all community facilities and recreational facilities (, WCAH Groups and Flair School of Dance which are directly impacted by the works to A229 Loose Road).

- 6.6.2. Furthermore, it is suggested that the communications plan for the Scheme is extended to include a database of sensitive receptors to be notified by the Environmental Co-ordinator or the contractor carrying out the works. This would be additional to any statutory notifications required for route closures / diversions. It is recommended that it is the responsibility of the Environmental Co-ordinator or KCC to ensure the list of sensitive facility contacts is kept up to date and correct throughout the duration of construction.

6.7. NEXT STEPS

- 6.7.1. WSP will continue to engage with the education and healthcare providers with whom consultation was previously unsuccessful. In particular, consultation will be undertaken with Five Acre Wood School to ascertain how vulnerable users may be affected.
- 6.7.2. During detailed design, it is recommended that focus groups be held with disability groups, pedestrians, cyclists and users of public transport to ensure that the impact of the Scheme is reduced and the maximum positive benefits are reaped from the Scheme. As noted above, the Scheme's traffic management plan should consider Five Acre Wood School, the care / residential facilities and consult with the emergency services on temporary works. Additionally, the communications plan should enable closures / diversions of any routes or bus services be communicated directly to the facilities noted.
- 6.7.3. Further recommendations include;
- Ensure input from EqIA to the Scheme construction environmental management plan to identify opportunities to reduce impacts to protected groups during the construction phase; and
 - Ensure input from EqIA to detailed design to identify opportunities to reduce impacts to protected groups and maximise opportunities for improvements during operation.
- 6.7.4. This EqIA will be updated during the detailed design stage and will incorporate any further information gained from consultation activities which affect the outcome of the assessment.

7. SUMMARY

- 7.1.1. To conclude, low level, reversible negative effects are anticipated in the short term during construction on three protected groups; Age, Disability and Gender. There is potential for positive effects in the long term if opportunities for enhancement or minimising barriers for disability groups, pedestrians, cyclists and users of public transport.to access are identified during detailed design.

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APPENDIX A

Summary of consultation undertaken

Facility	Contact	Response	Outcome
PhysioFit Kent	Email sent on 19/07/2018	No response.	Further email sent 04/09/2018. No response received.
South Borough Primary School	Email sent on 19/07/2018	No response.	Further email sent 04/09/2018. No response received.
Smarties Nursery	Email sent on 19/07/2018	No response.	Further email sent 04/09/2018. No response received.
Little Stars Pre-School	Email sent on 19/07/2018	No response.	Further email sent 04/09/2018. No response received.
Maidstone Grammar School	Email sent on 19/07/2018	No response.	Further email sent 04/09/2018. No response received.

Facility	Contact	Response	Outcome
Five Acre Wood School	Email sent on 19/07/2018	No response.	Further email sent 04/09/2018. No response received.
New Line Learning Academy	Email sent on 19/07/2018	No response.	Further email sent 04/09/2018. No response received.
Asquith Maidstone Day Nursery & Pre-school	Email sent on 19/07/2018	No response.	Further email sent 04/09/2018. No response received.
Loose Primary	Email sent on 19/07/2018	No response.	Further email sent 04/09/2018. No response received.
Loose Road Bowls Club	Email sent on 19/07/2018	No response.	Further email sent 04/09/2018. No response received.
Flair School of Dance	Email sent on 19/07/2018	Flair School of Dance provided detailed information on the number of pupils per class, their gender and mode of transport used to attend classes. The owner welcomed the works providing disruption is minimised as congestion is already an issue. Flair Scholl of Dance welcomed further consultation.	N/A

Facility	Contact	Response	Outcome
Loose Court	Email sent on 19/07/2018	No response.	N/A
Maidstone South Kumon Math and English Study Centre	Email sent on 01/08/2018	No response.	04/09/2018
Maidstone Leisure Centre	Online enquiry submitted 19/07/2018	No response.	N/A
Maidstone YMCA	Online enquiry submitted 19/07/2018	No response.	N/A
Loose Road Sports and Community Centre	Online enquiry submitted 19/07/2018	No response.	N/A



Kent County Council (KCC) - Project Manager

Name

Signature

Kent County Council (KCC) - Head of Service

Name

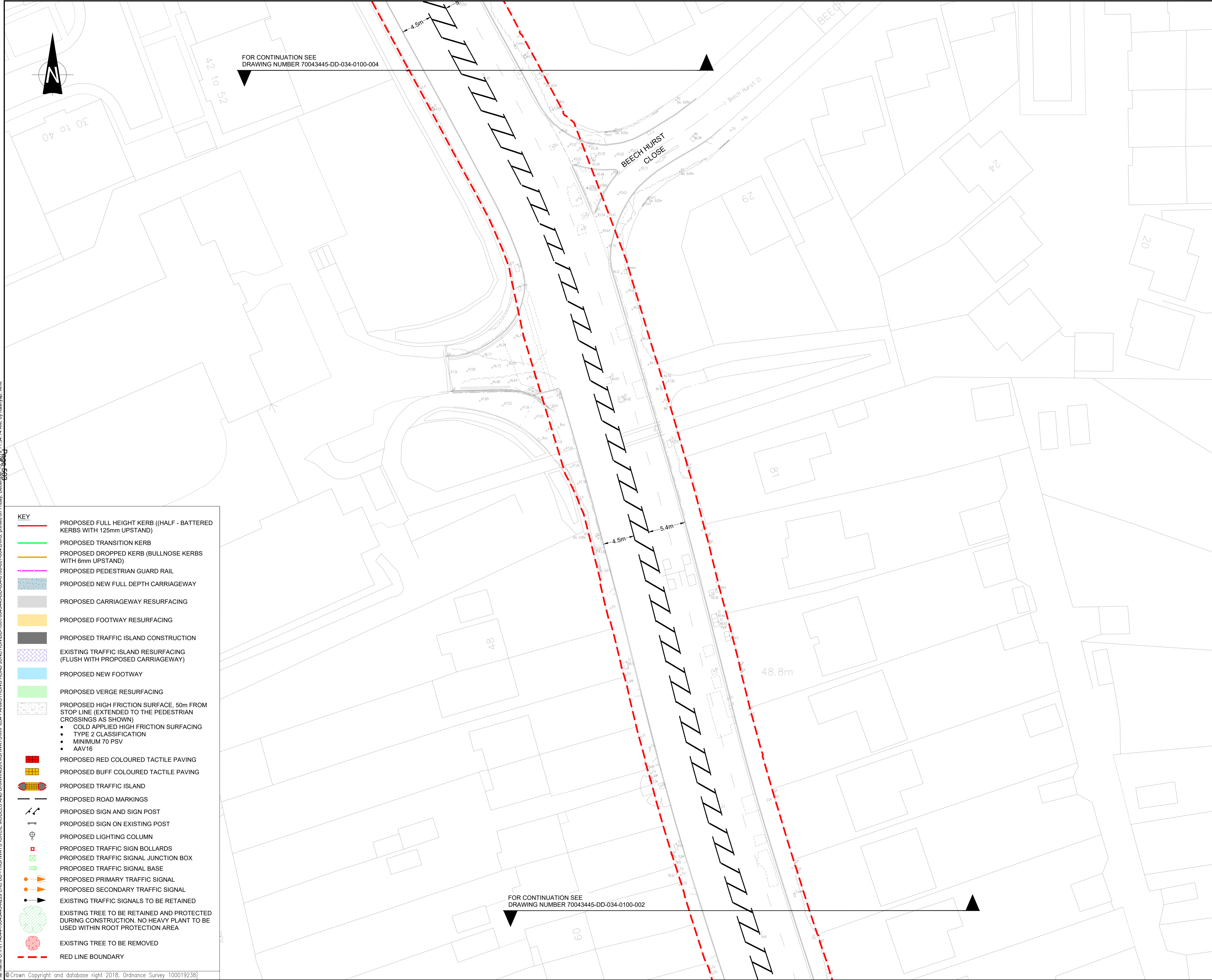
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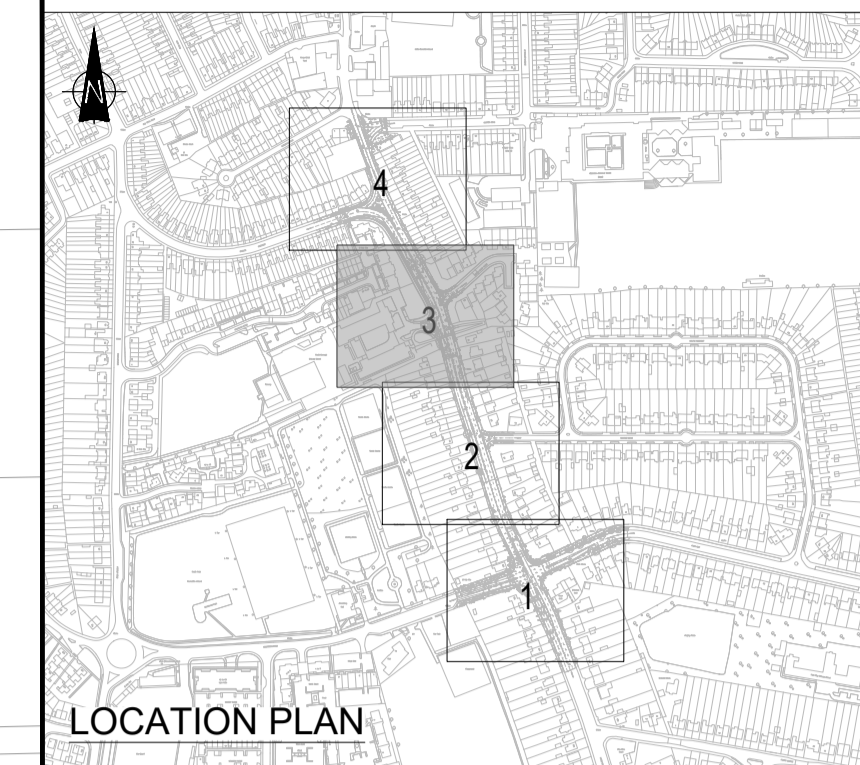
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Exeter, Devon
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- PARKING RESTRICTIONS (YELLOW LINE ROAD MARKINGS) AT THE JUNCTION ARE TO BE MARKED IN CONSENT WITH KENT COUNTY COUNCIL.

KEY

	PROPOSED FULL HEIGHT KERB ((HALF - BATTERED KERBS WITH 125mm UPSTAND)
	PROPOSED TRANSITION KERB
	PROPOSED DROPPED KERB (BULLNOSE KERBS WITH 6mm UPSTAND)
	PROPOSED PEDESTRIAN GUARD RAIL
	PROPOSED NEW FULL DEPTH CARRIAGEWAY
	PROPOSED CARRIAGEWAY RESURFACING
	PROPOSED FOOTWAY RESURFACING
	PROPOSED TRAFFIC ISLAND CONSTRUCTION
	EXISTING TRAFFIC ISLAND RESURFACING (FLUSH WITH PROPOSED CARRIAGEWAY)
	PROPOSED NEW FOOTWAY
	PROPOSED VERGE RESURFACING
	PROPOSED HIGH FRICTION SURFACE, 50m FROM STOP LINE (EXTENDED TO THE PEDESTRIAN CROSSINGS AS SHOWN)
	<ul style="list-style-type: none"> COLD APPLIED HIGH FRICTION SURFACING TYPE 2 CLASSIFICATION MINIMUM 70 PSV AAV16
	PROPOSED RED COLOURED TACTILE PAVING
	PROPOSED BUFF COLOURED TACTILE PAVING
	PROPOSED TRAFFIC ISLAND
	PROPOSED ROAD MARKINGS
	PROPOSED SIGN AND SIGN POST
	PROPOSED SIGN ON EXISTING POST
	PROPOSED LIGHTING COLUMN
	PROPOSED TRAFFIC SIGN BOLLARDS
	PROPOSED TRAFFIC SIGNAL JUNCTION BOX
	PROPOSED TRAFFIC SIGNAL BASE
	PROPOSED PRIMARY TRAFFIC SIGNAL
	PROPOSED SECONDARY TRAFFIC SIGNAL
	EXISTING TRAFFIC SIGNALS TO BE RETAINED
	EXISTING TREE TO BE RETAINED AND PROTECTED DURING CONSTRUCTION. NO HEAVY PLANT TO BE USED WITHIN ROOT PROTECTION AREA
	EXISTING TREE TO BE REMOVED
	RED LINE BOUNDARY

REV	DATE	BY	DESCRIPTION	CHK	APP
0	06/12/2019	DS	FOR REVIEW ONLY	AB/BV	MB

DRAWING STATUS: **S3 - FOR REVIEW**

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T+ 44 (0) 208 263 2413
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CLIENT: Kent County Council
1st Floor, Invicta House, Maidstone, ME14 1XX

SITE/PROJECT: **A229 LOOSE ROAD CORRIDOR
DETAILED DESIGN
ARMSTRONG ROAD JUNCTION**

TITLE: **GENERAL ARRANGEMENT
SHEET 3 OF 4**

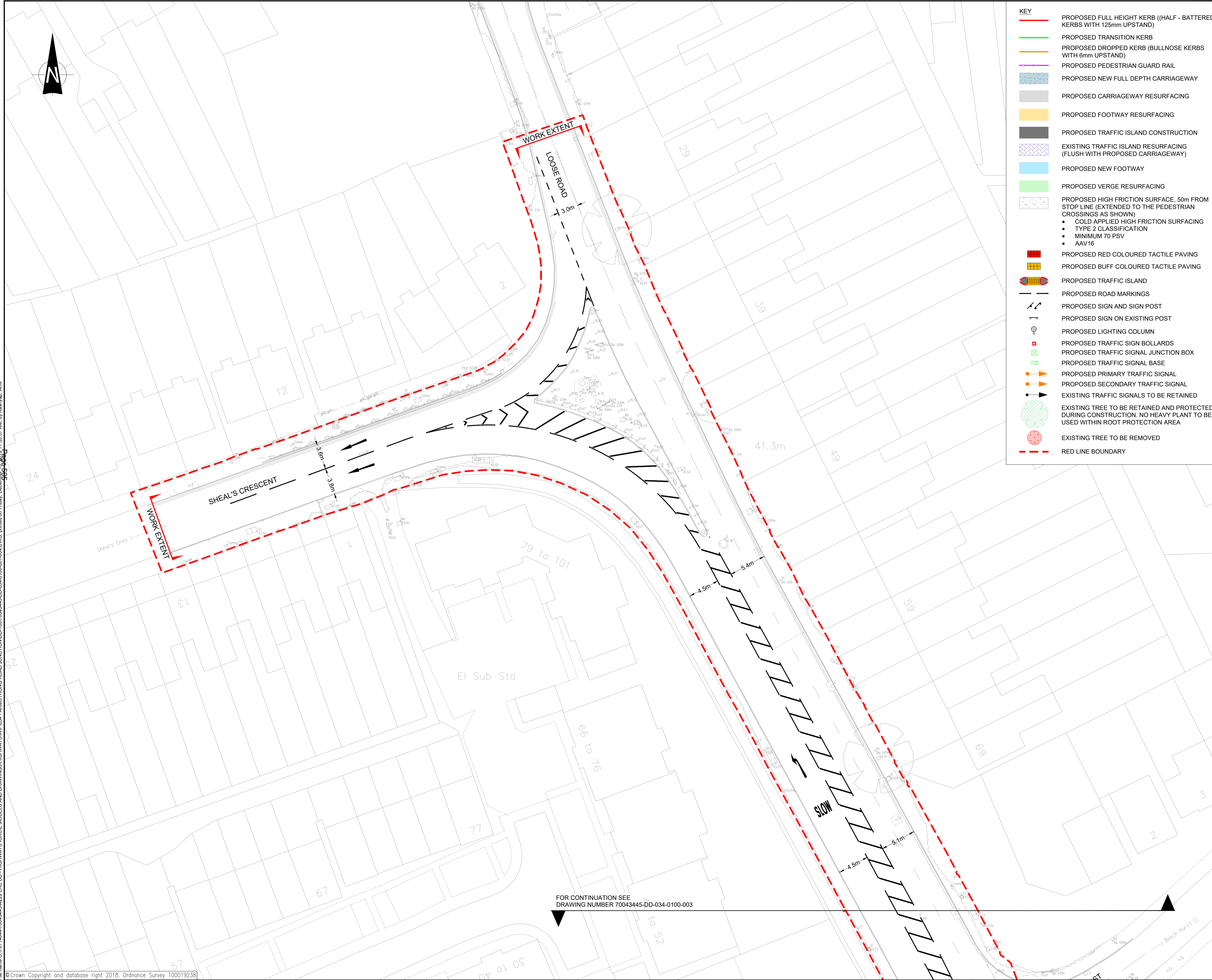
SCALE @ A1: 1/250	CHECKED: AB/BV	APPROVED: MB
PROJECT NO: 70043445	DESIGNED: KP	DRAWN: DS
		DATE: Dec-19

DRAWING No: 70043445-DD-034-0100-003	REV: 0
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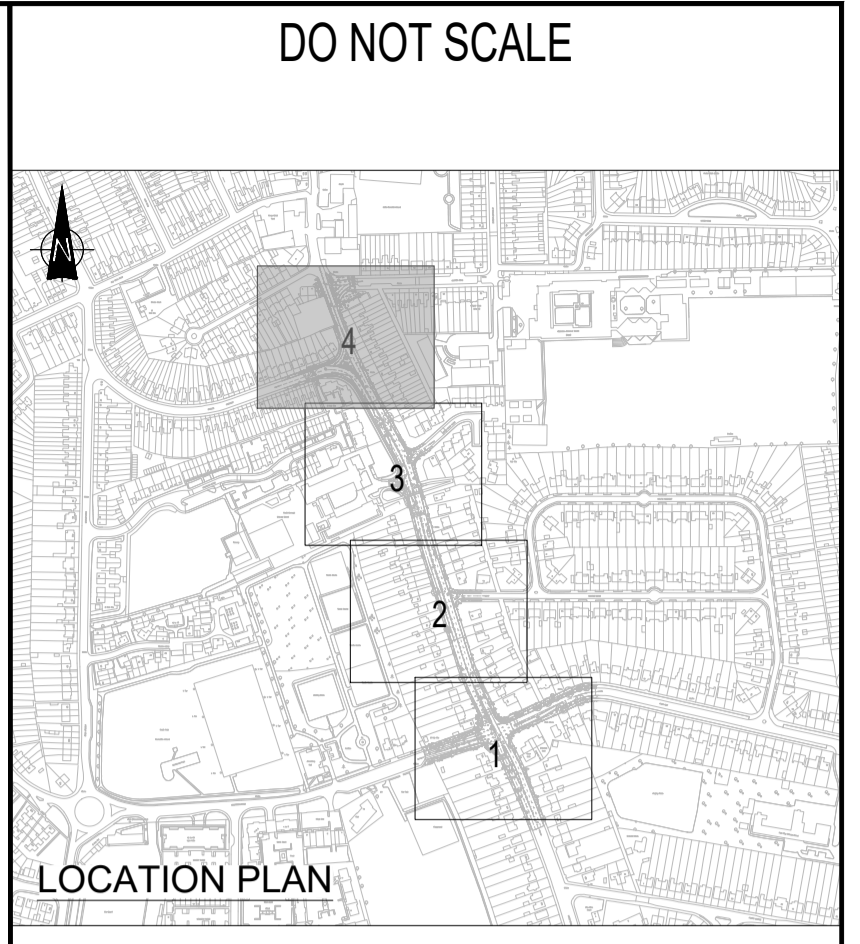
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- KEY**
- PROPOSED FULL HEIGHT KERB ((HALF - BATTERED KERBS WITH 125mm UPSTAND)
 - PROPOSED TRANSITION KERB
 - PROPOSED DROPPED KERB (BULLNOSE KERBS WITH 6mm UPSTAND)
 - PROPOSED PEDESTRIAN GUARD RAIL
 - PROPOSED NEW FULL DEPTH CARRIAGEWAY
 - PROPOSED CARRIAGEWAY RESURFACING
 - PROPOSED FOOTWAY RESURFACING
 - PROPOSED TRAFFIC ISLAND CONSTRUCTION
 - EXISTING TRAFFIC ISLAND RESURFACING (FLUSH WITH PROPOSED CARRIAGEWAY)
 - PROPOSED NEW FOOTWAY
 - PROPOSED VERGE RESURFACING
 - PROPOSED HIGH FRICTION SURFACE, 50m FROM STOP LINE (EXTENDED TO THE PEDESTRIAN CROSSINGS AS SHOWN)
 - COLD APPLIED HIGH FRICTION SURFACING
 - TYPE 2 CLASSIFICATION
 - MINIMUM 70 PSV
 - AAV16
 - PROPOSED RED COLOURED TACTILE PAVING
 - PROPOSED BUFF COLOURED TACTILE PAVING
 - PROPOSED TRAFFIC ISLAND
 - PROPOSED ROAD MARKINGS
 - PROPOSED SIGN AND SIGN POST
 - PROPOSED SIGN ON EXISTING POST
 - PROPOSED LIGHTING COLUMN
 - PROPOSED TRAFFIC SIGN BOLLARDS
 - PROPOSED TRAFFIC SIGNAL JUNCTION BOX
 - PROPOSED TRAFFIC SIGNAL BASE
 - PROPOSED PRIMARY TRAFFIC SIGNAL
 - PROPOSED SECONDARY TRAFFIC SIGNAL
 - EXISTING TRAFFIC SIGNALS TO BE RETAINED
 - EXISTING TREE TO BE RETAINED AND PROTECTED DURING CONSTRUCTION. NO HEAVY PLANT TO BE USED WITHIN ROOT PROTECTION AREA
 - EXISTING TREE TO BE REMOVED
 - RED LINE BOUNDARY



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 12. ALL EXISTING ROAD MARKINGS TO BE RENEWED TO TIE IN WITH THE PROPOSED LAYOUT. REFER TO DRAWING 70043445-DD-034-1200-001-004 FOR DETAILS.
 13. PARKING RESTRICTIONS (YELLOW LINE ROAD MARKINGS) AT THE JUNCTION ARE TO BE MARKED IN CONSENT WITH KENT COUNTY COUNCIL.

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DRAWING STATUS: **S3 - FOR REVIEW**

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1st Floor, Invicta House, Maidstone, ME14 1XX

SITE PROJECT: **A229 LOOSE ROAD CORRIDOR
DETAILED DESIGN
ARMSTRONG ROAD JUNCTION**

TITLE: **GENERAL ARRANGEMENT
SHEET 4 OF 4**

SCALE @ A1: 1:250	CHECKED: AB/BV	APPROVED: MB
PROJECT NO: 70043445	DESIGNED: KP	DRAWN: DS
		DATE: Dec-19

DRAWING NO: 70043445-DD-034-0100-004	REV: 0
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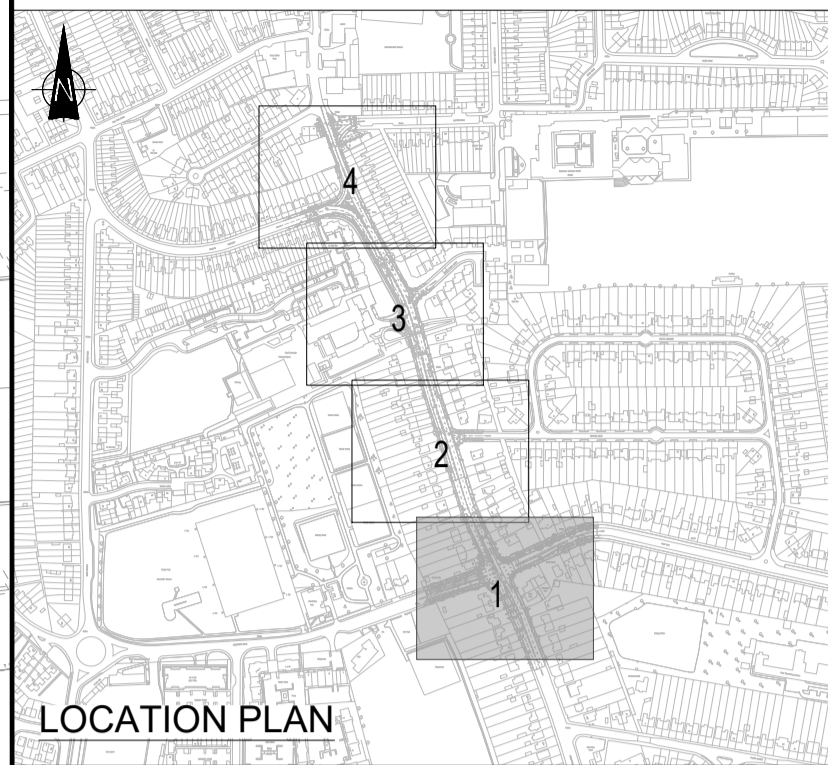
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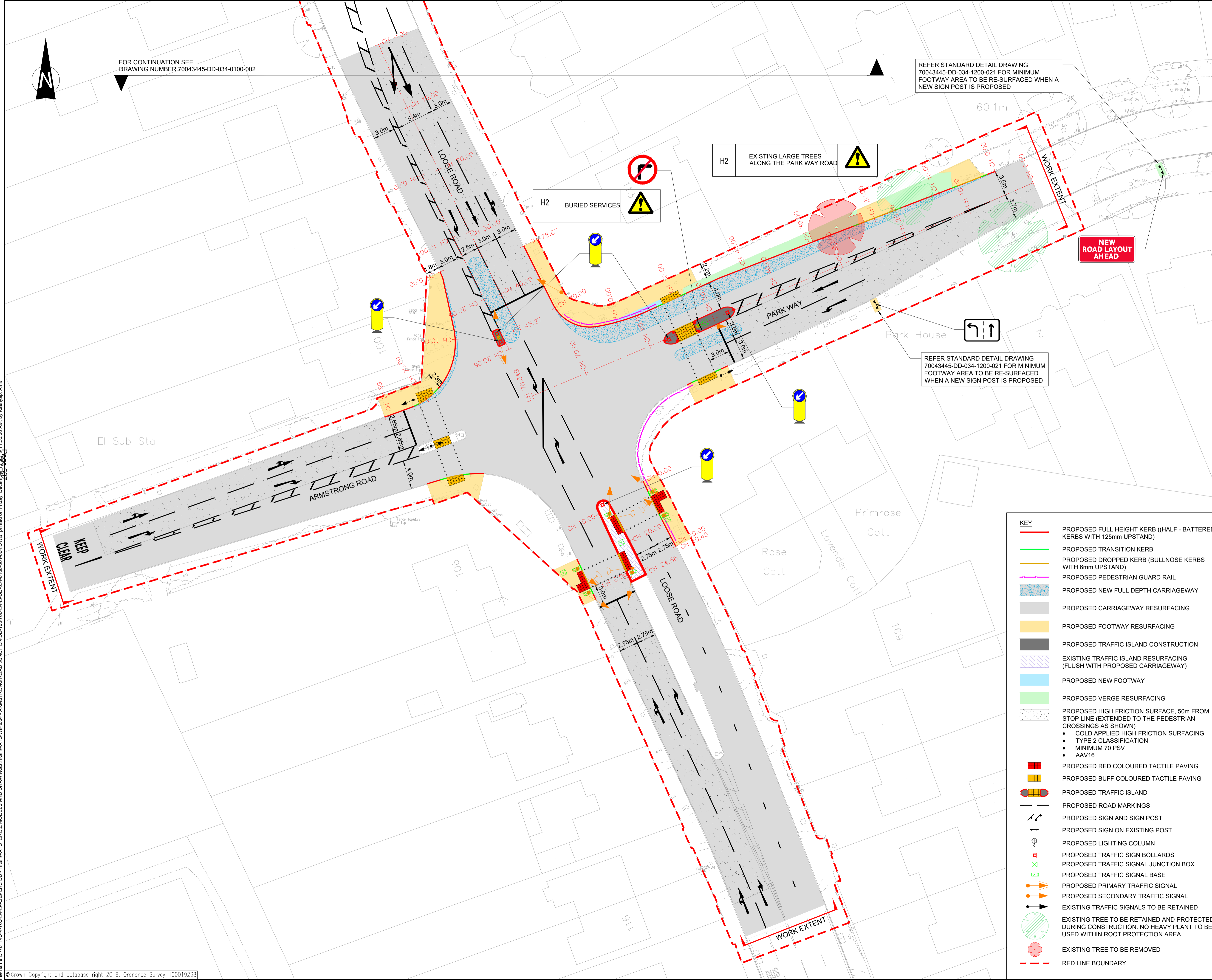
CLIENT: Kent County Council
1st Floor, Invicta House, Maidstone, ME14 1XX

SITE/PROJECT: A229 LOOSE ROAD CORRIDOR DETAILED DESIGN ARMSTRONG ROAD JUNCTION

TITLE: GENERAL ARRANGEMENT SHEET 1 OF 4

SCALE @ A1: 1:250	CHECKED: AB/BV	APPROVED: MB
PROJECT NO: 70043445	DESIGNED: KP	DRAWN: DS
DATE: Dec-19	REV: 0	
DRAWING NO: 70043445-DD-034-0100-001		REV: 0

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KEY

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- PROPOSED TRAFFIC SIGNAL JUNCTION BOX
- PROPOSED TRAFFIC SIGNAL BASE
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- EXISTING TREE TO BE REMOVED
- RED LINE BOUNDARY

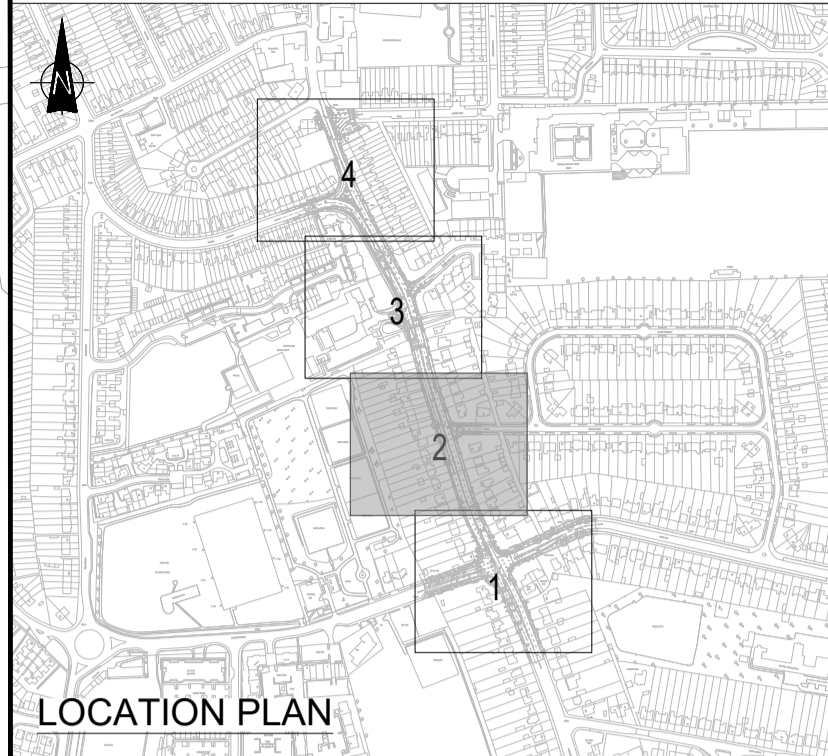
FOR CONTINUATION SEE DRAWING NUMBER 70043445-DD-034-0100-002

REFER STANDARD DETAIL DRAWING 70043445-DD-034-1200-021 FOR MINIMUM FOOTWAY AREA TO BE RE-SURFACED WHEN A NEW SIGN POST IS PROPOSED

REFER STANDARD DETAIL DRAWING 70043445-DD-034-1200-021 FOR MINIMUM FOOTWAY AREA TO BE RE-SURFACED WHEN A NEW SIGN POST IS PROPOSED

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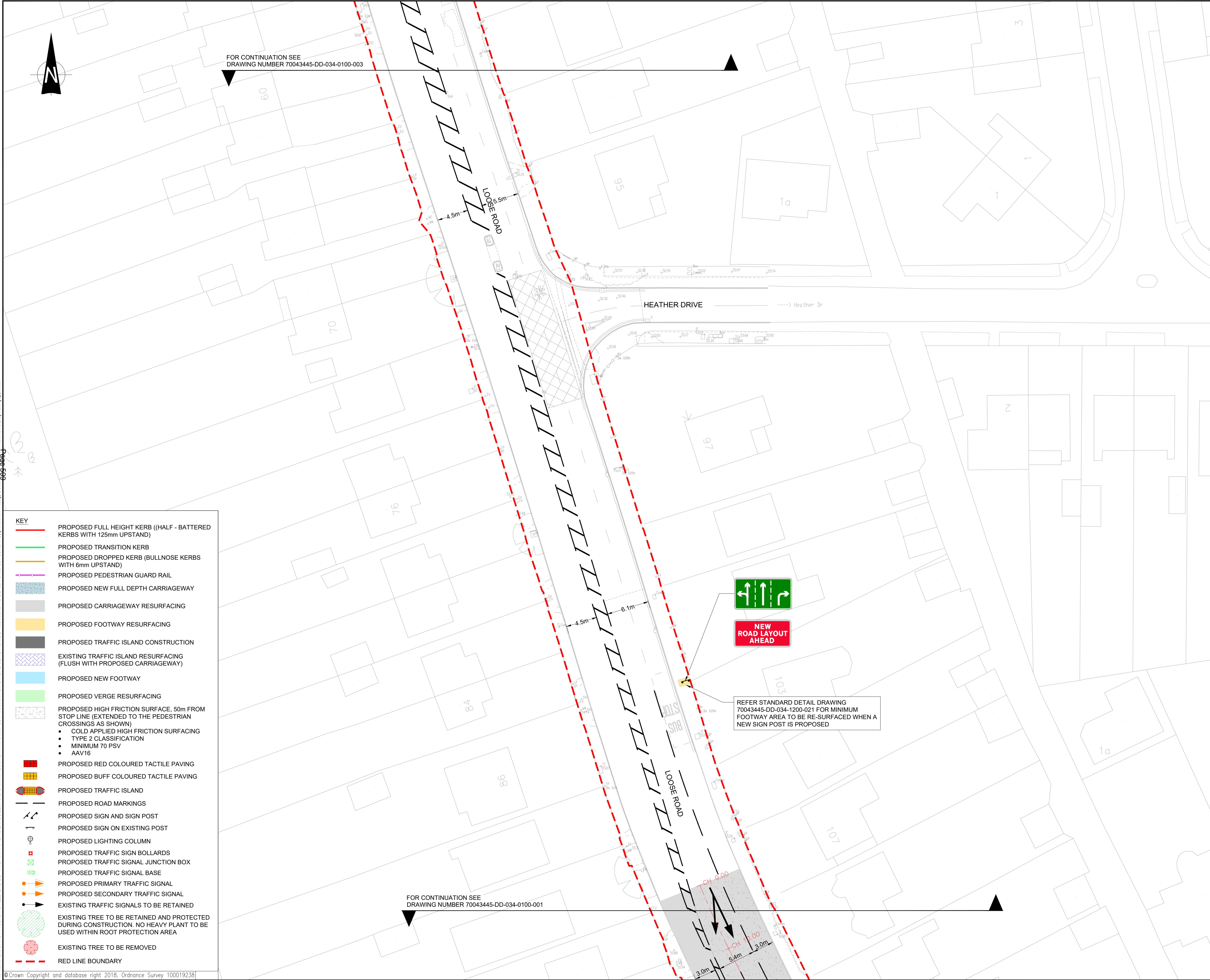
A229 LOOSE ROAD CORRIDOR
DETAILED DESIGN
ARMSTRONG ROAD JUNCTION

TITLE:

GENERAL ARRANGEMENT
SHEET 2 OF 4

SCALE @ A1:	CHECKED:	APPROVED:
1:250	AB/BV	MB
PROJECT NO:	DESIGNED:	DRAWN:
70043445	KP	DS
DRAWING NO:	DATE:	REV:
70043445-DD-034-0100-002	Dec-19	0

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KEY

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	PROPOSED TRANSITION KERB
	PROPOSED DROPPED KERB (BULLNOSE KERBS WITH 6mm UPSTAND)
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	PROPOSED CARRIAGEWAY RESURFACING
	PROPOSED FOOTWAY RESURFACING
	PROPOSED TRAFFIC ISLAND CONSTRUCTION
	EXISTING TRAFFIC ISLAND RESURFACING (FLUSH WITH PROPOSED CARRIAGEWAY)
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	PROPOSED HIGH FRICTION SURFACE, 50m FROM STOP LINE (EXTENDED TO THE PEDESTRIAN CROSSINGS AS SHOWN)
	COLD APPLIED HIGH FRICTION SURFACING
	TYPE 2 CLASSIFICATION
	MINIMUM 70 PSV
	AAV16
	PROPOSED RED COLOURED TACTILE PAVING
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	PROPOSED TRAFFIC ISLAND
	PROPOSED ROAD MARKINGS
	PROPOSED SIGN AND SIGN POST
	PROPOSED SIGN ON EXISTING POST
	PROPOSED LIGHTING COLUMN
	PROPOSED TRAFFIC SIGN BOLLARDS
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	PROPOSED PRIMARY TRAFFIC SIGNAL
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	EXISTING TREE TO BE REMOVED
	RED LINE BOUNDARY

File name: O:\70114044-70043445-A229 LRC DD - HIGHWAYS ICRG MODELS AND DRAWINGS\HIGHWAYS\WIP\034 - ARMSTRONG ROAD JUNCTION\DD-10070043445-DD-034-0100-001-004.DWG, printed on Friday, December 13, 2019 11:54:40 AM, by Kashyap, Anil

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P01	09/09/2020	DS	REVISED LAYOUT	AB	MB
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S3 - FOR REVIEW

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T+ 44 (0) 208 263 2413
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CLIENT: Kent County Council
1st Floor, Invicta House, Maidstone, ME14 1XX

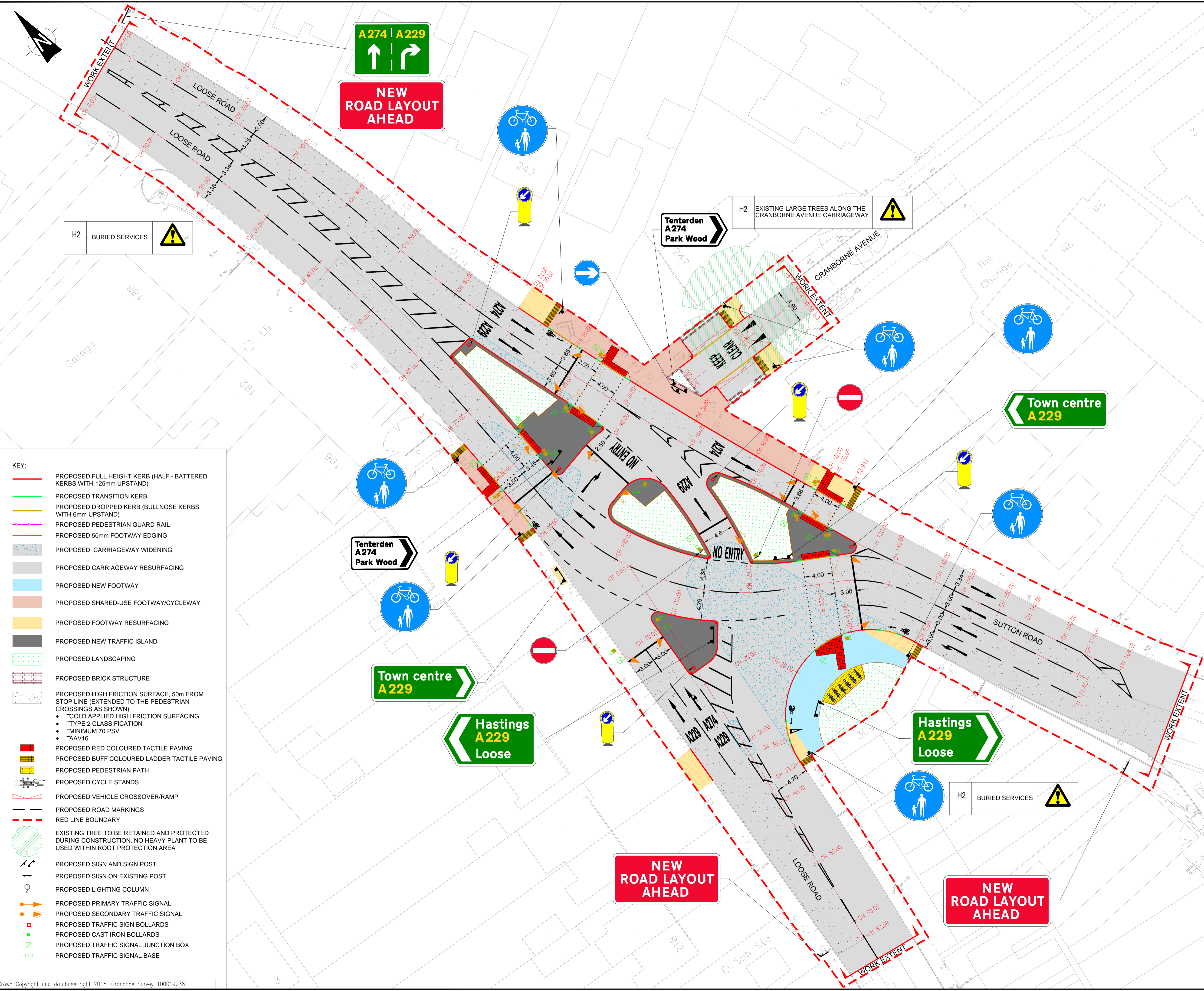
SITE PROJECT: A229 LOOSE ROAD CORRIDOR DETAILED DESIGN THE WHEATSHEAF JUNCTION

TITLE: GENERAL ARRANGEMENT

SCALE @ A1: 1:250	CHECKED: AB	APPROVED: MB
PROJECT NO: 70043445	DESIGNED: KK	DRAWN: DS
DATE: Sep-20		

DRAWING NO: 70043445-DD-033-0100-001

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- KEY:**
- PROPOSED FULL HEIGHT KERB (HALF - BATTERED KERBS WITH 125mm UPSTAND)
 - PROPOSED TRANSITION KERB
 - PROPOSED DROPPED KERB (BULLNOSE KERBS WITH 6mm UPSTAND)
 - PROPOSED PEDESTRIAN GUARD RAIL
 - PROPOSED 50mm FOOTWAY EDGING
 - PROPOSED CARRIAGEWAY WIDENING
 - PROPOSED CARRIAGEWAY RESURFACING
 - PROPOSED NEW FOOTWAY
 - PROPOSED SHARED-USE FOOTWAY/CYCLEWAY
 - PROPOSED FOOTWAY RESURFACING
 - PROPOSED NEW TRAFFIC ISLAND
 - PROPOSED LANDSCAPING
 - PROPOSED BRICK STRUCTURE
 - PROPOSED HIGH FRICTION SURFACE, 50m FROM STOP LINE (EXTENDED TO THE PEDESTRIAN CROSSINGS AS SHOWN)
 - COLD APPLIED HIGH FRICTION SURFACING
 - TYPE 2 CLASSIFICATION
 - MINIMUM 70 PSV
 - AAV16
 - PROPOSED RED COLOURED TACTILE PAVING
 - PROPOSED BUFF COLOURED LADDER TACTILE PAVING
 - PROPOSED PEDESTRIAN PATH
 - PROPOSED CYCLE STANDS
 - PROPOSED VEHICLE CROSSOVER/RAMP
 - PROPOSED ROAD MARKINGS
 - RED LINE BOUNDARY
 - EXISTING TREE TO BE RETAINED AND PROTECTED DURING CONSTRUCTION. NO HEAVY PLANT TO BE USED WITHIN ROOT PROTECTION AREA
 - PROPOSED SIGN AND SIGN POST
 - PROPOSED SIGN ON EXISTING POST
 - PROPOSED LIGHTING COLUMN
 - PROPOSED PRIMARY TRAFFIC SIGNAL
 - PROPOSED SECONDARY TRAFFIC SIGNAL
 - PROPOSED TRAFFIC SIGN BOLLARDS
 - PROPOSED CAST IRON BOLLARDS
 - PROPOSED TRAFFIC SIGNAL JUNCTION BOX
 - PROPOSED TRAFFIC SIGNAL BASE

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 - ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE DEPARTMENT FOR TRANSPORT SPECIFICATION FOR HIGHWAY WORKS & SUPPLEMENTARY SPECIFICATION DOCUMENTS.
 - ALL LEVELS SHOWN ARE IN METRES ABOVE ORDNANCE DATUM.
 - ALL ROAD MARKINGS AND TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE TSRGD 2016.
 - CANOPY HEIGHT OF ALL AFFECTED TREES TO BE CUT BACK TO 5.5m.
 - ALL PROPOSED KERBS TO TIE IN TO EXISTING KERB LINES AS REQUIRED.
 - ANY DISCREPANCY WITH THE ORIGINAL SITE SURVEY MUST BE REPORTED IMMEDIATELY TO THE SITE ENGINEER OR KENT COUNCIL PROJECT MANAGER.
 - ALL EXISTING ROAD MARKINGS TO BE RENEWED TO TIE IN WITH THE PROPOSED LAYOUT. REFER TO DRAWING 70043445-DD-032-1200-001-003 FOR DETAILS.
 - PARKING RESTRICTIONS (YELLOW LINE ROAD MARKINGS) AT THE JUNCTION ARE TO BE MARKED IN CONSENT WITH KENT COUNTY COUNCIL.
 - ALL EXISTING PRIVATE SIGNS TO BE RELOCATED ACCORDING TO THE PROPOSED ROAD LAYOUT.

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	04/09/2020	DS	REVISED LAYOUT	AB	MB

DRAWING STATUS: **S3 - FOR REVIEW**



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T+ 44 (0) 208 263 2413
wsp.com

CLIENT: Kent County Council
1st Floor, Invidia House, Maidstone, ME14 1XX



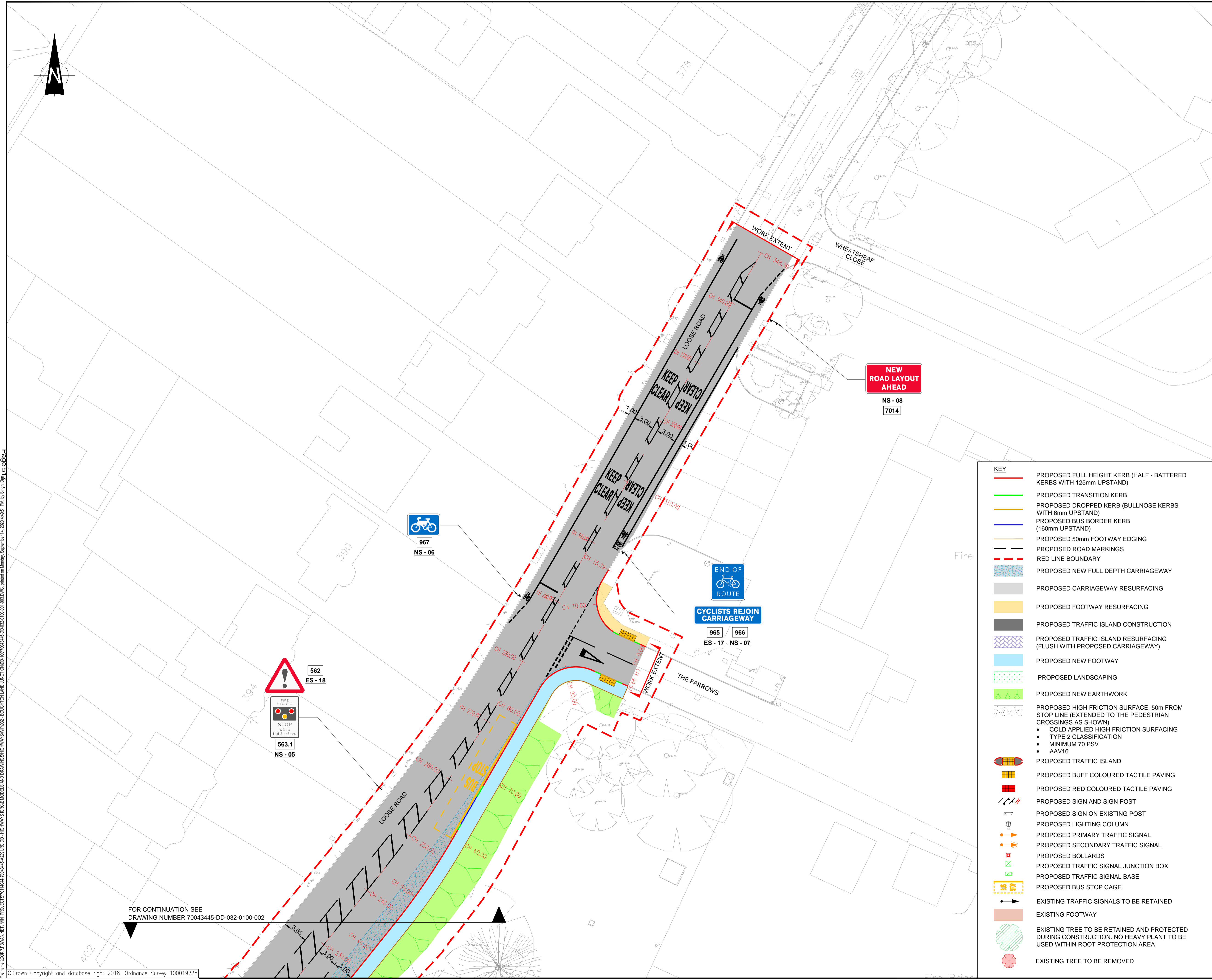
SITE PROJECT: **A229 LOOSE ROAD CORRIDOR DETAILED DESIGN BOUGHTON LANE JUNCTION**

TITLE: **GENERAL ARRANGEMENT SHEET 3 OF 3**

SCALE @ A1: 1:250	CHECKED: AB	APPROVED: MB
PROJECT NO: 70043445	DESIGNED: KK	DRAWN: DS
DATE: Sep-20		

DRAWING NO: **70043445-DD-032-0100-003** REV: **P01**

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- KEY**
- PROPOSED FULL HEIGHT KERB (HALF - BATTERED KERBS WITH 125mm UPSTAND)
 - PROPOSED TRANSITION KERB
 - PROPOSED DROPPED KERB (BULLNOSE KERBS WITH 6mm UPSTAND)
 - PROPOSED BUS BORDER KERB (160mm UPSTAND)
 - PROPOSED 50mm FOOTWAY EDGING
 - PROPOSED ROAD MARKINGS
 - RED LINE BOUNDARY
 - PROPOSED NEW FULL DEPTH CARRIAGEWAY
 - PROPOSED CARRIAGEWAY RESURFACING
 - PROPOSED FOOTWAY RESURFACING
 - PROPOSED TRAFFIC ISLAND CONSTRUCTION
 - PROPOSED TRAFFIC ISLAND RESURFACING (FLUSH WITH PROPOSED CARRIAGEWAY)
 - PROPOSED NEW FOOTWAY
 - PROPOSED LANDSCAPING
 - PROPOSED NEW EARTHWORK
 - PROPOSED HIGH FRICTION SURFACE, 50m FROM STOP LINE (EXTENDED TO THE PEDESTRIAN CROSSINGS AS SHOWN)
 - COLD APPLIED HIGH FRICTION SURFACING
 - TYPE 2 CLASSIFICATION
 - MINIMUM 70 PSV
 - AAV16
 - PROPOSED TRAFFIC ISLAND
 - PROPOSED BUFF COLOURED TACTILE PAVING
 - PROPOSED RED COLOURED TACTILE PAVING
 - PROPOSED SIGN AND SIGN POST
 - PROPOSED SIGN ON EXISTING SIGN POST
 - PROPOSED LIGHTING COLUMN
 - PROPOSED PRIMARY TRAFFIC SIGNAL
 - PROPOSED SECONDARY TRAFFIC SIGNAL
 - PROPOSED BOLLARDS
 - PROPOSED TRAFFIC SIGNAL JUNCTION BOX
 - PROPOSED TRAFFIC SIGNAL BASE
 - PROPOSED BUS STOP CAGE
 - EXISTING TRAFFIC SIGNALS TO BE RETAINED
 - EXISTING FOOTWAY
 - EXISTING TREE TO BE RETAINED AND PROTECTED DURING CONSTRUCTION. NO HEAVY PLANT TO BE USED WITHIN ROOT PROTECTION AREA
 - EXISTING TREE TO BE REMOVED

FOR CONTINUATION SEE DRAWING NUMBER 70043445-DD-032-0100-002

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DO NOT SCALE



NOTES

- DO NOT SCALE THIS DRAWING.
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- ALL ROAD MARKINGS AND TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE TSRGD 2016.
- ALL PROPOSED KERBS TO TIE IN TO EXISTING KERB LINES AS REQUIRED.
- ANY DISCREPANCY WITH THE ORIGINAL SITE SURVEY MUST BE REPORTED IMMEDIATELY TO THE SITE ENGINEER OR KENT COUNCIL PROJECT MANAGER.
- ALL EXISTING ROAD MARKINGS TO BE RENEWED TO TIE IN WITH THE PROPOSED LAYOUT.
- PARKING RESTRICTIONS (YELLOW LINE ROAD MARKINGS) AT THE JUNCTION ARE TO BE MARKED IN CONSENT WITH KENT COUNTY COUNCIL.

REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS:					

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CLIENT:

Kent County Council
1st Floor,
Invicta House
Maidstone,
ME14 1XX

SITE PROJECT:

A229 LOOSE ROAD CORRIDOR
PLAINS AVENUE JUNCTION
SIGNALISATION

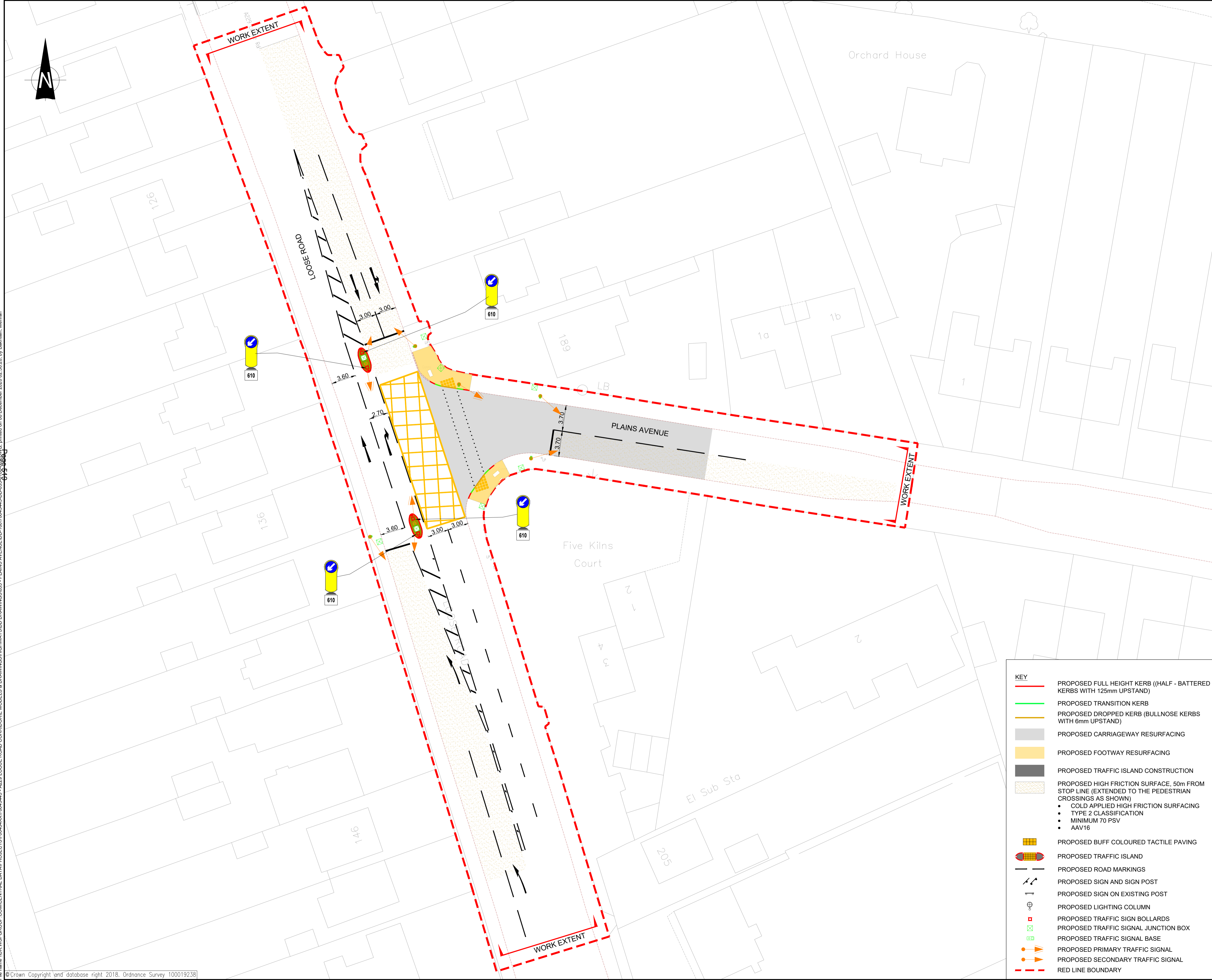
TITLE:

GENERAL ARRANGEMENT

SCALE @ A1:	CHECKED:	APPROVED:
1:250		
PROJECT NO:	DESIGNED:	DRAWN:
70043445	MB	JB
		DATE:
		December 2020

DRAWING NO:	REV:
700743445-DD-035-0100-001	0

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KEY

- PROPOSED FULL HEIGHT KERB ((HALF - BATTERED KERBS WITH 125mm UPSTAND)
- PROPOSED TRANSITION KERB
- PROPOSED DROPPED KERB (BULLNOSE KERBS WITH 6mm UPSTAND)
- PROPOSED CARRIAGEWAY RESURFACING
- PROPOSED FOOTWAY RESURFACING
- PROPOSED TRAFFIC ISLAND CONSTRUCTION
- PROPOSED HIGH FRICTION SURFACE, 50m FROM STOP LINE (EXTENDED TO THE PEDESTRIAN CROSSINGS AS SHOWN)
 - COLD APPLIED HIGH FRICTION SURFACING
 - TYPE 2 CLASSIFICATION
 - MINIMUM 70 PSV
 - AAV16
- PROPOSED BUFF COLOURED TACTILE PAVING
- PROPOSED TRAFFIC ISLAND
- PROPOSED ROAD MARKINGS
- PROPOSED SIGN AND SIGN POST
- PROPOSED SIGN ON EXISTING POST
- PROPOSED LIGHTING COLUMN
- PROPOSED TRAFFIC SIGN BOLLARDS
- PROPOSED TRAFFIC SIGNAL JUNCTION BOX
- PROPOSED TRAFFIC SIGNAL BASE
- PROPOSED PRIMARY TRAFFIC SIGNAL
- PROPOSED SECONDARY TRAFFIC SIGNAL
- RED LINE BOUNDARY

File name: I:\UK\WSP\GROUP\DATA\PROJECTS\70043445 - A229 LOOSE ROAD CORRIDOR\DRAWINGS\035 - PLAINS AVENUE\DD-035-0100-001.DWG, printed on 08 December 2020 02:50:20, by Bakhtian, Mehran

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From: **Michael Payne – Cabinet Member Highways & Transport**

**Barbara Cooper – Corporate Director of Growth,
Environment & Transport**

To: **Environment & Transport Cabinet Committee – 19 January
2021**

Decision No: 21/00003

Subject: **Market Square, Dover – Infrastructure delivery partner
with Dover District Council**

Classification: **Unrestricted**

Past Pathway of Paper: NA

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: Dover Town Centre

Summary: This report seeks approval to enter into a legal agreement with Dover District Council to act as an infrastructure delivery partner at no cost or risk to the County Council and to take the project through detailed design, statutory approvals and to enter into a construction contract.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways & Transport on the proposed decision as follows and as indicated on the proposed decision sheet attached at Appendix A.

- i) Approval to enter into legal agreements with Dover District Council to undertake the delivery of the Infrastructure Works at no cost or risk to the County Council.
- ii) Approval for KCC officers to project manage, input into the delivery and supervision of the project, with the cost of all staff and consultant time being recoverable against the project funding.
- iii) Approval to complete the detailed design for the project. This work will be undertaken by a design consultant appointed through the Medway Professional Services Framework Contract.
- iv) Approval to progress all consents required for the scheme including Traffic Regulation Orders.
- v) Approval to enter into a construction contract through an external competitive tender.
- vi) Approval for any further decisions required to allow the scheme to proceed through to delivery to be taken by the Corporate Director of Growth, Environment &

Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

1. Introduction

- 1.1 The aim of the Market Square project is to revitalise the traditional heart of Dover by providing a high-quality public realm area. This will encourage local growth by, providing a safer, more attractive, and accessible environment for pedestrians, businesses, and residents, repurposing Dover's historic Market Square as a hub for the local community and tourists alike.
- 1.2 The improvements will improve the connection between the high street and the seafront and create a multipurpose events space, as well as improving safety for pedestrians through safer crossing points and increased footway widths. It will strengthen connections to the new St James development, and improve drop off / pick up logistics for buses and coaches.
- 1.3 A key feature of the project is to replace the dated and currently out of use water fountain with a new water misting feature, which will be a focal point for the square and along with the creation of a more flexible events space, will aim to increase the footfall and encourage investment into the area.
- 1.4 The initial design of the scheme was developed by the Dover Town Team Ltd and in January 2019 Dover District Council (DDC) submitted a bid on behalf of Dover Town Team Ltd to the Ministry of Housing Communities and Local Government (MHCLG) Coastal Communities Fund (CCF). A grant of £2.44m was awarded on 1st October 2019. DDC have also committed £0.5m match funding, making a total project budget of £2.94m.
- 1.5 DDC obtained their own cabinet decision in December 2019 to receive the MHCLG grant funding and to act as the accountable body to MHCLG. DDC subsequently asked KCC to support them with the delivery of the project, and both organisations will be working collaboratively, to achieve this. KCC will be responsible for managing the detailed design of the project, as well as procuring a construction contractor and overseeing the construction works. However, DDC will still be ultimately responsible for the funding and have overall responsibility for the delivery of the project.

2. Financial Implications

- 2.1 There are no implications to either the KCC revenue or capital budgets. Dover District Council made a successful funding bid through Ministry of Housing Communities and Local Government (MHCLG) Coastal Communities Fund and were awarded £2.44m in October 2019. An additional match funding amount of £0.5m has been provided by DDC, providing an overall budget of £2.94m.
- 2.2 The project costs will be carefully monitored during the detailed design stage and the final scope of works will be adjusted to ensure out-turn costs fit the available construction budget.
- 2.3 DDC have already drawn down the funding from MHCLG, so KCC will invoice DDC monthly to recover costs incurred. DDC have accepted that for KCC to

provide the resources to deliver this project there will be no financial cost nor risk to KCC, including any cost overrun. This will be reflected in the Infrastructure Delivery Agreement that will be signed between KCC and DDC.

3. Policy Framework

- 3.1 The scheme has a strong fit with the objectives of 'Increasing Opportunities, Improving Outcomes: Kent County Council's Strategic Statement (2015-2020)'.
- 3.2 The scheme particularly supports Strategic Outcome 2 "Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life". The improvement scheme will increase footfall and accessibility. This in turn will support Kent business and housing growth and encourage economic activity to benefit the local and wider communities.

4. The Report

- 4.1 The initial design of the Market Square was developed by The Dover Town Team Ltd and integral to that design was a dry plaza water feature to replace the dated water fountain.
- 4.2 Following DDC's request for KCC to become involved in the delivery of the project, a design consultant was appointed to review and build on the initial design developed by the Dover Town Team. This led to a review of the type of water feature and then ultimately a change towards a water misting feature. This has several key advantages over the dry plaza option, notably reduced maintenance costs and a significantly reduced plant room size as the misting feature runs on potable water.
- 4.3 A key requirement of the project is to provide improved pedestrian facilities and connectivity between Market Square and the new St James development. This has been achieved by relocating the existing coach and bus stops from King Street into adjacent roads allowing the overall carriageway width to be reduced and footways widened This provides wider and safer footways as well as providing additional space for cafes and restaurants to have outside seating.
- 4.4 To support the widening of the footways and the relocation of bus stops, there will be a need to amend existing traffic regulation orders and it is anticipated that the consultation of the amendments will commence in January 2021.
- 4.5 There are no legal implications associated with this scheme. Invicta Law will draft the Infrastructure Delivery Agreement between KCC and DDC.
- 4.6 Design consultants appointed through the Medway Framework Contract for the outline design work will continue with the detailed design and preparation of the contract documents.
- 4.7 An independent cost consultant was appointed to support the design work and will continue in that role to provide support in managing the expenditure on the project.

- 4.8 Consultation for the project was previously carried out by the Dover Town Team on the initial design that they developed but public engagement on the revised layout is being carried out by DDC during January 2021.
- 4.9 Delivery of the scheme will be dependent on completing the detailed design and procuring a contractor through a competitive tender process. The current project estimate includes a risk and inflation allowance which will be continually reviewed by the project team as the design develops.
- 4.10 It is currently anticipated that construction will commence in the summer of 2021 with completion by the beginning of 2022.
- 4.11 DDC has established a Project Board to oversee the project and to make key decisions. The Board meets monthly to manage the delivery of the project and to sign off any significant changes.
- 4.12 An Equalities Impact Assessment has been carried out and is appended to this report. The EqlA will be continually reviewed as the project progresses.
- 4.13 The specialist features contained within the scope of the project, such as the water misting feature, benches, ground lighting, etc will be maintained by DDC. Asset teams within KCC have been consulted about the choice of materials and finishes proposed for the project to ensure there is not a longer-term maintenance liability for KCC.
- 4.14 A risk register was developed for the project which will be regularly reviewed and updated by the project team. The most significant risks to the project are:
- (a) The estimated out-turn costs at completion of the detailed design exceed the available budget. This can be mitigated by a robust approach to site investigations/surveys to ensure construction risks can be assessed and mitigated through design. The overall scope of works will be continually reviewed and adjusted to fit available budget.
 - (b) Cost of Statutory Undertakers diversions exceed the available budget. This can be mitigated by early engagement with relevant companies as well as undertaking trial holes to determine the exact location, allowing the design to be revised and where possible to be modified to reduce impacts and costs.
 - (c) Archaeological finds delay the delivery of the project and increase construction costs. The site is rich in Roman deposits which have been identified through previous studies. These typically lie beneath a depth of 1.2m, so the design has been developed to avoid unnecessary impact beneath this depth apart from two localised drainage chambers.
- 4.15 Subsequent to the decision by the Cabinet Member, any further decisions required to allow the scheme to proceed through to delivery will be taken by the Corporate Director for Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

5. Conclusions

- 5.1 This is an important project that will help regenerate an important area of Dover Town Centre by creating a focal point and events space for the local

community and visitors alike to enjoy. The project is fully funded and has unlocked an allocation of £2.44m from the Coastal Communities Fund together with match funding of £0.5m provided by Dover District Council. No additional KCC funding will be used to deliver the scheme which carries no risk to KCC.

6. Recommendation(s)

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways & Transport on the proposed decision as follows and as indicated on the proposed decision sheet attached at Appendix A.

Approval to enter into legal agreements with Dover District Council to undertake the delivery of the Infrastructure Works at no cost or risk to the County Council.

- ii) Approval for KCC officers to project manage, input into the delivery and supervision of the project, with the cost of all staff and consultant time being recoverable against the project funding.
- iii) Approval to complete the detailed design for the project. This work will be undertaken by a design consultant appointed through the Medway Professional Services Framework Contract.
- iv) Approval to progress all consents required for the scheme including Traffic Regulation Orders.
- v) Approval to enter into a construction contract through an external competitive tender.
- vi) Approval for any further decisions required to allow the scheme to proceed through to delivery to be taken by the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

7. Background Documents

Appendix A – Proposed Record of Decision

Appendix B – Scheme Drawing

Appendix C – Equalities Impact Assessment

8. Contact details

Report Author

- Barry Stiff, Project Manager, Major Capital Programme Team
- 03000 419377
- barry.stiff@kent.gov.uk

Relevant Director:

- Simon Jones, Director of Highways, Transportation & Waste
- 03000 411683
- simon.jones@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY

Michael Payne

Cabinet Member for Highways & Transport

DECISION NO:

21/00003

For publication

Key decision*

Yes

Subject: Market Square, Dover – Infrastructure delivery partner with Dover District Council

Decision:

As Cabinet Member for Highways & Transport, I give

- i) Approval to enter into legal agreements with Dover District Council to undertake the delivery of the Infrastructure Works at no cost or risk to the County Council.
- ii) Approval for KCC officers to project manage, input into the delivery and supervision of the project, with the cost of all staff and consultant time being recoverable against the project funding.
- iii) Approval to complete the detailed design for the project. This work will be undertaken by a design consultant appointed through the Medway Professional Services Framework Contract.
- iv) Approval to progress all consents required for the scheme including Traffic Regulation Orders.
- v) Approval to enter into a construction contract through an external competitive tender.
- vi) Approval for any further decisions required to allow the scheme to proceed through to delivery to be taken by the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member

Reason(s) for decision:

To act as a delivery partner for Dover District Council

Cabinet Committee recommendations and other consultation:

Consultation for the project was previously carried out by the Dover Town Team on the initial design. Public engagement on the revised layout is being carried out by Dover District Council during January 2021

The proposal is being considered by members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

Any alternatives considered:

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

Name:

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KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service:

Market Square, Dover – Public Realm Improvement

Brief description of policy, procedure, project or service

The proposed public realm scheme will involve improvements to The Market Square, notably with new replacement paving, replacement of the existing water fountain with a new water misting feature, creation of a multi-purpose events area, including a raised platform and enhanced seating and street furniture. The footways along King Street are also being widened and new paving provided to improve pedestrian access and connectivity.

Aims and Objectives

The aim of the project is to revitalise the traditional heart of Dover by providing a high-quality public realm area. This will encourage local growth by, providing a safer, more attractive, and accessible environment for pedestrians, businesses, and residents, repurposing Dover's historic Market Square as a hub for the local community and tourists alike.

The changes will improve the connection between the high street and the seafront and create a multipurpose events space, as well as improving safety for pedestrians through safer crossing points and increased footway widths. It will strengthen connections to the new St James development, and improve drop off / pick up logistics for buses and coaches.

A key feature of the project is to replace the dated and currently out of use water fountain with a new water misting feature, which will be a focal point for the square and along with the creation of a more flexible events space, will aim to increase the footfall and encourage investment into the area.

Date Document Updated 11/01/2021

1

This document is available in other formats. Please contact diversityinfo@Kent.gov.uk or telephone on 03000 415 762

JUDGEMENT

Set out below the implications you have found from your assessment for the relevant Protected Groups. If any negative impacts can be justified, please clearly explain why.

Following the completion of the Part 1 Screening Assessment, the judgement that has been identified is:

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

The project will provide temporary low negative impacts during construction through footway closures/minor diversions but access through the site will always be maintained. There are also some low negative impacts of the permanent works by the permanent relocation of existing taxi bays and bus stop, although these are generally seen as betterment over the existing provisions and supported by taxi and bus operators following liaison with both parties. Liaison with all stakeholders will be carried out in advance and during the works to notify users of details of any changes to the highway layout. Removal of unnecessary street clutter will remove obstructions and enhanced paving and improved seating provision will enhance user experience. Access to shops will always be maintained for all users throughout opening hours. Widening of footways and reduction in carriageway width will create a safer environment for all highway users.

I have found the Adverse Equality Impact Rating to be **Low**

GET Document Control



Revision History

Version	Date	Authors	Comment
V0.1	22 December 2020	Barry Stiff	Draft for issue to Equality & Diversity Team
V1.0 (this should be assigned to the version the Director signs off)	08 January 2021	Barry Stiff	For Issue

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Tim Read		Head of Service	11 January 2021
Simon Jones	pp 	Director	11 January 2021

Date Document Updated 11/01/2021

3

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Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age	No Impact	No Impact	Short term temporary impact during construction as temporary closures of footway areas will be required and pedestrians may be required to walk on temporary footway surfaces which could affect young and older pedestrians. Appropriate smooth/level surfaces	HIGH FAVOURABLE Improved width of footways along King Street will provide a safer environment for all pedestrians. Additional seating areas will provide greater opportunities for older pedestrians to sit and rest. Reduced carriageway

			<p>to be provided at all times to mitigate any risks.</p> <p>Short term temporary impact when existing controlled crossing facility will need to be closed whilst equipment is replaced, alternative provisions will be provided.</p> <p>Temporary relocation of bus stops may be required during part of the works and may require pedestrians to walk slightly further to access the bus stop but can be mitigated by phasing works to provide new bus stop facility prior to removal of existing one. Temporary impact to bus users whilst they become accustomed to new location of stop.</p>	<p>width of King Street to a single lane of 3.5m will provide a shorter distance for pedestrians to cross and encourage lower vehicle speeds making this a safer experience for all pedestrians, particularly the more vulnerable groups.</p> <p>Taxi bays relocated to St James car park, providing a safer waiting area for older pedestrians and parents with young children.</p> <p>Permanent relocated bus stop will have improved access facilities, including a new bus shelter and be located closer to the controlled crossing of King Street.</p> <p>Improved way finding signs will improve the</p>
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			<p>Taxi bays are being permanently relocated from King Street to St James car park.</p> <p>Temporary impact whilst users become accustomed to the new location</p>	<p>user experience when navigating through the site.</p> <p>New and improved paving will remove trip hazards present within the existing paving assisting all pedestrians but particularly older pedestrians.</p> <p>Rationalisation of street furniture to remove unnecessary street clutter to enhance the experience of pedestrians.</p> <p>The new water misting feature will provide some excitement and fun for children, enhancing their health and wellbeing.</p>
Disability	No Impact	No Impact	Short term temporary impact during construction as	HIGH FAVOURABLE Improved width of footways along King

			<p>temporary closures of footway areas will be required and pedestrians may be required to walk on temporary footway surfaces which could impact on pedestrians with mobility issues, wheelchair users, blind and partially sighted people. Appropriate smooth/level surfaces to be provided at all times to mitigate any risks.</p> <p>Short term temporary noise impacts may be caused during construction, which may cause anxiety for groups with sensory concerns such as people with autism.</p> <p>Short term temporary impact when existing controlled crossing facility will need to be closed whilst</p>	<p>Street will provide a safer environment for all pedestrians.</p> <p>Additional seating areas will provide greater opportunities for users with mobility issues to sit and rest.</p> <p>Reduced carriageway width of King Street to a single lane of 3.5m will provide a shorter distance for users to cross and encourage lower vehicle speeds making this a safer experience for disabled users.</p> <p>Relocated taxi bays to St James car park, providing a safer waiting area and easier access points for disabled users.</p> <p>Permanent relocated bus stop will have improved access</p>
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			<p>equipment is replaced, alternative provisions will be provided but short-term temporary changes may impact on blind or partially sighted people.</p> <p>Temporary relocation of bus stops may be required during part of the works and may require pedestrians to walk slightly further to access the bus stop but can be mitigated by phasing works to provide new bus stop facility prior to removal of existing one.</p> <p>Temporary impact to bus users whilst they become accustomed to new location of stop.</p> <p>Taxi bays are being permanently relocated from King Street to St James car park.</p> <p>Temporary impact whilst users become</p>	<p>facilities, including a new bus shelter and be located closer to the controlled crossing facility of King Street</p> <p>New and improved paving will remove trip hazards present within the existing paving assisting users with mobility issues, wheelchair users, blind and partially sighted people.</p> <p>Rationalisation of street furniture to remove unnecessary street clutter and obstructions to enhance the experience of all users.</p> <p>The new water misting feature will provide some excitement and fun for all users and children, enhancing</p>
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			accustomed to the new location.	their health and wellbeing. It could help with sensory stimulation
Sex	No Impact	No Impact	No Impact	No Impact
Gender identity/ Transgender	No Impact	No Impact	No Impact	No Impact
Race	No Impact	No Impact	No Impact	No Impact
Religion and Belief	No Impact	No Impact	No Impact	No Impact
Sexual Orientation	No Impact	No Impact	No Impact	No Impact
Pregnancy and Maternity	No Impact	No Impact	Short term temporary impact during construction as temporary closures of footway areas will be required and pedestrians may be required to walk on temporary footway surfaces which could affect young and older pedestrians. Appropriate smooth/level surfaces	HIGH FAVOURABLE Improved width of footways along King Street will provide a safer environment for all pedestrians. Additional seating areas will provide greater opportunities for users to sit and rest. Reduced carriageway

			<p>to be provided at all times to mitigate any risks.</p> <p>Short term temporary impact when existing controlled crossing facility will need to be closed whilst equipment is replaced, alternative provisions will be provided.</p> <p>Temporary relocation of bus stops may be required during part of the works and may require pedestrians to walk slightly further to access the bus stop but can be mitigated by phasing works to provide new bus stop facility prior to removal of existing one. Temporary impact to bus users whilst they become accustomed to new location of stop.</p> <p>Taxi bays are being</p>	<p>width of King Street to a single lane of 3.5m will provide a shorter distance for users to cross and encourage lower vehicle speeds making this a safer experience for users.</p> <p>Relocated taxi bays to St James car park, providing a safer waiting area and easier access points for users.</p> <p>Permanent relocated bus stop will have improved access facilities, including a new bus shelter</p> <p>New and improved paving will remove trip hazards present within the existing paving assisting users.</p> <p>Rationalisation of street furniture to remove unnecessary</p>
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			permanently relocated from King Street to St James car park. Temporary impact whilst users become accustomed to the new location	street clutter and obstructions to enhance the experience of all users.
Marriage and Civil Partnerships	No Impact	No Impact	No Impact	No Impact
Carer's Responsibilities	No Impact	No Impact	No Impact	No Impact

Part 2 - Full Equality Analysis /Impact Assessment

A full Equality Analysis/Impact Assessment is not required at this stage

Part 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Age, Disability, and Pregnancy and Maternity	<p>Construction works impact for older people – noise, dust, access restrictions during footway/road closures</p> <p>Temporary access to public transport (particularly young and old) during construction</p> <p>Maintaining access to businesses and shops</p>	<p>The detailed design will be carried out in accordance with:</p> <ul style="list-style-type: none"> the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <p>Engagement with the local community will be carried out during the design stage and ahead of the construction phase to ensure that any specific requirements for the local community can be planned for in order to</p>	<p>Design to be compliant with DMRB and DfT Guidance on Inclusive Mobility.</p> <p>Appointment of competent contractor through robust procurement exercise and close supervision during construction will adhere to required construction phasing and practices</p>	Barry Stiff	During design phase and construction phase	Minimal

		<p>minimise disruption.</p> <p>Works shall be phased in such a way that use of temporary surfaces are minimised, access to all shops and businesses are maintained during opening hours and that the new bus stop is provided before the existing one is removed.</p> <p>Contract specification will stipulate requirements for phasing of work and safe practices.</p>				
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Have the actions been included in your business/ service plan?

No – The actions will be monitored at regular design/progress meetings throughout the project and updated as required.

Date Document Updated 11/01/2021

This document is available in other formats. Please contact diversityinfo@Kent.gov.uk or telephone on 03000 415 762



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From: Michael Payne, Cabinet Member for Highways and Transport
Barbara Cooper, Corporate Director for Growth, Environment
and Transport

To: Environment and Transport Cabinet Committee

Subject: Department for Transport (DfT) 48 tonne Intermodal Freight Trial
Consultation

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Divisions: All

Summary:

The Department for Transport (DfT) recently consulted on a Heavier Intermodal Freight Trial, involving a maximum weight relaxation (from 44 tonnes to 48 tonnes) for domestic intermodal journeys on set routes to support rail freight.

This consultation provides the opportunity for Kent County Council (KCC) to build on the existing relationship it has nurtured with the DfT to ensure that any outcomes delivered by the proposed trial can benefit Kent. However, at this stage, any such proposed trial is not currently planned to be undertaken in Kent.

A draft officer response was submitted to the DfT before the deadline on 4th January 2021, which as agreed with the DfT, will be amended following consideration by this Committee and any recommendations it makes to the Cabinet Member for Highways and Transport.

The draft response outlines the existing problems Kent faces with the parking and movements of Heavy Goods Vehicles (HGVs) and recommends the rolling out of a suitable lorry control zone to properly regulate and monitor HGVs as part of the proposed trial.

The draft response also strongly opposes that local authorities should be expected to cover any of the costs of upgrading or strengthening assets for the trial, and suggests that local authorities have a guarantee of funding and/or advance funding to undertake this work.

Recommendation:

The Cabinet Committee is asked to consider and make recommendations to the Cabinet Member for Highways and Transport on the draft KCC response to the DfT Consultation on a 48 Tonne Intermodal Freight Trial.

1. Background

- 1.1 The Department for Transport (DfT) has recently consulted on a Heavier Intermodal Freight Trial, involving a maximum laden weight relaxation for 6-axle articulated lorries from 44 to 48 tonnes, for domestic intermodal journeys supporting rail freight.
- 1.2 The consultation was open from 9th November 2020 until 4th January 2021. A draft officer response was submitted before the deadline (attached as Appendix A to this report); however, as agreed with the DfT, it will be amended following consideration by this Environment and Transport Cabinet Committee and any recommendations it makes to the Cabinet Member for Highways and Transport.

1.3 This report provides a summary of the DfT Heavier Intermodal Freight Trial in Section 2, and summarises the draft Kent County Council (KCC) response in Section 3 which is attached in full as Appendix A.

2. Summary of the Heavier Intermodal Freight Trial Consultation

2.1 The standard maximum laden weight for 6-axle articulated lorries when used on public roads in Great Britain is 44 tonnes. Some organisations have identified that allowing 6-axle articulated lorries to be operated at 48 tonnes during domestic intermodal journeys would improve efficiency and support rail freight.

2.2 This could be permitted for repetitive container loads that travel along a set route. Increasing the load capacity for each lorry involved could reduce the number of lorry movements to service each train, with the operations liable to happen frequently, feeding into scheduled trains operating on one or more days a week.

2.3 The DfT has made some technical assessments and this consultation is about the possibility of a limited trial for this type of operation. The core of the proposal is for 6-axle articulated lorries run by specific operators to operate at 48 tonnes, while continuing to follow other existing rules, including maximum axle weights. These operations would:

- be restricted to specific routes
- likely be limited to a maximum journey length (proposed to be 50 miles)
- have to be part of domestic intermodal (road and rail) operation

2.4 Accommodating a trial within the existing load-bearing constraints of bridges and other infrastructure is not straightforward, and it may not be possible to include some otherwise useful routes. The design and state of the national stock of bridges and infrastructure rules out a wider consideration of allowing 48-tonne operation outside specified and authorised routes.

2.5 The DfT has conducted a preliminary technical assessment. This indicates:

- there might be significant public benefits if these operations help rail freight to a larger market share than would otherwise be the case
- that on routes where the road legs do not result in specific extra costs for relatively weak infrastructure, the quantified public benefits are likely to outweigh the costs and disadvantages

2.6 A real-world trial would provide a full and accurate picture of the costs and benefits of this proposal, along with highlighting other practical and commercial considerations. These results would allow a fully informed decision to be made around whether to roll the trial out further.

2.7 The proposal being consulted on is for a trial, lasting up to 4 years, of a number of routes, which will be cleared for specified operators to run 6-axle articulated lorries at a maximum laden weight of 48 tonnes, within all other applicable current regulations about weights and dimensions (including for

maximum axle weights). There would be a maximum length for any cleared route, proposed to be around 50 miles.

- 2.8 The operations would need to be part of an intermodal journey with a rail leg, both ends of which have to be within Great Britain, or one end of the journey in Great Britain and the freight travelling by rail through the Channel Tunnel (excluding the Euroshuttle, i.e. freight trains through the Channel Tunnel and not freight arriving via road to use the cross-channel rail shuttle service). The proposal would be suitable for road legs covered frequently between points of production or distribution and railheads.
- 2.9 The DfT states that, if the trial helps secure existing intermodal freight traffic or enables more, it might result in net public benefits, including those due to the reduction of road congestion; carbon emissions; pollution; noise; road safety risks; and those related to the rail legs of journeys.
- 2.10 The road legs of journeys would have a number of positive and negative effects, compared with the way they are delivered using the existing maximum laden weight of 44 tonnes. The trial would operate only on routes where infrastructure could accommodate the 48-tonne load. Even here, the extra loading may accelerate the need for significant maintenance work on specific structures or require specific assessments.
- 2.11 Besides costs related to specific structural assessments and strengthening, the road legs would be associated with some increases in roads and structural maintenance costs. Some costs are directly proportionate to vehicle weight; others vary in proportion to the power of 4 of vehicle weight.
- 2.12 The DfT assesses that these extra costs might be outweighed by public benefits arising from fewer lorry movements (including benefits related to congestion, carbon emissions, pollution and safety). Controls would be designed to support safe operation of the heavier lorries.
- 2.13 The DfT proposes to seek local highways authorities' views about proposed trial routes involving roads for which they are responsible. This would also check if there are any specific issues connected with bridges or infrastructure that would rule out certain routes or be associated with specific costs connected to structural assessments or strengthening.
- 2.14 The DfT is considering how costs to local authorities can be mitigated and minimised, including securing a contribution from a commitment from participating operators, and using existing DfT budgets to cover excess. It is suggested that participating operators could be asked to contribute up to 50% of local authority costs related to structural assessments or strengthening required as a result of the trial operations.
- 2.15 The DfT also proposes to allow local highway authorities to block routes being included on the trial if they result in excessive additional costs related to bridges and infrastructure being incurred during the trial. A threshold of such costs is likely to be between approximately £0.15 million and £0.5 million. These costs would need to be related to specific structural assessments and planned strengthening required by the trial, which would not be needed

otherwise. General maintenance costs due to increased wear due to heavier vehicles would not be included. Costs would need to be checked and agreed by the DfT before they result in a route not going ahead.

- 2.16 At this stage, the routes for the proposed trial have not been determined and there are not currently any planned routes in Kent. The consultation seeks views and evidence about whether in principle to have a trial, its likely effects and processes required to implement such a trial.
- 2.17 Commercial road transport operators interested in taking part in such a trial are invited to register their interest and provide information on some more detailed technical questions in the impact assessment. Bridge owners are invited to consider implications on their infrastructure and operation.
- 2.18 Secondary legislation is likely to be needed to allow the trial to take place. The consultation will inform whether such legislation is put forward and information gathered on potential operators interested in taking part in the trial.

3. Summary of the Draft KCC Response

- 3.1 The full draft response is provided as Appendix A and consists of a cover letter and a completed response form.
- 3.2 The cover letter thanks Government for recently granting KCC temporary enforcement powers to prevent Heavy Goods Vehicles (HGVs) parking inappropriately as part of the traffic management measures needed as a result of the UK's new relationship with the EU; and reiterates a request for similar powers over moving HGVs to prevent them from using unsuitable routes in Kent. It concludes by expressing a desire to build on the existing relationship to ensure that any outcomes delivered by the trial can benefit Kent.
- 3.3 The response form provides draft KCC officer responses to the eight main questions of the consultation. The response outlines the existing problems Kent faces with the parking and movements of HGVs and recommends the rolling out of a suitable lorry control zone to properly regulate and monitor HGVs as part of the proposed trial.
- 3.4 It makes the point that reducing HGVs on certain routes creates more capacity for future increases and highlights the maintenance disbenefit for road pavements and structures.
- 3.5 It acknowledges that the principles of the trial support the objective of delivering modal shift of freight from road to rail, in line with several KCC strategies, including the Freight Action Plan (2017), Kent Energy and Low Emissions Strategy (2020) and draft Rail Strategy for Kent (2021).
- 3.6 It expresses a preference that the trial is reduced from four to two years' duration, with a one-year review, provided that useful data could be obtained about both vehicle movements and highway asset condition.
- 3.7 The response strongly opposes that local authorities should be expected to cover any of the costs of upgrading or strengthening assets for the trial, and suggests that local authorities have a guarantee of funding and/or advance funding to undertake this work.

4. Conclusions

- 4.1 This consultation provides the opportunity for KCC to build on the existing relationship it has nurtured with the DfT to ensure that any outcomes delivered by the proposed trial can benefit Kent.
- 4.2 The KCC draft response makes a number of suggestions on the trial methodology and funding that would assist Kent in resolving its current issues with the parking and movements of HGVs.

5. Financial Implications

- 5.1 There are no financial implications to KCC in responding to this consultation, as the DfT proposes to allow local highway authorities to block routes being included on the trial if they result in excessive additional costs related to bridges and infrastructure being incurred during the trial.

6. Legal Implications

- 6.1 There are no legal implications to KCC in responding to this consultation.

7. Equalities Implications

- 7.1 There is no Equality Impact Assessment (EqIA) provided by the Government as part of the policy proposal.
- 7.2 It is therefore assumed that the Government will complete an EqIA on each proposed trial route.

8. General Data Protection Regulations (GDPR) Considerations

- 8.1 A Data Protection Impact Assessment is not required as this consultation response does not require the processing of personal data.

9. Other Corporate Implications

- 9.1 There are no other corporate implications to KCC in responding to this consultation.

10. Governance

- 10.1 The consultation response will be submitted by the Director of Highways, Transportation & Waste under the Officer Scheme of Delegations following prior consultation with the Cabinet Member for Highways & Transport.

11 Recommendation:

- 11.1 The Cabinet Committee is asked to consider and make recommendations to the Cabinet Member for Highways and Transport on the draft KCC response to the DfT Consultation on a 48 Tonne Intermodal Freight Trial.

12 Background Documents

12.1 DfT Heavier Intermodal Freight Trial Consultation Document:

<https://www.gov.uk/government/consultations/heavier-intermodal-freight-trial/48-tonne-intermodal-freight-trial-consultation-document>

12.2 Draft KCC Officer Response to DfT Heavier Intermodal Freight Trial Consultation: Appendix A.

13 Contact details

Report Author: Joseph Ratcliffe, Transport Strategy Manager 03000 413445 joseph.ratcliffe@kent.gov.uk		Relevant Director: Simon Jones, Director, Highways, Transportation and Waste 03000 411683 simon.jones@kent.gov.uk
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Sessions House
County Hall
Maidstone
ME14 1XQ

By email:

IntermodalHGVConsultation@dft.gov.uk

4th January 2021

Dear Sir/Madam,

Heavier Intermodal Freight Trial Consultation

Draft Response from Kent County Council

Enclosed is Kent County Council's (KCC) draft officer response to the Department for Transport's (DfT) Heavier Intermodal Freight Trial Consultation. The draft response will be discussed by Members of KCC's Environment and Transport Cabinet Committee on 19th January, after which further information in response to this consultation will be submitted. We appreciate that the Department has allowed us additional time given how important freight issues are in Kent.

We are also grateful to Government for recently granting KCC temporary powers to issue penalty notices in parts of Kent to prevent vehicles parking in inappropriate locations while they wait for the correct customs clearance approvals as a result of the UK's new relationship with the EU.

As previously discussed with the Department, KCC also needs to be given enforcement powers, through secondary legislation to enact Part 6 of the Traffic Management Act 2004, to allow for Penalty Charge Notices to be issued by councils to prevent HGVs from using unsuitable roads. These powers would also enable us to prevent any heavier vehicles from using unauthorised routes as part of this trial.

A proposed lorry control zone to restrict HGVs from using unsuitable roads continues to be an essential requirement for Kent. This along with the continuation of the successful use of HGV parking enforcement and the expansion of official lorry parking capacity, is evidence of how KCC and the Department can work together to deliver improvements to the way HGVs are managed throughout the county.

We would therefore like to build on this relationship to ensure that any outcomes that this trial delivers can benefit Kent.



Yours sincerely

Simon Jones
Director for Highways, Transportation and Waste



Heavier intermodal freight trial Consultation questionnaire

Moving Britain Ahead



Main consultation questions

Your organisation: Kent County Council

This is Kent County Council's (KCC) draft officer response to the Department for Transport's (DfT) Heavier Intermodal Freight Trial Consultation. This draft response will be discussed by Members of KCC's Environment and Transport Cabinet Committee on 19th January, after which further information in response to this consultation will be submitted.

1 Should a trial of 48 tonnes maximum laden weight on specific routes for domestic intermodal journeys in principle be permitted?

Freight transport through Kent is a significant issue for the county which causes substantial disruption to people's lives. Many of our rural roads that pass through historic towns, villages and hamlets are unsuitable for HGVs and therefore lorries blight our communities with noise and vibration, poor air quality and road safety issues. Due to Kent's position as an international gateway, large numbers of Heavy Goods Vehicles (HGVs) that travel through the county park in inappropriate locations which causes road safety, litter and antisocial behaviour issues. In addition to this, when there are delays at the Port of Dover and/or Eurotunnel which result in the use of Operation Stack or Brock, the disruption affects the whole county.

It is essential that we have as many tools as possible in our armoury to address the HGV problems that we see across our network on a daily basis. The ability to control lorry movements will be critical to this, therefore in association with this trial, we would also recommend the rolling out of a suitable lorry control zone to properly regulate and monitor vehicles of this nature.

This proposed new trial of Heavier Intermodal Freight should allow for more goods to be carried in a single load and enable more freight to be transported by rail through improved efficiency of train loadings from HGVs, thereby reducing the number of lorries on the road. However, this would only create more capacity for increases in HGVs in the future. There would also be an



additional road maintenance burden from heavier vehicles, especially for structures and road pavement.

It is vital that a trial is coordinated, and data shared, with local authorities, to mitigate our concerns on the impacts of these potentially heavier vehicles on roads and structures that we have the statutory responsibility to maintain. The routes for this trial should only be selected after further consultation with the Highway Authority.

The principles of the proposed Heavier Intermodal Freight Trial align with a number of KCC's existing policies and strategies, including the Kent Environment Strategy (2016), the Kent and Medway Energy and Low Emissions Strategy (2020), the Freight Action Plan (2017) and the draft Kent Rail Strategy (2021), all of which support the objective of delivering modal shift of freight from road to rail.

2 Should a trial be restricted to intermodal journeys with a rail leg or also include domestic intermodal journeys with a water leg?

The trial should not preclude any particular intermodal freight journey.

3 Is 50 miles the right maximum distance for any road leg? If no, should the distance be shorter, longer, no distance limit?

The trial should include a distance that gives valuable outputs without adversely affecting businesses and residents. Of more concern to KCC would be the alignment of the proposed road leg, and the roads and structures to be used by the heavier vehicles. Ideally, they would primarily use the Strategic Road Network (SRN) and/or existing routes identified for abnormal indivisible loads.

4 Is four years the right duration for a trial? If no, should it be shorter or longer?

We would prefer that the trial is reduced from four to two-years with a one-year review, provided that useful data could be obtained about both vehicle movements and highway asset condition.



5 Does the attached impact assessment consider the main likely effects of a trial sufficiently? Are there any additional effects / impacts that you think have not been reflected?

The Impact Assessment mentions an assumed increase in maintenance cost but it is not clear what the supporting rationale is behind the assumption, or whether the effect of increased weight on road asset deterioration is linear. It is also not clear what the potential impact on the trial data might be from street works or road works on the highway affecting the designated route, and how potentially this could be captured in the evaluation.

The Impact Assessment has only considered the strategic impact of EU Exit on national freight movements. Any trial put forward for Kent would need to consider its role as an international gateway to and from the EU, with significant volumes of roll-on, roll-off HGVs passing through the county. There would need to be consideration as to how any disruption in cross-channel freight movements may impact the suggested route for a trial in Kent.

6 Do you have any views on the potential trial designs discussed in the impact assessment, or suggestions of alternative ways to source counterfactual data?

KCC currently has no views on the potential trial designs discussed in the impact assessment.

7 Should a local authority be able to block the introduction of routes if a trial route would incur excessive costs related to assessment and strengthening of specific structures? Is between £0.15m and £0.5m a suitable level for excessive costs? Should Local Authorities be able to seek financial contributions for such costs of up to 50% from participating operators?

KCC as the Highway Authority would only consider the need to block a particular trial in our area if we could evidence that the trial was not safe; would put highway users at risk; or would have an unacceptable social impact.

We strongly oppose that local authorities should be expected to cover any of the costs of upgrading or strengthening assets. Our maintenance funds are quite distinct from any other funding, and even though we accept there is scope for wider benefits from the trial, upgrading or strengthening assets ought to be



separately funded. It is important that the part of DfT leading on this trial understands the wider highway maintenance and funding picture.

Our view in Kent is that DfT funding for local road maintenance is insufficient and has not kept pace with the scale of asset deterioration. Nor has it taken into account population and traffic growth; and in Kent's case, that we are the gateway to Europe. For roads alone, we have a £500m backlog and an annual shortfall in funding to maintain highway assets in steady state condition. Our Structures team in particular is also significantly underfunded, though that needs to be illustrated in asset lifecycle analyses.

Covering the costs of upgrading or strengthening assets for this trial will simply involve money being taken away from other maintenance priorities, such as roads that have failed or structures that need maintenance/strengthening. With these points in mind, KCC insists that the trial should be designed such that the excessive costs are as low as possible, and operating contributions are as high as possible. Local authorities cannot contribute financially to the pilot trials.

Our structures would need to be assessed either as a review of any previous assessments or as a full-blown assessment, just to check the proposed trial routes can take the 48 tonnes. As we would have to appoint external consultants to undertake this work, we do not agree that the local authority should fund this. It is only after this would we be in a position to understand if any strengthening would be needed or its extent. Therefore, the cap of £0.5m would not seem to be sufficient to cover the unknown liabilities. Given the constraints on budgets, it is not sustainable to divert funds away from already identified strengthening works for a limited trial against the greater benefit to road users of the other works. We suggest that local authorities have a guarantee of funding and/or advance funding to undertake this work.

8 Do you have any further comments?

Further to points made above, KCC requests that the trial evaluation should include quantitative analyses of the effect on asset lifecycles of these heavier loads. Clearly this will depend on volumes, loads, etc., but if this initiative is rolled out, Local Highway Authorities will want to consider whether they would need to change their lifecycle assumptions for these routes in their maintenance programmes, and also whether they would want to change the specification for road construction on these routes going forward.



For structures in particular, the imposition of heavier loadings will have some impact on the whole life of individual assets, such as bearings, movement joints and surfacing. They could require a shorter life cycle of maintenance, or more critically their replacement, at significant cost. On any chosen route not all the structures may be owned by one highway authority, with route approvals and requirements for strengthening needing to be shared.

KCC would also like to know, if the trial succeeds on the trial routes, what safeguards are proposed to prevent a later extension to the highways network as a whole?

From: Michael Payne, Cabinet Member, Highways and Transport

Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment & Transport Cabinet Committee Meeting – 19th January 2020.

Subject: Highway Civils Framework

Key decision: 21/00009

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: All Divisions

Summary:

The Council delivers significant highway infrastructure development and civil engineering works which are procured on an individual basis. A new delivery model will allow future schemes to be procured expediently and efficiently.

Three options have been considered, with detail outlining the recommended approach to commission a Highway Civils Framework. As the contracts exceeds £1m a Key Decision is required.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to procure and delegate authority to the Corporate Director for Growth, Environment and Transport to award and commission the Highway Civils Framework in accordance with the expectations set out in the report and as shown at Appendix A.

1. Introduction

- 1.1 Under section 41 of the Highways Act 1980, as the local Highway Authority, the Council has a legal duty to maintain its respective sections of the highway network. This duty includes responsibility for maintaining, managing and, where necessary, improving sections of the network.
- 1.2 To support its legal duty, the Council has commissioned contracts which build and maintain its highway assets. These include and are not limited to:
 - Highway Term Maintenance Contract (Enterprise AOL Ltd)
 - Road Asset Renewal Contract (GW Highways Ltd)
 - Drainage Civils Framework (three contractors)

- Pothole Blitz Contracts (ten contractors)

- 1.3 The Major Capital Programme team develop and deliver capital schemes that are funded through other government funds. This includes the South East Local Enterprise Partnership (SELEP) which provides funds for projects which support Kent's economic and business growth. **Link to projects.**
- 1.4 Projects delivered through the Major Capital Programme are commissioned via competitive procurement procedures and alternative frameworks, which can take time and reduce the opportunity to build relationships.
- 1.5 This paper recommends commissioning a Highway Civils Framework to allow the Council to expediate the delivery of schemes and achieve better value for money through reduced procurement costs.

2. Delivery models

- 2.1 To date three options for the future provision of these works have been considered:

- Option 1 – Procure contracts on a project-by-project basis
Discounted due to the time taken and lack of opportunity to build relationships
- Option 2 – Use alternative frameworks
Discounted as unlikely to access Kent-based contractors and a margin must be paid for the use of other frameworks
- Option 3 – Commission a Highway Civils Framework
Carried Forward

- 2.2 This paper will detail Option 3 and review the benefits and challenges facing the Council and its partners should it implement this strategy.

3. Highway Civils Framework

- 3.1 The proposed Highway Civils Framework is to enable the procurement and delivery of significant highway infrastructure development, civil engineering works and associated major value construction works. The framework will be split into two lots to accommodate for the delivery of minor and major highway civils works. This will allow predominately two areas of the business (Highway Asset Management and Major Capital Programmes) to have access to a lot with appropriate contractors that are suited to their delivery.
- 3.2 This framework will cover the South East of England and, while predominately supporting the Highway and Transportation business, will be open to other government organisations. To ensure there is sufficient headroom for the Council and other government organisations, the value of the framework is set at £500m.
- 3.3 There is no workload guarantee in the framework agreement so it will be worth zero value. All schemes awarded to contractors will incorporate their own

contract (NEC 4 suite) and such projects will need to be taken through the appropriate governance process. This agreement will provide an efficient route to market for approved decisions.

- 3.4 Overheads, profit margin and key rates are agreed prior to the implementation of the framework, with individual project costs being reviewed on an open-book and collaborative basis. This will reduce resource duplication across all parties and streamline the route to market compared to the current position.

Lot 1 - Civil Engineering Works

- 3.5 The Civil Engineering Works Lot will predominately support the Council's current term services contracts. The work to be commissioned through this framework will include, but is not limited to, the following civil and engineering works:

- Highway works including new build, maintenance, repairs and related surfacing
- Earthworks
- Environment improvement works
- Structural works
- Minor general civil engineering works
- Early Contractor Involvement
- Buildings related to these schemes
- Any other services deemed necessary to meet these requirements

- 3.6 It is envisaged that this lot will be awarded to two or three contractors.

Lot 2 - Multidisciplinary Civil Engineering Works

- 3.7 This Lot will predominately support the major capital road delivery programme to construct individual schemes. The schemes awarded through this will include, but is not limited to, the following complex civil and engineering services:

- Highway works including new build, maintenance, repairs and related surfacing
- Earthworks
- Environment improvement works
- Bridge and Structural works
- Complex civil engineering works
- Buildings related to these schemes
- Early Contractor Involvement
- Multi stakeholder management
- Design consultancy services
- Any other services deemed necessary to meet these requirements

- 3.7 It is envisaged that this lot will be awarded to four or five contractors.

4. Benefits and Challenges

- 4.1 Working directly with a few contractors will provide greater certainty of work to these suppliers to enable long-term investment in skills and innovation. This could support the social value agenda by boosting the local economy with jobs, apprenticeships and community projects.
- 4.2 There are a number of frameworks operating in the South East, mainly contracting with large national and multinational organisations. Having a local framework with contractors mobilised in the county could encourage other local public sector parties to utilise it. Implementing a 0.5% contribution for third-party work could help recoup the money spent on the procurement .
- 4.4 Reducing the number of contractors the Council commissions for this work is expected to be contentious with contractors who may have delivered schemes for us in the past not appointed to the Framework. It is anticipated that if highly complex schemes require greater competition, other routes to market could be considered.
- 4.5 This approach could help develop sustainable relationships which will keep bid costs down and lower scheme build costs. Furthermore, there will be increased flexibility and agility when commissioning new projects should it be required to deliver a scheme urgently.

5. Financial Implications

- 5.1 There is no workload guarantee in the framework agreement. All schemes awarded to contractors will incorporate their own contract (NEC 4 suite) and such projects will need to be taken through the appropriate governance and funding process.

6. Legal implications

- 6.1 The award of any contracts will be in full compliance with all relevant procurement and governance regulations.

7. Equalities and Data Protection Implications

- 7.1 An Equalities Impact Assessment has been carried out and no implications have been identified at this early stage and has been attached in Appendix B.
- 7.2 The initial screening identified that a Data Projection Impact Assessment will not be necessary as no personal data is collected for this commission.

8. Policy Framework

- 8.1 The commission of this framework is not detailed in business plans. Individual projects utilising this framework will be detailed in the following business plans and subsequent iterations:
 - Growth Environment and Transport Directorate Business Plan 20/21

- Highways, Transport and Waste Service Level Business Plan 20/21

9. Recommendation

10.1 The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to procure and delegate authority to the Corporate Director for Growth, Environment and Transport to award and commission the Highway Civils Framework in accordance with the expectations set out in the report and as shown in Appendix A.

11. Background Documents

Appendix A – Record of Decision
 Appendix B – Equalities Impact Assessment

12. Contact details

<p>Report Author: Robert Clark Contract and Commissioning Support Manager 03000 415951 Robert.Clark@kent.gov.uk</p>	<p>Relevant Director: Simon Jones Director of Highways and Transportation 03000 411683 Simon.Jones@kent.gov.uk</p>
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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY

Michael Payne

Cabinet Member for Highways & Transport

DECISION NO:

21/00009

For publication

Key decision*
Yes

Subject:

Decision:
As Cabinet Member for Highways & Transport, I agree to procure and delegate authority to the Corporate Director for Growth, Environment and Transport to award and commission the Highway Civils Framework.

Reason(s) for decision:
The Council delivers significant highway infrastructure development and civil engineering works which are procured on an individual basis. A new delivery model will allow future schemes to be procured expediently and efficiently.

Cabinet Committee recommendations and other consultation:
The proposal is being considered by members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

Any alternatives considered:
Two other options for the future provision of these works have been considered:

Option 1 – Procure contracts on a project-by-project basis. Discounted due to the time taken and lack of opportunity to build relationships

Option 2 – Use alternative frameworks. Discounted as unlikely to access Kent-based contractors and a margin must be paid for the use of other frameworks.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

Name:

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KCC – Highways Transportation and Waste (HTW).

Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service:

Highway Civils Framework

Brief description of policy, procedure, project or service

The Highway Civils Framework will enable the procurement and delivery of significant highway infrastructure development, civil engineering works and associated major value construction works. The framework will be split into two lots to accommodate for the delivery of minor and major highway civils works. This will allow predominately two areas of the business (Highway Asset Management and Major Capital Programmes) to have access to a lot with appropriate contractors that are suited to their delivery.

This framework will cover the South East of England and, while predominately supporting the Highway and Transportation business, will be open to other government organisations. To ensure there is sufficient headroom for the Council and other government organisations, the value of the framework is set at £500m.

There is no workload guarantee in the framework agreement so it will be worth zero value. All schemes/projects awarded to contractors will incorporate their own contract (NEC 4 suite) and such projects will need to be taken through the appropriate governance process. This procurement will provide an efficient route to market for approved decisions.

Date Document Updated January 2021

This document is available in other formats. Please contact diversityinfo@Kent.gov.uk or telephone on 03000 415 762

Aims and Objectives

HTW staff are committed to understanding our customers' needs, to help us commission services that build sustainable communities for tomorrow. Throughout the procurement of this framework, the team will be mindful of HTW outcomes:

1. Fewer people killed or seriously injured on Kent's roads.
2. Customer satisfaction by providing 'the right services in the right way for the right people'
3. Cost effective statutory and discretionary services by commissioning well and being commercially astute.
4. Growth and economic prosperity through an efficient highway and transport infrastructure.
5. People can travel safely, efficiently and pleasantly to employment, education, social and cultural opportunities.
6. Maximise inward investment into Kent.
7. Retaining a motivated workforce with high levels of job satisfaction.

HTW delivers services that are used by most, if not all, residents in Kent and those who travel through it. Our primary focus is to ensure everyone can travel as safely as possible on our highway network.

The intended beneficiaries are the travelling public in Kent such as residents, communities and businesses, now and in the future as the highway infrastructure is improved/maintained to a safe standard and improved wherever possible.

GET Document Control

Revision History

Version	Date	Authors	Comment
V0.1	04/01/2021	Milly Massy	This EqIA relates to the Highway Civils Framework
V0.2	07/01/2021	Robert Clark	Reviewing the EqIA to approve before approval
V1	11/01/2021		Sent to Andrew Loosemore, Tim Read and Simon Jones for approval

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Andrew Loosemore		Head of Highway Asset Management	11/01/2021
Tim Read		Head of Transportation	11/01/2021
Simon Jones		Director of Highway, Transportation and Waste	11/01/2021

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Part 1 - Screening

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

No internal action required. Findings shows that no adverse impacts have been identified for customers at this stage of the project. Any decision on day to day management of schemes/project or policies is outside of the scope of this procurement, as the Highway Civils Framework is only facilitating contractual mechanisms to commission individual work.

Protected Group	You <i>MUST</i> provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age			None	None
Disability			None	None
Sex			None	None
Gender identity/ Transgender			None	None
Race			None	None

Religion and Belief			None	None
Sexual Orientation			None	None
Pregnancy and Maternity			None	None
Marriage and Civil Partnerships			None	None
Carer's Responsibilities			None	None

Part 2 - Full Equality Analysis /Impact Assessment

Not Applicable

Part 3 - Action Plan

Not Applicable

From: Michael Payne, Cabinet Member for Highways and Transportation
 Susan Carey, Cabinet Member for Environment
 Barbara Cooper, Corporate Director for Growth, Environment and Transport

To: Environment & Transport Cabinet Committee – 19 January 2021

Subject: Performance Dashboard

Classification: Unrestricted

Summary:

The Environment and Transport Cabinet Committee Performance Dashboard shows progress made against targets set for Key Performance Indicators (KPIs). The latest Dashboard includes data up to October 2020.

Twelve of the eighteen KPIs achieved target and are RAG rated Green. Four KPIs were below target but did achieve the floor standard and are RAG rated Amber. Two KPIs did not achieve floor standard and are RAG rated Red.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to NOTE the report.

1. Introduction

- 1.1. Part of the role of Cabinet Committees is to review the performance of the functions of the Council that fall within the remit of the Committee. To support this role, Performance Dashboards are regularly reported to each Cabinet Committee throughout the year, and this is the third report for the 2020/21 financial year.

2. Performance Dashboard

- 2.1. The Dashboard provides a progress report on performance against target for the Key Performance Indicators (KPIs) for 2020/21. These KPIs, activity indicators and targets came before the Cabinet Committee for comment in July 2020. The current Environment and Transport Cabinet Committee Performance Dashboard is attached at Appendix 1.
- 2.2. The current Dashboard provides results up to the end of October 2020, with the exception of EPE14 which is reported a quarter in arrears and WM04 which is an annual indicator.
- 2.3. KPIs are presented with RAG (Red/Amber/Green) alerts to show progress against targets. Details of how the alerts are generated are outlined in the Guidance Notes, included with the Dashboard in Appendix 1.
- 2.4. Three out of the five KPIs in Highways & Transportation achieved or exceeded target and were RAG rated Green. Emergency incidents attended to within 2

hours dropped below the floor standard in October due to high demand during periods of heavy rainfall that month. All 15 of the incidents which could not be attended to within 2 hours were attended to within 3 hours. Performance for Streetlights, illuminated signs, and bollards repaired in 28 calendar days is now starting to recover following a technical issue in August but remains slightly below target. Public enquiries regarding faults continue to increase but are still below expected levels.

- 2.5. Two of the five Waste Management indicators exceeded target. Municipal waste recycled and composted was below the floor standard following a decrease in composted material and an increase in residual non-recyclable waste. The same factors affected Household Waste Recycling Centres (HWRCs), the indicator for which, remains below target. The capacity reduction at the Allington Energy from Waste Facility due to maintenance work in September and October, resulted in an increase in the volume of waste going to landfill, and the 99% target for diversion from landfill was missed by 1 percentage point. A breakdown of the facilities used to dispose of waste intended for Allington is given in Appendix 2.
- 2.6. For digital take-up, six indicators achieved target and were RAG rated Green. Highways maintenance enquiries completed, missed target by 1 percentage point. Highways maintenance enquiries made online are now increasing as the winter period begins, and more routine enquires regarding street lighting, potholes and blocked drains are made.
- 2.7. For Environment, Planning and Enforcement, KCC's Greenhouse Gas emissions continue to decrease and are ahead of target, partly due to the impact of Coronavirus on staff travel and building use.

3. Recommendation(s):

The Environment and Transport Cabinet Committee is asked to NOTE this report.

4. Contact details

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Environment and Transport Performance Dashboard

Financial Year 2020/21

Results up to October 2020

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Produced by Strategic Commissioning – Performance & Analytics

Publication Date: January 2021

Guidance Notes

Data is provided with monthly frequency except for Waste Management and Greenhouse Gases where indicators are reported with quarterly frequency and as rolling 12-month figures to remove seasonality.

RAG RATINGS

GREEN	Target has been achieved
AMBER	Floor Standard* achieved but Target has not been met
RED	Floor Standard* has not been achieved

*Floor Standards are the minimum performance expected and if not achieved must result in management action

Activity Indicators

Activity Indicators representing demand levels are also included in the report. They are not given a RAG rating. Instead they are tracked within an expected range represented by Upper and Lower Thresholds. The Alert provided for Activity Indicators is whether they are in expected range or not. Results can either be in expected range (**Yes**) or they could be **Above** or **Below**.

Key Performance Indicators Summary

Highways and Transportation	Monthly RAG	YTD RAG
HT01 : Potholes repaired in 28 calendar days (routine works not programmed)	GREEN	GREEN
HT02 : Faults reported by the public completed in 28 calendar days	GREEN	GREEN
HT04 : Customer satisfaction with service delivery (100 Call Back)	GREEN	GREEN
HT08 : Emergency incidents attended to within 2 hours	RED	AMBER
HT12 : Streetlights, illuminated signs and bollards repaired in 28 calendar days	AMBER	AMBER

Waste Management (Rolling 12 months)	RAG
WM01 : Municipal waste recycled and composted	RED
WM02 : Municipal waste converted to energy	GREEN
WM01 + WM02 : Municipal waste diverted from landfill	AMBER
WM03 : Waste recycled and composted at HWRCs	AMBER
WM04 : Percentage of customers satisfied with HWRC services	GREEN

Digital Take up	YTD RAG
DT01 : Percentage of public enquiries for Highways Maintenance completed online	AMBER
DT03 : Percentage of concessionary bus pass applications completed online	GREEN
DT04 : Percentage of speed awareness courses booking completed online	GREEN
DT05 : Percentage of HWRC voucher applications completed online	GREEN
DT06 : Percentage of Highway Licence applications completed online	GREEN
DT15 : Percentage of KCC travel Saver applications completed online	GREEN
DT16 : Percentage of 16+ Travel Saver applications completed online	GREEN

Environment, Planning and Enforcement	RAG
EPE14 : Greenhouse Gas emissions from KCC estate (excluding schools)	GREEN

Service Area	Director	Cabinet Member
Highways & Transportation	Simon Jones	Michael Payne

Key Performance Indicators

Ref	Indicator description	June	Jul	Aug	Sep	Oct	Month RAG	YTD	YTD RAG	Target	Floor
HT01	Potholes repaired in 28 calendar days (routine works not programmed)	99%	92%	96%	97%	94%	GREEN	97%	GREEN	90%	80%
HT02	Faults reported by the public completed in 28 calendar days	96%	93%	93%	92%	90%	GREEN	93%	GREEN	90%	80%
HT04	Customer satisfaction with service delivery (100 Call Back)	93%	99%	97%	*	97%	GREEN	97%	GREEN	85%	70%
HT08	Emergency incidents attended to within 2 hours	99%	95%	98%	99%	94%	RED	97%	AMBER	98%	95%
HT12	Streetlights, illuminated signs and bollards repaired in 28 calendar days	93%	88%	64%	81%	89%	AMBER	84%	AMBER	90%	80%

* No surveys due to prioritisation of other work by the contact centre

HT08 - In October weather conditions contributed to there being 244 emergency incidents requiring a 2-hour response, the highest since March 2020. 15 of these incidents were not attended to within 2-hours but were attended to within 3-hours. KCC are working with the Provider to ensure these high priority emergency response times are prioritised and November results are back on target.

HT12 - Performance was affected by a technical issue where some lights, although still operating, had stopped communicating with the Central Management System resulting in a higher number of jobs being created. The issue has been addressed and performance is now close to target for the latest month.

Service Area	Director	Cabinet Member
Highways & Transportation	Simon Jones	Michael Payne

Activity Indicators

Ref	Indicator description	June	Jul	Aug	Sep	Oct	YTD	In expected range?	Expected Range	
									Upper	Lower
HT01b	Potholes repaired (as routine works and not programmed)	946	570	732	774	759	6,810	Yes	7,850	5,050
HT02b	Routine faults reported by the public completed	2,772	3,706	3,445	3,533	4,278	24,855	Below	33,200	26,300
HT06	Number of new enquiries requiring further action (total new faults)	5,816	6,090	6,283	6,818	7,016	39,164	Below	62,400	49,700
HT07	Work in Progress (enquiries waiting for action) - end of month snapshot	5,249	5,481	5,792	5,618	5,796	N/a	Below	6,900	5,900

HT02b – There was a reduction in customer reporting of routine faults during the early stage of Coronavirus, but this has picked up as more residents are using the network

HT06 – The overall number of enquiries raised for action saw a reduction during the early stage of Coronavirus. This is beginning to pick up again.

HT07 – As a result of lower demand earlier in the year staff have been able to keep on top of the overall number of open enquiries. As the winter period begins and it gets darker earlier, there is likely to be more enquires around streetlighting, as well as drainage and potholes, but currently overall work in progress remains below normal season levels.

Service Area	Director	Cabinet Members
Waste Management	Simon Jones	Susan Carey

Key Performance Indicators (Rolling 12 months)

Ref	Indicator description	Sep 19	Dec 19	Mar 20	Jun 20	Sep 20	RAG	Target	Floor
WM01	Municipal waste* recycled and composted	47%	47%	46%	44%	44%	RED	50%	45%
WM02	Municipal waste* converted to energy	51%	51%	52%	54%	54%	GREEN	49%	44%
01+02	Municipal waste diverted from landfill	98%	98%	99%	99%	98%	AMBER	99%	95%
WM03	Waste recycled and composted at Household Waste Recycling Centres (HWRCs)	67.0%	65.6%	64.8%	61.2%	60.3%	AMBER	65%	60%
WM04	Percentage of customers satisfied with HWRC services (Annual Indicator)	n/a	n/a	98%	n/a	n/a	GREEN	96%	85%

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* This is waste collected by Districts, and by KCC via HWRCs.

WM01 – The rolling 12-month figure for recycling and composting reflects the impact of the closure of HWRCs due to the Coronavirus lockdown last Spring and may also have been impacted by reduced composting following a hot dry summer. In the Quarter to September, the percentage of waste recycled at the kerbside was similar to the same period last year. This suggests the declining trend shown in the figures in the table above may now be levelling off.

WM02 - Despite reduced capacity at Allington Energy from Waste facility due to maintenance work in September, 20,011 tonnes was still processed at the facility in that month. Alternative facilities were secured to convert nearly 3,000 tonnes of residual waste to energy at alternate plants and 5,633 tonnes went to landfill in Shelford, Canterbury (see Appendix 2).

WM01+02 - Due to the reasons given above, more waste went to landfill than usual. In September, 58,290 tonnes of waste were collected, with 5,633 landfilled. This is 9.6% for the month. Whilst this is unusually high for Kent, for context, the average for English County Council’s is reported by DEFRA as 11.7% per annum. The diversion of waste from Allington was managed, as far as possible, within the county to minimise haulage distances.

WM03 – The percentage of waste recycled and composted at HWRCs was close to the same Quarter in the previous year, suggesting the decline shown in the rolling 12 month table above may be levelling off. Around 67% of the 153,000 booking slots are being utilised.

Service Area	Director	Cabinet Members
Waste Management	Simon Jones	Susan Carey

Activity Indicators (Rolling 12 months)

Ref	Indicator description	Sep 19	Dec 19	Mar 20	Jun 20	Sep 20	In expected range?	Expected Range	
								Upper	Lower
WM05	Waste tonnage collected by District Councils	537,064	538,758	541,645	557,835	571,914	Above	550,000	530,000
WM06	Waste tonnage collected at HWRCs	159,725	151,409	142,931	101,163	86,232	Below	160,000	140,000
05+06	Total waste tonnage collected	696,789	690,167	684,576	658,998	658,146	Below	710,000	670,000
WM07	Waste tonnage converted to energy at Allington Waste to Energy Plant	316,221	315,838	324,625	327,954	323,622	Yes	340,000	280,000

WM05 – Volumes of all kerbside waste have increased as people continue to spend more time at home and will include some waste diverted from HWRCs during the period they were closed.

WM06 – Reductions in the volume of non-household waste collected at HWRCs are largely due to the shutdown of sites between April and mid-May due to Coronavirus. After reopening, volumes have returned to around 60% of normal levels.

Service Area	Director	Cabinet Member
Highways, Transportation and Waste	Simon Jones	Michael Payne

Digital Take-up indicators

Ref	Indicator description	June	Jul	Aug	Sep	Oct	Year to Date	YTD RAG	Target	Floor
DT01	Percentage of public enquiries for Highways Maintenance completed online	52%	51%	52%	52%	57%	54%	AMBER	55%	45%
DT03	Percentage of concessionary bus pass applications completed online	75%	65%	91%	72%	66%	72%	GREEN	45%	30%
DT04	Percentage of speed awareness courses bookings completed online	87%	83%	84%	88%	82%	85%	GREEN	80%	65%
DT05	Percentage of HWRC voucher applications completed online	100%	99%	97%	99%	99%	99%	GREEN	95%	85%
DT06	Percentage of Highway Licence applications completed online	87%	94%	98%	98%	99%	93%	GREEN	90%	75%
DT15	Percentage of KCC Travel Saver applications completed online (Rolling 12 months)	70%	81%	92%	95%	96%	N/a	GREEN	80%	60%
DT16	Percentage of 16+ Travel Saver applications completed online (Rolling 12 months)	79%	81%	92%	98%	99%	N/a	GREEN	80%	60%

DT01 – Routine faults such as potholes, streetlights and blocked drains tend to be reported online, and these have started to increase as the winter period begins, and the overall percentage completed online showed an increase in October which reflects this. The service continues to seek the right balance between customers able to log routine faults quickly and easily on the website but also giving the option to call if they need to explain their concerns in more detail.

Division	Director	Cabinet Member
Environment, Planning and Enforcement	Stephanie Holt-Castle	Susan Carey

Key Performance Indicator (reported quarterly in arrears)

Ref	Indicator description	Sep 19	Dec 19	Mar 20	Jun 20	Sep 20	RAG	Target	Floor
EPE14	Greenhouse Gas emissions from KCC estate (excluding schools) in tonnes	30,658	30,267	29,926	28,152	26,908	GREEN	28,700	30,100

The second quarter of 2020-21 has seen a more significant reduction in emissions due to the impact of Coronavirus, achieving a 40% reduction in emissions compared to the 2015 baseline. This exceeds the stretch target of 38% reduction to be achieved by March 2021 and can be largely attributed to the reduction in business travel equating to 500 tonnes of GHG emissions compared to Quarter 1. As calculated last quarter, there is confidence that the modelled BAU (Business As Usual) data showed that the target would have been met even without the impact of Coronavirus.

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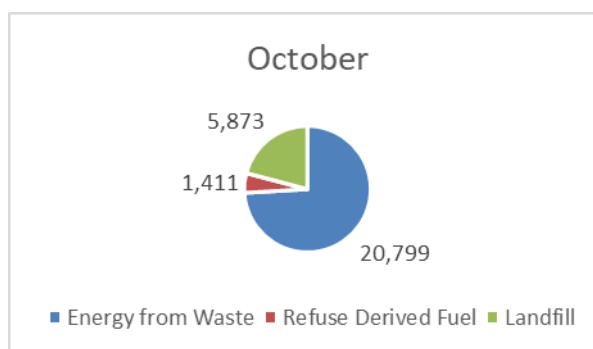
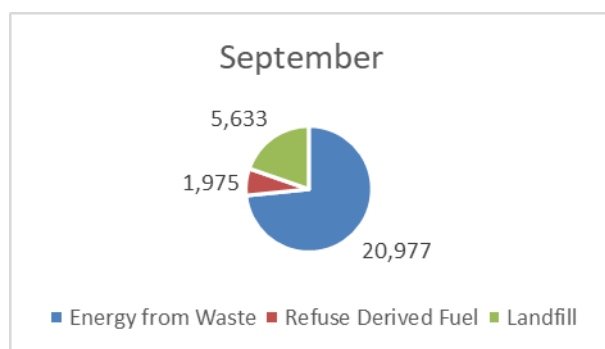
Disposal of Residual Waste during September and October 2020

The pie charts and tables show the extent of diverted residual waste from the Allington energy from waste (EFW) plant. The Authority does benefit from having two such plants within the county, the second at Kemsley is used via indirect contractual means as a contingent site. Members will note that other EFWs were utilised in neighbouring areas.

There is no doubt that the Waste Disposal Authority has a significant reliance on the Allington site for the disposal of residual waste. Indeed, there is limited waste infrastructure to process the recyclate and compostable materials. As such there is an inherent risk that forms part of the HTW risk register that covers the risk of *“Interruption to Waste Disposal due to failure of contracts infrastructure, plant or equipment.”*

Within the risk register, the residual risk remains “possible & significant.” Mitigations include arrangements for planned maintenance and engineering programmes, prioritisation of treatment of KCC’s waste and of course business continuity plans that have been deployed in this case.

At this Committee, Members will be asked to consider commissioning proposals which seek to recycle waste and incentivise our District partners to sustain and reward higher levels of recycling – this in itself will help to mitigate the risk of the reliance of the energy from waste facilities. A key component of the commissioning strategy - that the County should pride itself on, is a well-developed local waste industry with a local network of Providers employed to treat and recycle all types of household waste.



September		October	
Facility	Tonnes	Facility	Tonnes
Allington	20,011	Allington	18,432
Shelford Landfill, Canterbury	5,633	Shelford Landfill, Canterbury	5,873
Countrystyle Ridham, Kemsley (RDF)	1,687	Countrystyle Ridham, Kemsley (RDF)	1,411
Cory Belvedere (EFW)	890	Cory Belvedere (EFW)	2,367
Veolia Rainham	288	Veolia Rainham	nil
Viridor Beddington (EFW)	76	Viridor Beddington (EFW)	nil

End.,

From: Benjamin Watts, General Counsel
To: Environment and Transport Cabinet Committee on 19 January 2021
Subject: Work Programme 2020 -2021

Classification: Unrestricted

Past and Future Pathway of Paper: Standard agenda item

Summary: This report gives details of the proposed work programme for the Environment and Transport Cabinet Committee.

Recommendation: The Environment and Transport Cabinet Committee is asked to consider and agree its Work Programme for 2020/21.

1. Introduction

- 1.1 The proposed work programme, appended to the report, has been compiled from items in the Future Executive Decision List and from actions identified during the meetings and at agenda setting meetings, in accordance with the Constitution.
- 1.2 Whilst the chairman, in consultation with the cabinet members, is responsible for the programme's fine tuning, this item gives all members of this cabinet committee the opportunity to suggest amendments and additional agenda items where appropriate.

2. Work Programme 2020/21

- 2.1 The proposed work programme has been compiled from items in the Future Executive Decision List and from actions arising and from topics, within the remit of the functions of this cabinet committee, identified at the agenda setting meetings [Agenda setting meetings are held 6 weeks before a cabinet committee meeting, in accordance with the constitution].
- 2.2 The cabinet committee is requested to consider and note the items within the proposed Work Programme, set out in appendix A to this report, and to suggest any additional topics to be considered at future meetings, where appropriate.
- 2.3 The schedule of commissioning activity which falls within the remit of this cabinet committee will be included in the work programme and considered at future agenda setting meetings to support more effective forward agenda planning and allow members to have oversight of significant services delivery decisions in advance.
- 2.4 When selecting future items, the cabinet committee should give consideration to the contents of performance monitoring reports. Any 'for information' items

will be sent to members of the cabinet committee separately to the agenda and will not be discussed at the cabinet committee meetings.

3. Conclusion

- 3.1 It is vital for the cabinet committee process that the committee takes ownership of its work programme to deliver informed and considered decisions. A regular report will be submitted to each meeting of the cabinet committee to give updates of requested topics and to seek suggestions for future items to be considered. This does not preclude members making requests to the chairman or the Democratic Services Officer between meetings, for consideration.

<p>5. Recommendation: The Environment and Transport Cabinet Committee is asked to consider and agree its Work Programme for 2020/21.</p>

6. Background Documents: None

7. Contact details

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Environment and Transport Cabinet Committee - WORK PROGRAMME 2020/21

Item	Cabinet Committee to receive item
Performance Dashboard	At each meeting
Work Programme	At each meeting
Budget Consultation	Annually (November/December)
Final Draft Budget	Annually (January)
Risk Register – Strategic Risk Register	Annually (March)
Annual Equality and Diversity Report	Annually (June/July)
Winter Service Policy	Annually (September)
Bus Feedback Portal update	Quarterly (every six months)
Strategic Delivery Plan Monitoring	Bi-Annual (every six months – November & May)

THURSDAY 18 MARCH 2021

No	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)	NO		
2	Apologies and Subs (Standing Item)	NO		
3	Declaration of Interest (Standing Item)	NO		
4	Minutes (Standing Item)	NO		
5	Verbal Update (Standing Item)	NO		
6	Performance Dashboard (Standing Item)	NO		
7	Work Programme (Standing Item)	NO		
8	Supplementary Planning Document (SPD) Minerals and Waste Safeguarding (Kent's Resources)	YES		Deferred from mtg in Jan 2021
9	Rail Action Plan for Kent	YES	19/03/20	E&TCC approval sought for final draft RAPK & consultation report & EQIA report - Stephen Gasche
10	Statement Community Involvement (SCI) sign off	YES	17/11/20	
11	District Heating Scheme	tbc		Deferred from January 2021 with agreement of Mr Holden on 18 December
	EXEMPT			
11	Contract Management (Standing Item)	NO		

Items for Consideration that have not yet been allocated to a meeting	
18/00037 - M2 Junction 5	Date TBC

North West Maidstone Transfer Station	Requested at E&T Cabinet Committee on 16 July 2019.
Heritage Strategy	Deferred from Nov 2020 mtg
Natural Capital	Date TBC
Road Crossing Patrol Policy (Decision)	Date TBC
Update report on the North West Maidstone Transfer Station	Date TBC - Requested at E&TCC on 16 July 2019
Update report on Serious Organised Crime	Date TBC - Requested at E&TCC on 16 July 2019
Local Transport Plan 5	Deferred from January 2021 with agreement of Mr Holden on 18 Jan. To go to 25 June 2021 mtg
21/00002 – Active Travel Funding Tranche 2 update	June 2021 – report to E&TCC on 19 January 2021

From: Susan Carey, Cabinet Member for Environment
 Barbara Cooper, Corporate Director, Growth, Environment and Transport

To: **Environment and Transport Cabinet Committee – 19 January 2021**

Subject: New leasing arrangement to develop a new Waste Transfer Station for KCC’s use at Dunbrik, Sundridge.

Key decision: 20/00130

Classification: Part 1 Report – Unrestricted
 Part 2 Appendix - Exempt as defined in Schedule 12A of the Local Government Act 1972

Past Pathway of report: N/A

Future Pathway of report: For Cabinet Member Decision

Electoral Division: Sevenoaks

Summary: This report seeks approval to enter into a lease for the provision of a new Waste Transfer Station at Dunbrik, Sundridge for up to 30 years, to provide bulking facilities for household waste collected by Sevenoaks District Council.

Recommendation(s): The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Environment on the proposed decision to enter into a lease for the provision of a new Waste Transfer Station at Dunbrik, Sundridge for up to 30 years, to provide bulking facilities for household waste collected by Sevenoaks District Council as shown at Appendix A.

1. Introduction

1.1 This report provides information to secure new leasing arrangements for KCC to enable sustainable waste disposal operations through the provision of a new Waste Transfer Station. This will provide enhanced capacity that is fit for purpose whilst accommodating future legislative changes.

2. Relevant History

2.1 A Waste Transfer Station has been located at Dunbrik, Sevenoaks since 1992. It is used for the bulking of household waste collected by Sevenoaks District Council. The site also receives quantities of trade waste on a commercial basis. A household waste recycling centre also operates at the site.

- 2.2 The transfer station is small and limited by insufficient capacity to receive all the waste arisings collected by the District as the Waste Collection Authority. There are arrangements at different locations to receive and bulk the local authority's garden waste and some recycled materials, but this is unsustainable in the longer term.
- 2.3 The Government's Resources and Waste Strategy is expected to mandate the separate collection of food waste from 2023 by the District Council. As the District Council does not currently collect food waste separately, the County Council must make provision for this as part of its statutory undertaking as Waste Disposal Authority (WDA). The current site is not able to accommodate this new waste stream.
- 2.4 Notwithstanding the logistical limitations, the current facility is also unsustainable in terms of its ability to receive additional waste arisings expected from the 22% increase in housing growth planned by 2038.

3. The Report

- 3.1 Over recent years, KCC has investigated the potential of developing a Waste Transfer Station in alternative locations within the District. Given the extent of the green belt, there are no viable alternative locations to develop a new site. The proximity to the strategic road network makes this area highly desirable for transportation but costly given land values which prohibit viable alternative arrangements through a capital programme.
- 3.2 The current site has many advantages particularly regarding location. The owner of the facility has developed plans for a new site to be developed on land adjacent to the existing transfer station. The area designated is more than four times the size of the existing facility, which allows KCC to sub-let for district vehicle storage and receive additional revenue.
- 3.3 The Landlord has secured planning consent to develop a new, much larger facility at the site for KCC's use. Non-material, minor amendments of the site would require further approval by KCC's Planning. Crucially the site has existing waste permitting from the Environment Agency for existing operations; this will require changes for the new facility, particularly related to a fire prevention plan.

4. Lease agreement

- 4.1 The existing lease for the Transfer Station is in place until 2030. This lease will be relinquished and replaced by a new lease upon the completion of the new development. Current lease costs are based on a headline figure of £651k with an annual rebate of £178k provided to KCC, the net price is £473k per annum – but all elements are subject to indexation.
- 4.2 For this new, much larger development, it has been agreed that the current lease costs will be held until 2030.

- 4.3 In order that the Landlord recovers the capital investment, it is proposed that the term of the lease will extend up to thirty years, the terms of which will be approved by the Director of Infrastructure. Lease costs will rise post 2030 to the higher headline rate of £651k per annum.
- 4.4 Waste Management has requested operational enhancements to be included within the site that will be funded from the existing infrastructure maintenance budget paid over two years at £374k.
- 4.5 In addition to those items in 4.3, to meet new mandatory fire risk assessment protocol and to satisfy KCC's insurers requirements, the Landlord will need to invest an estimated at £600k to ensure these requirements are met. Rather than add these to the lease costs, it has been negotiated that KCC shall pay these costs with no interest charged, should KCC enter the 30-year lease. Flexibility will be provided to KCC in how this is repaid in line with its affordability.
- 4.6 Repayment shall be funded through savings from the commercial opportunities and / or through the maintenance budget – these schedules shall be detailed in the future within the MTFP are detailed in 7.3.

5. Timescales

- 5.1 Subject to receiving timely and approved decisions, the following schedule shall apply
- Planning approval and application for Environmental permit – March 2021
 - Procurement of construction contractor – April 2021
 - Construction commences September 2021
 - Construction completes September 2022

6. Options considered and dismissed

- 6.1 KCC does not have alternate waste sites outside the immediate administrative border to support the District and even if these were available, compensatory revenue payments would be due to the Collection Authority due to additional travel; these would also create an unnecessary higher carbon footprint whilst also being impractical.

7. Financial Implications

- 7.1 The total overall lease costs to 2052 would be £18m, based on current prices but subject to indexation.
- 7.2 Lease provision to 2030 at £3.8m is in line with current budget. From 2031 up to 2052, £14.2m based upon the headline current price of £651k, but subject to indexation – this will be offset against future savings / income.

- 7.3 These increased costs will be funded by planned savings of waste disposal, increased revenues from agreed sub-letting and additional receipts from trade waste as illustrated below.

Savings method	Savings	Within MTFP
Separated food from residual	£287k	Yes
Ceasing recycling credits	£195k	No
Additional income from trade waste	£65k	No
Additional income from sub-let for parking	£50k	No
Energy production	n/k	No
Total	£597,000	

Market assessment is arranged to satisfy that this lease offers good value

8 Legal implications

- 8.1 Legal Services will be required to draft the Head of Terms and Lease Agreement and the site will be commissioned through Infrastructure.
- 8.2 Provision of this facility will ensure that the WDA fulfils its statutory duty as well as being prepared for the Government's Resources and Waste Strategy

9. Equalities and data protection implications

- 9.1 An EqIA has been undertaken with no identified impacted protected characteristics as this is a Business to Business agreement
- 9.2 There is no processing of personal data

10. Governance

- 10.1 Subsequent to the decision by the Cabinet Member, any further decisions required to allow the scheme to proceed through to delivery will be taken by the Head of Waste and Business Services under the Officer Scheme of Delegations following prior consultation with the Cabinet Member

11 Conclusions

- 11.1 A new transfer station site is required to meet the statutory requirements of both Collection and Disposal Authorities. This new development also allows for both Authorities to provide its respective services as waste grows in line with housing and population increases. Lease costs are negotiated to be held at existing rates until 2030, with increases beyond funded through operational savings that shall be programmed into the MTFP.

12. Recommendation:

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Environment on the proposed decision to enter into a lease for the provision of a new Waste Transfer Station at Dunbrik, Sundridge for up to 30 years to provide bulking facilities for Household waste collected by Sevenoaks District Council as shown at Appendix A.

13. Background Documents

- 13.1 Equality Impact Assessment
13.2 Appendix A – Proposed Record of Decision Sheet

14 Contact details

Report Author

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Relevant Director:

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY

Susan Carey

Cabinet Member for Environment

DECISION NO:

20/00130

For publication

Key decision*
Yes

Subject: New leasing arrangement to develop a new Waste Transfer Station for KCC’s use at Dunbrik, Sundridge.

Decision:
The Cabinet Member for Environment is asked to approve the proposed decisions as follows:

Approval to enter into a lease for the provision of a new Waste Transfer Station at Dunbrik, Sundridge for up to 30 years, to provide bulking facilities for household waste collected by Sevenoaks District Council.

Reason(s) for decision:

Under the Environmental Protection Act 1990, as the Waste Disposal Authority, KCC has a legal obligation to provide a waste disposal service. It is necessary to secure new leasing arrangements for KCC to enable sustainable waste disposal operations through the provision of a new Waste Transfer Station to receive and bulk household waste collected by Sevenoaks District Council.

This will provide enhanced capacity that is fit for purpose whilst accommodating future legislative changes, brought about by the Environment Bill and Resources and Waste Strategy.

Cabinet Committee recommendations and other consultation:

The proposal is being considered by members of the Environment and Transport Cabinet Committee at their meeting on 19 January 2021.

Any alternatives considered: KCC does not have alternate waste sites outside the immediate administrative border to support the District

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
.....
signed

.....
.....
date

Name:

Kent County Council Equality Analysis / Impact Assessment (EqIA)

You need to start your Equality Analysis and data collection when you start to create or change any policy, procedure project or service

When developing high-level strategies under which other policies will sit, if those policies are jointly owned by KCC and partner organisations, they will need to take the partnership approach to EqIAs,

Please read the EqIA Guidance and the EqIA Flow Chart available on KNet.

Directorate	Growth, Environment & Transport
Name of policy/procedure/project/service	Provision of lease extension for the provision of transfer station and household waste recycling centre at Dunbrik, Sevenoaks.
What is being assessed?	The leasing agreement between KCC and the Landlord, The Darenth River Ballast Co Ltd.
Responsible Owner/ Senior Officer	David Beaver, Head of Waste and Business Services. Highways, Transportation & Waste
Date of Initial Screening	22 nd December 2020
Date of Full EqIA	Not progressed

Version	Author	Date	Comment
1	David Beaver	22 nd December 2020	Initial version

EqlA 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 or 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	None	None		No
Disability	No	None	None		No
Gender	No	None	None		No
Gender identity	No	None	None		No
Race	No	None	None		No
Religion or belief	No	None	None		No
Sexual Orientation	No	None	None		No
Pregnancy and maternity	No	None	None		No
Marriage and Civil Partnerships	No	None	None		No
Carer's responsibilities	No	None	None		No

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

Based on judgements for the Risk Assessment Matrix impact and likelihood, this is a LOW risk project of limited relevance to the protected characteristics.

Context

This arrangement is a Business to Business agreement that does not affect frontline services or provide any direct services.

Aims and Objectives

The aim of the lease is to obtain these leasing arrangements at more favourable commercial terms whilst providing greater operating area.

Beneficiaries

The beneficiaries of the Lease are KCC through Waste Disposal Services by way of securing an extension which meets the strategic needs of the Waste Disposal's statutory responsibility;

- Extended lease term.
- Increased operational area
- Ability to meet new legislative obligations

Information and Data

There is an existing lease agreement which will be renewed.

Involvement and Engagement

No consultation has been undertaken as this Lease will maintain the current provision for essential infrastructure to deliver the statutory waste disposal function.

Adverse Impact

There are no adverse impacts for any of the protected characteristics.

Positive Impact

Commercial business terms.

Judgement

Option 1 – Screening Sufficient YES

Following this initial screening our judgement is that no further action is required. This is a direct replacement of an existing lease which is a Business to Business agreement which facilitates the statutory undertaking of the Waste Disposal Authority.

Option 2 – Internal Action Required NO

Option 3 – Full Impact Assessment NO

Action Plan

No specific actions have been identified for any of the protected characteristics. The Lease will maintain and enhance the existing terms.

Monitoring and Review

The Lease arrangement will be monitored by Waste Management and its Contractor to ensure terms are delivered.

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:	David Beaver	Name:	David Beaver
Job Title:	Head of Waste and Business Services	Date:	12 th June 2017

DMT Member

Signed:	Name:
Job Title:	Date:

Equality Impact Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications

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