

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.

Date Document Updated 08/12/2020

1

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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)			

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

4

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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

Date Document Updated 08/12/2020

8

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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

Date Document Updated 08/12/2020

12

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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:

Date Document Updated 08/12/2020

14

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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 Surgery, 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:

Date Document Updated 08/12/2020

16

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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/>

Date Document Updated 08/12/2020

23

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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.

Date Document Updated 08/12/2020

24

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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/thecommutinggapmenaccountfor65ofcommuteslastingmorethananehour/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

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

