

EQIA Submission – ID Number

Section A

EQIA Title

A28 Sturry Link Road

Responsible Officer

Emma Palmer - GT TRA

Approved by (Note: approval of this EqIA must be completed within the EqIA App)

Tim Read - GT TRA

Type of Activity

Service Change

No

Service Redesign

No

Project/Programme

Project/Programme

Commissioning/Procurement

No

Strategy/Policy

No

Details of other Service Activity

No

Accountability and Responsibility

Directorate

Growth Environment and Transport

Responsible Service

Major Capital Programme Team

Responsible Head of Service

Tim Read - GT TRA

Responsible Director

Simon Jones - GT CDO

Aims and Objectives

Overview:

The Sturry Link Road scheme is designed to remove the need for traffic on the A28 and A291 to cross the level crossing at Sturry. The scheme consists of a viaduct over the river Stour connecting the A28 to the south and a proposed development to the north. The scheme is required to support the Adopted Canterbury Local Plan and the policy to provide a 5-year plan growth and housing. Growth proposed to the northeast of Canterbury will put additional strain on an already highly constrained network. It is, therefore, crucial that the Sturry Link Road progress to relieve the congestion and unlocking development.

Aims and Objectives:

The primary objective of this scheme is to decrease travel times and improve journey reliability for all road users along the A28 corridor, thereby creating additional capacity to support anticipated traffic growth as well as growth from economic and community development. Additionally, the scheme aims to enhance the efficiency of both the Sturry Road bus priority measures and Park & Ride initiatives. The implementation of this project further enables Canterbury City Council, as the local planning authority, to explore opportunities for increased housing and business development in the surrounding area.

This will be achieved by providing a new route to bypass the severely congested junction of A28 (Island Rd)/A291 (Sturry Hill), including a viaduct over the railway line and Great Stour, linking to the A28 Park & Ride site and the provision of cycle lanes and bus lanes.

Previous EQIAs: This is the eighth iteration of the EQIA for the Sturry Link Road scheme. The original version was written on 12/6/2015 and has since been updated to incorporate the updated design. Prior to this iteration, the most recent published version of this EQIA is dated 05/10/2023.

Summary of equality impact:

Equality & Diversity Screening found that Age, Disability, Pregnancy & Maternity, and Carer Responsibility groups may face minor, short-term negative impacts due to construction. However, these groups are expected to experience significant long-term benefits from the scheme.

Negative Impact:

The potential adverse effects of the proposed scheme on the mobility of vulnerable groups are expected to be temporary. While construction activities may cause some disruption to these individuals' journeys, alternative routes and schedules will be provided and advertised to ensure continued access. The benefits to mobility following completion of the schemes are anticipated to significantly outweigh any short-term impacts.

Once the scheme is complete, the majority of negative effects on vulnerable populations should be alleviated. Although there is a possibility that mental health concerns such as heightened anxiety, loneliness, depression, or stress may persist for some time, improvements to the environment are expected to enhance the travel experience and potentially support quicker recovery. With advanced notice and information about the works publicised appropriately, the possible adverse effects can be minimised.

Positive Impact:

The positive impacts from this scheme are wide ranging and will have long lasting effects on every user group in this assessment on some level. The scheme will improve access to sustainable transport and active travel routes which connect important transport and local hubs and the new housing development. As a result of this, the opportunities for employment and education for local people increase. The improved network 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 create opportunities to explore more of the local area.

Judgement:

The scheme may have a temporary adverse effect on protected groups during the period of works, but this can be clearly mitigated 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. 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.

Section B – Evidence

Do you have data related to the protected groups of the people impacted by this activity?

Yes

It is possible to get the data in a timely and cost effective way?
Yes
Is there national evidence/data that you can use?
Yes
Have you consulted with stakeholders?
Yes
Who have you involved, consulted and engaged with?
There have been public engagement events that consulted with local residents, community groups and representatives of protected characteristic groups under the Equality Act 2010. Engagement was carried out through public exhibitions, consultation, and feedback sessions to ensure accessibility, safety and inclusivity were addressed throughout the project.
Has there been a previous Equality Analysis (EQIA) in the last 3 years?
Yes
Do you have evidence that can help you understand the potential impact of your activity?
Yes
Section C – Impact
Who may be impacted by the activity?
Service Users/clients
No
Staff
No
Residents/Communities/Citizens
Residents/communities/citizens
Are there any positive impacts for all or any of the protected groups as a result of the activity that you are doing?
Yes
Details of Positive Impacts
In addition to the positive impacts identified for all residents and users of the scheme, specific positive impacts have been identified for the following protected characteristics: -Age -Disability -Gender -Pregnancy and Maternity Age: Bus routes are used frequently by older people and young people (particularly to and from school) and improvements to access and facilities will increase confidence in both walking and cycling and therefore, increase its use for learning, education, leisure, and health. The scheme will improve connections from the new housing development to key destinations meaning that those with decreased mobility will be able to travel more directly and easily. This will increase access to the service and subsequently increase access to vital hub locations. Improvements in infrastructure such as improved pedestrian crossings will significantly improve the user experience, leading to increased use, improved traffic safety and increased confidence to make independent journeys for school, social, recreation and travel to essential services. Clear, signed routes help avoid confusion in new areas often experienced by young or older people. Disability: The design has incorporated inclusive facilities and has been designed in accordance with the Design Manual for Roads and Bridges (DMRB) and DfT Inclusive Mobility Guidance, which gives guidance based on current legislation for non-motorised users and vulnerable groups. The scheme will improve connections from the Sturry and Broad Oak developments meaning that those with decreased mobility will be able to travel more directly and easily. This will increase access to the service and subsequently increase

access to vital hub locations. Works will include improvements to pavements and highway surfaces. Cycle routes are often infrequently used by disabled people with mild to moderate disabilities due to a lack of accessible facilities. Improvements to access and facilities will increase confidence in the routes and use for learning, education, leisure, and health. Pedestrian crossings will also be upgraded. Improvements in infrastructure such as improved pedestrian crossings will significantly improve the user experience, leading to increased use, improved traffic safety, reduced fear of crime and increased confidence to make independent journeys for school, social, recreation and travel to essential services.

Gender: Enhancing the route and installing a wider footway may improve perceptions of safety, thereby increasing confidence when traveling for work, education, healthcare, and social activities.

Pregnancy and maternity: The improvements to pavements, pedestrian crossings, and highway surfaces will decrease risk of falls or injury, that may disproportionately impact pregnant women. Wide footways will also benefit parents with prams and pushchairs.

Negative impacts and Mitigating Actions

19. Negative Impacts and Mitigating actions for Age

Are there negative impacts for age?

Yes

Details of negative impacts for Age

Construction will result in temporary closures of footpaths for users; this may result in uneven footway surfaces which could affect young and older pedestrians. Pedestrians and road users may have to find alternative and more lengthy routes to access services (such as hospital, schools, public transport etc.). Noise disruption from the construction works could cause anxiety and confusion for some people. If access to services and access to transport is disrupted it could disproportionately impact elderly people's health and wellbeing as they may stop attending social groups, being active or attending health appointments.

Mitigating Actions for Age

A safety audit will be completed at the construction stage. NMU audits will be undertaken to ensure due consideration is given to all road users. Access to services kept clear with ramps where required. The design will meet all statutory requirements including the Equality Act 2010, with all good practices in mind. Public engagement, via letter drops, websites, social media, and public meetings where appropriate, to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure they can access and use the highway safely during the construction works. Construction sites and diversion routes to follow health and safety regulations.

Responsible Officer for Mitigating Actions – Age

Victoria Soames

20. Negative impacts and Mitigating actions for Disability

Are there negative impacts for Disability?

Yes

Details of Negative Impacts for Disability

Construction will result in temporary closures of footpaths, for road users including pedestrians & cyclists. This may temporarily disrupt access to essential services for disability groups meaning alternative routes may be required. Construction works can cause major obstructions on key walking routes and unexpected changes to the 'landscape' for blind and partially sighted people. Construction works can be sprawling and noisy – causing confusion and anxiety for some disabled people.

Mitigating actions for Disability

A safety audit will be completed at the construction stage. NMU audits will be undertaken to ensure due consideration is given to all road users. The design will meet all statutory requirements including the Equality Act 2010, with all good practices in mind. It will be ensured that designs are carried out in accordance with the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current

legislation for non-motorised users (NMU) and those with disabilities. The design will meet recommended guidance from the Department for Transport on inclusive mobility, the Kent Design Guide and associated standard details. The need for the scheme has been identified assessment by KCC in partnership with local District development and transport strategies. Risk assessment to be completed for affected groups prior to construction. Public engagement, via letter drops, websites, social media, and public meetings where appropriate, to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure they can access and use the highway safely during the construction works. Construction sites and diversion routes to follow health and safety regulations with access to services kept clear with ramps where required.

Responsible Officer for Disability

Victoria Soames

21. Negative Impacts and Mitigating actions for Sex

Are there negative impacts for Sex

Yes

Details of negative impacts for Sex

During construction, women may feel unsafe using diversions away from usual walking or cycling routes or waiting in temporary structures or adjacent to construction sites due to fear of crime.

Mitigating actions for Sex

Public engagement, via letter drops, websites, social media, and public meetings where appropriate, to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure residents can access and use the highway safely during the construction works. Ensure appropriate, lit diversion routes are chosen and well signed during the construction works.

Responsible Officer for Sex

Victoria Soames

22. Negative Impacts and Mitigating actions for Gender identity/transgender

Are there negative impacts for Gender identity/transgender

No

Negative impacts for Gender identity/transgender

Not Applicable

Mitigating actions for Gender identity/transgender

Not Applicable

Responsible Officer for mitigating actions for Gender identity/transgender

Not Applicable

23. Negative impacts and Mitigating actions for Race

Are there negative impacts for Race

No

Negative impacts for Race

Not Applicable

Mitigating actions for Race

Not Applicable

Responsible Officer for mitigating actions for Race

Not Applicable

24. Negative impacts and Mitigating actions for Religion and belief

Are there negative impacts for Religion and belief

No

Negative impacts for Religion and belief

Not Applicable

Mitigating actions for Religion and belief

Not Applicable

Responsible Officer for mitigating actions for Religion and Belief

Not Applicable

25. Negative impacts and Mitigating actions for Sexual Orientation
Are there negative impacts for Sexual Orientation
No
Negative impacts for Sexual Orientation
Not Applicable
Mitigating actions for Sexual Orientation
Not Applicable
Responsible Officer for mitigating actions for Sexual Orientation
Not Applicable
26. Negative impacts and Mitigating actions for Pregnancy and Maternity
Are there negative impacts for Pregnancy and Maternity
Yes
Negative impacts for Pregnancy and Maternity
There is a possible increased risk of falls during work if pregnant women are walking unfamiliar routes.
Mitigating actions for Pregnancy and Maternity
Construction sites and diversion routes to follow health and safety regulations. Diversion routes to be lit and well signed with ramped access to services as required.
Responsible Officer for mitigating actions for Pregnancy and Maternity
Victoria Soames
27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships
Are there negative impacts for Marriage and Civil Partnerships
No
Negative impacts for Marriage and Civil Partnerships
Not Applicable
Mitigating actions for Marriage and Civil Partnerships
Not Applicable
Responsible Officer for Marriage and Civil Partnerships
Not Applicable
28. Negative impacts and Mitigating actions for Carer's responsibilities
Are there negative impacts for Carer's responsibilities
Yes
Negative impacts for Carer's responsibilities
During construction, diversion and major construction work could impact on travel plans if works are not known in advance. Additionally, construction works and changes to the site area could affect planning for independent travel with client groups.
Mitigating actions for Carer's responsibilities
Mitigating Actions for Carer's responsibilities Public engagement, via letter drops, websites, social media, and public meetings where appropriate, to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure they can access and use the highway safely during the construction works.
Responsible Officer for Carer's responsibilities
Victoria Soames