

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

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**Directorate: Growth Environment & Transport**

**Name of policy, procedure, project or service: Sturry Link Road**

**What is being assessed?: Highway Project**

**Responsible Owner: Richard Shelton**

**Date of Initial Screening: 12/6/2015**

**Date of Full EqIA :N/A**

<b>Version</b>	<b>Author</b>	<b>Date</b>	<b>Comment</b>
1.0	Richard Shelton	12/6/2015	
2.0	Richard Shelton	13/8/2015	Incorporating comments from Diversity team 17 June 2015
3.0	Richard Shelton	14/8/2015	Final Signed Documents
4.0	Richard Shelton	17/05/17	Review May 2017
5.0	Richard Shelton	18/07/17	Local Consultation Groups added
6.0	Richard Shelton	21/07/17	Incorporating comment from the Diveristy Team to utilise to district population database



## 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 <b>HIGH/MEDIUM</b> <b>LOW/NONE</b> 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
<b>Age</b>	Yes	Neutral		<p>The scheme is currently in outline design stage.</p> <p>The detailed design of the scheme will be carried out in accordance with:</p> <ul style="list-style-type: none"> <li>the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities.</li> <li>Department of Transport Guidance on Inclusive Mobility first published 15 December 2005.</li> </ul> <p>NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>A review will be carried out after completion of the outline design to ensure that sufficient consideration has been given to both young and old people.</p>	<p><b>Yes.</b> NMU audits will be undertaken at outline design and detailed design stages.</p> <p>Opportunities to provide new controlled crossings will be considered. These would offer much safer crossing facilities compared with the current uncontrolled crossings.</p> <p>Consideration given to incorporating level resting areas and benches along new footways.</p>
<b>Disability</b>	Yes	Low	Low	<p>The scheme is currently in outline design stage.</p> <p>The detailed design of the scheme will be carried out in accordance with</p> <ul style="list-style-type: none"> <li>the Design Manual for Roads and Bridges (DMRB), which gives guidance</li> </ul>	<p><b>YES</b> – NMU audits will be undertaken at outline design and detailed design stages.</p> <p>Opportunities to provide new controlled crossings will be considered. These would offer much safer crossing</p>

			<p>based on current legislation for non-motorised users (NMU) and those with disabilities.</p> <ul style="list-style-type: none"> <li>Department of Transport Guidance on Inclusive Mobility first published 15 December 2005.</li> </ul> <p>Once an initial design has been prepared that meets the requirements of the DMRB, Kent County Council will engage with The Kent Association for the Blind (KAB), Guide Dogs for the Blind to ensure that their requirements are met by the design.</p> <p>NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>A review will be carried out after completion of the outline design to ensure that sufficient consideration has been given.</p>	<p>facilities compared with the current uncontrolled crossings.</p> <p>New controlled crossings would have flush kerbs with contrasting red coloured blister tactile paving (as per Guidance on the use of Tactile Paving Surfaces, Dft 1998) and both audible beepers and rotating cones to assist blind and partially-sighted pedestrians. They will also have pedestrian on-crossing detection which will hold vehicles on red until pedestrians have finished crossing the road.</p> <p>Consideration given to incorporating level resting areas and benches along new footways.</p> <p>Engagement with KAB and other local disability groups to ensure effective communication to those effected by the scheme.</p>
<b>Gender</b>	No	Neutral	No	N/A
<b>Gender identity</b>	No	Neutral	No	N/A
<b>Race</b>	No	Neutral	No	N/A
<b>Religion or belief</b>	No	Neutral	No	N/A
<b>Sexual orientation</b>	No	Neutral	No	N/A
<b>Pregnancy and maternity</b>	No	Neutral	No	N/A
<b>Marriage and Civil Partnerships</b>	No	Neutral	No	N/A
<b>Carer's responsibilities</b>	No	Neutral	No	N/A

## 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

<b>Low</b>	<b>Medium</b>	<b>High</b>
Low relevance or Insufficient information/evidence to make a judgement.	Medium relevance or Insufficient information/evidence to make a Judgement.	High relevance to equality, /likely to have adverse impact on protected groups

State rating & reasons : **LOW** - this is a new highway scheme that will have minimal adverse impact. Any impact would be mitigated through good design practice and assessment through NMU audits.

### Context:

The proposed scheme, which is an important strategic corridor, is located on the A28 and A291 within the district of Canterbury adjacent to the village of Sturry, situated close to the north-east of the city area. The A28 is the main link between Canterbury and Thanet to the east, whilst the A291 provides access to Herne Bay in the north and also offers one of the routes to the A299 Thanet Way.

The scheme will provide additional highway capacity to allow for the strategic growth of the Canterbury District area. The scheme includes the following:

- Provision of a new link road between the A291 and the A28, which incorporates a viaduct structure over the railway line and Great Stour and a dedicated bus lane;
- Improvement of the A28/A291 junction which incorporates an existing Level Crossing over the railway line;
- Provision of an additional link between the new link road and Broad Oak road to relieve an existing Level Crossing; and
- The proposals for the Sturry Link Road could have a minor effect on bus routes: although this will be associated with the provision of new housing sites which are outside the scope of this project.

The recent allocation of local growth funding from Central Government and developer contributions has now made the scheme possible.

### Aims and Objectives:

The main objective of the scheme is to reduce travel times and improve journey reliability, for all road users on the A28 corridor, thereby releasing some 'headroom' capacity to accommodate future background traffic growth

and growth arising from economic and community development aspirations. It is also aimed at reducing conflict risks at the railway level crossings, allowing for increased levels of train service on the Ashford – Canterbury – Ramsgate route and enhancing the effectiveness of the Sturry Road bus priority and Park & Ride initiatives. Furthermore the scheme enables Canterbury City Council as the local planning authority to consider opportunities to increase housing and business growth 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 bridges over the railway line and Great Stour, linking to the A28 Park & Ride site and the provision of cycle lanes and bus lanes.

**Beneficiaries:** All highway users, including residents, local businesses, town centre visitors, and transport operators.

**Information and Data:**

As part of the scheme design, all aspects of the highway will be assessed and designed to meet current design standards of the Design Manual for Roads and Bridges (DMRB) with consideration given to how the route is used by all users including older and younger people and people with disabilities.

The district population database will be reviewed to assess the impact on older and younger people and people with disabilities.

**Involvement and Engagement:** Kent County Council holds regular steering group meetings with the design team, which a representative from Canterbury City Council attends, to provide updates on the progress of scheme.

Meetings are also planned to be held with local and district councillors, and the local parish council to provide information and to keep them updated on progress of the scheme. An initial engagement exercise will take place with the general public, local businesses and other key stakeholders at the conclusion of the outline design, to share details of the proposed design. Part of this engagement process will be to target the groups identified within this assessment. This is programmed from 26 July to 6 September 2017.

The scheme will require Planning Consent prior to construction

Further information will be provided to stakeholders as the scheme design is progressed via such mediums as KCC website, leaflet drops etc, and as deemed appropriate at the time. Regular communications will also take place before and during construction to advise users how the construction work will be managed.

**Potential Impact:** Highway scheme - Low impact.

**Adverse Impact:** Low

**Positive Impact:** Improved Public Transport Services - Medium for older, younger and disabled people if the end result will provide improved public transport services and controlled crossings were none currently exist.

## **JUDGEMENT**

**Option 1 – Screening Sufficient:** No

**Justification:**

**Option 2 – Internal Action Required:** Yes

**Option 3 – Full Impact Assessment:** Yes

### **Monitoring and Review:**

Kent County Council has overall responsibility for the scheme and holds internal monthly steering group meetings which monitor and review the development and progress of the scheme. Canterbury City Council, also attend these meetings.

## **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: *Richard Shelton*

Name: Richard Shelton

Job Title: Major Capital Programme - Project Manager

Date: 21 July 2017

### **DMT Member**

Signed: *Tim Read*

Name: Tim Read

Job Title: Head of Service - Transportation

Date: 21 July 2017

## Equality Impact Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Access to and use of the highway network by all users groups and those with disabilities and mobility problems	Designs to be in accordance with current guidelines and best practice.	<p>Ensure 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 and Department of Transport (DoT) Guidance on Inclusive Mobility first published 15 December 2005.</p> <p>Regular design review with the designers.</p> <p>NMU audits will be undertaken to ensure due consideration is given to all road users</p>	<p>Compliant design with the DMRB and DoT Guidance on Inclusive Mobility.</p> <p>Accepted NMU Audit.</p>	Richard Shelton	2017 to 2018 (provisional)	Integral to the project budget.
Access to and use of the highway network by users with disabilities and mobility problems	The need to engage with Kent Association for the Blind, Guide Dogs for the Blind, and other local forums once an outline design layout for the scheme has	<p>Write to Kent Association for the Blind, Guide Dogs for the Blind requesting comments/meeting to discuss the scheme</p> <p>Other Local groups to be consulted:</p>	Receive comments and where appropriate / practical, these will be accommodated in the design	Richard Shelton	Initially during the consultation process in August 2017 And then as the detailed design stage	Unknown at this stage but likely scale of any changes could be accommodated within current project budget



	been produced to ensure their requirements and needs are met by the design.	Age Uk Canterbury – <a href="mailto:info@ageukcanterbury.org.uk">info@ageukcanterbury.org.uk</a>  Over 50's Group - Rosemary 01227 710072  Sturry Church - <a href="mailto:rector@sturrychurch.org.uk">rector@sturrychurch.org.uk</a>  Canterbury and District Pensioners Forum - 01227 366494  Canterbury Umbrella Centre <a href="mailto:eileen@canterburyumbrella.co.uk">eileen@canterburyumbrella.co.uk</a>			develops in 2018	
Access and use of the highway network by all user groups	The need to engage with local users and key stakeholders to advise those people who will be affected by the scheme of specific details about the proposed layout and to highlight any local specific needs that need to be considered	A public engagement exercise will be undertaken through a number of different mediums such as KCC website, public exhibition, leaflet drops.	Receive comments and, where appropriate/practical, consider changes to the design. Due to the constraints on the scheme, any changes are likely to be restricted to points of detail, rather than around the general principle/design of the scheme.	Richard Shelton	Initial public engagement exercise planned for August 2017	Included within current project budget
Access to and	The need to advise	Public enagement, via letter	To ensure all users are	Richard	At	Included within

use of the highway network by all users, including those with disabilities and mobility problems	all users of the A28 and A291 and residents of Sturry and Broad Oak, of proposed traffic management and restrictions on use of any parts of the route during the construction phase of the project	drops, websites, social media and public meetings where appropriate.	aware of construction works/programme and any temporary access arrangements to ensure they are able to access and use the highway safely during the construction works.	Shelton	appropriate times between 2019 to 2020 (Provisional Construction period)	current project budget