

EQIA Submission – ID Number

Section A

EQIA Title

Sturry Link Road

Responsible Officer

Abigail Roscoe - 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

Highways and Transportation

Responsible Head of Service

Tim Read - GT TRA

Responsible Director

Haroona Chughtai - GT TRA

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 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.

Previous EQIAs: This is the seventh 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 comments from KCC's Diversity Team and Local Consultation responses. Additional evidence was also added to incorporate new census data and supporting evidence. Prior to this iteration, the most recent published version of this EQIA is dated 21/07/2017.

Summary of equality impact:

Equality & Diversity Screening highlights four protected groups as being particularly affected by the proposed scheme: Age, Disability, Pregnancy & Maternity and Carer Responsibility. Low level, negative (but temporary) impacts have been identified. However, the scheme results in high level positive outcomes for the groups. The negative impacts generated by the proposed scheme come from the short construction period whereas the positive outcomes identified are longer term benefits for the protected groups.

At this point no further investigation or analysis has been undertaken however, the proposed engagement exercises will connect with national and local groups from the identified protected groups and any feedback received will be noted and this document updated, as necessary.

Adverse Impact:

The adverse effects of the proposed scheme that would have the potential to affect the mobility of vulnerable groups are temporary. Although construction may disrupt journeys for these groups during the construction period, it should not stop journeys being made, as alternative locations and timings will be put in place and advertised. These adverse impacts are far outweighed by the positive impact on mobility once the schemes are completed and in use.

Once the schemes are complete, the adverse effects for the majority of vulnerable people will be removed. The possible adverse effects on mental health, including increased anxiety/panic attacks, loneliness, depression, and stress, could take longer to reduce. However, the improved environment should provide an improved travelling experience, which could help recovery times. 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 consequence 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?
<p>Kent County Council holds monthly steering group meetings with the design team, which a representative from Canterbury City Council attends, to provide updates on the progress of scheme.</p> <p>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. Further engagement exercise will take place with the general public, local businesses and other key stakeholders at the conclusion of the the next phase of design. Part of this engagement process will be to target the groups identified within this assessment.</p>
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
<p>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:</p> <ul style="list-style-type: none"> -Age -Disability -Gender -Pregnancy and Maternity <p>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.</p> <p>Disability: The design will incorporate inclusive facilities and be 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</p>

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: Improving the route and installing a wide the footway may increase perceptions of safety leading to increased confidence when travelling for employment, learning, health, and social activities.

Pregnancy and maternity: Schemes will include improvements to pavements, pedestrian crossings, and highway surfaces. Therefore, there will be a decreased 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 design and 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

Richard Shelton

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 design and 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. 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. 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
Richard Shelton
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
Richard Shelton
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
Richard Shelton
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
No
Negative impacts for Carer's responsibilities
Not Applicable
Mitigating actions for Carer's responsibilities
Not Applicable
Responsible Officer for Carer's responsibilities
Not Applicable