

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

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**Directorate: Growth, Environment & Transport**

**Name of policy, procedure, project or service: Safer Roads Fund – A290 Canterbury to Whitstable**

**What is being assessed? Highway Project**

**Responsible Owner: Tim Read**

**Date of Initial Screening: 13/09/2017**

**Date of Full EqIA :**

<b>Version</b>	<b>Author</b>	<b>Date</b>	<b>Comment</b>
1	Jamie Watson	13/09/17	First draft
2	A Agyepong	21/09/2017	Comments for review
3			
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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> <b>UNKNOWN</b>		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>	No –All proposed alterations will benefit this characteristic such as central refuge islands and slowing vehicles speeds	High	Low	<p>Yes - A safety audit will be completed at the design and construction stage</p> <p>The design will meet all statutory requirements including the Equality Act 2010, with all good practices in mind.</p> <p>The design will meet recommended guidance from the Department for Transport</p> <p>The need for the scheme has been identified through analysis of crashes between 2012 and 2014.</p>	<p>Yes – The improvements which include:</p> <ul style="list-style-type: none"> <li>Signalise intersection (3-leg)</li> <li>Central hatching</li> <li>Upgrade pedestrian facility quality</li> <li>Refuge Island</li> <li>Clear roadside hazards - passenger side</li> <li>Clear roadside hazards - driver side</li> <li>Roadside barriers - passenger side</li> <li>Speed management reviews</li> <li>Traffic calming</li> <li>Skid Resistance (paved road)</li> <li>Shoulder rumble strips</li> <li>Parking improvements</li> <li>Sight distance (obstruction removal)</li> <li>Wide centreline</li> </ul> <p>are expected to improve road safety and reduce road traffic casualties amongst less experienced and vulnerable users, including adolescent and elderly groups.</p>

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<b>Disability</b>	Yes – as above	High	Low	Yes – As above.	Yes. Dropped kerbs to allow easlier access to pavements whilst crossing the road in one location, a part time signalised junction which may include a pedestrian phase at the junction with the University Road.
<b>Gender</b>	No		None	No	N/A
<b>Gender identity</b>	No		None	No	N/A
<b>Race</b>	No		None	No	N/A
<b>Religion or belief</b>	No		None	No	N/A
<b>Sexual orientation</b>	No		None	No	N/A
<b>Carer's Responsibilities</b>	No		None	No	Yes – Carers may benefit from the dropped kerbs and signalised junction and slower speeds will assist generally.

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### 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 Highway scheme that improves the the whole route using numerous measures to encourage slower speeds and general awareness of the environment.

#### **Context: -**

The Safer Roads Fund totals £175m between 2017/18 and 2020/21. The Department for Transport has invited proposals from eligible local highway authorities to improve the safety of 50 specific sections of local A' roads, where the risk of fatal and serious collisions is highest, based on the analysis by the Road Safety Foundation between 2012 - 2014.

The eligible roads within Kent are:

A252 between Charing and Chilham – 14.1 km in length

**A290 between Canterbury and Whitstable - 8.6km in length**

#### **Benefits:**

The programme aims to reduce death and serious injury through a programme of systematic assessment of risk, identifying the major shortcomings that can be addressed by practical road improvement measures.

#### **Aims and Objectives:**

It aims to ensure that assessment of risk lies at the heart of strategic decisions on route improvements, crash protection and standards of route management.

**Beneficiaries:** All road users will benefit.

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### Information and Data:

**Casualty data (Number of collisions- 14 KSI in total, 13 serious and 1 fatal)**

	Deaths	Serious injuries
<b>Vehicle occupant crash type</b>		
Run-off road loss of control driver-side		1
Run-off road loss of control passenger-side	1	1
Head-on loss of control		1
Head-on overtaking		1
Intersection		
Vehicle/property access		1
TOTAL (vehicle occupants)	1	5
<b>Motorcycle crash type</b>		
Motorcycle run-off loss of control driver-side		
Motorcycle run-off loss of control passenger-side		
Motorcycle head-on loss of control		
Motorcycle head-on overtaking		
Motorcycle intersection		
Motorcycle property access		
Motorcycle along (i.e. sideswipe)		
TOTAL (motorcycle)		
<b>Pedestrian crash type</b>		
Pedestrian walking along road		
Pedestrian crossing side-road		1
Pedestrian crossing through-road (surveyed road)		
TOTAL (pedestrian)		1
<b>Bicycle crash type</b>		
Bicycle along		2
Bicycle at intersection		5
Bicycle run-off road		
TOTAL (bicycle)		7

**Casualty data (Number of casualties- 15 KSI in total, 1 fatal and 14 serious)**

	Deaths	Serious injuries
<b>Vehicle occupant crash type</b>		
Run-off road loss of control driver-side		1
Run-off road loss of control passenger-side	1	1
Head-on loss of control		2
Head-on overtaking		1
Intersection		
Vehicle/property access		1
TOTAL (vehicle occupants)	1	6
<b>Motorcycle crash type</b>		

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Motorcycle run-off loss of control driver-side		
Motorcycle run-off loss of control passenger-side		
Motorcycle head-on loss of control		
Motorcycle head-on overtaking		
Motorcycle intersection		
Motorcycle property access		
Motorcycle along (i.e. sideswipe)		
TOTAL (motorcycle)		
<b>Pedestrian crash type</b>		
Pedestrian walking along road		
Pedestrian crossing side-road		1
Pedestrian crossing through-road (surveyed road)		
TOTAL (pedestrian)		1
<b>Bicycle crash type</b>		
Bicycle along		2
Bicycle at intersection		5
Bicycle run-off road		
TOTAL (bicycle)		7

**Involvement and Engagement:** KCC has worked closely with the Road Safety Foundation for much of the analysis. The measures being proposed have not at present involved the local community at present as much of the improvements do not require material change to the road. Where new signals and Traffic Orders are suggested then they will be consulted on in the design stage. The proposals following a successful bid for funding will be accessible via the KCC website consultations page, with hard copies available if requested. Local groups with an interest in these improvements will be consulted including, Parish, District and County Councillors for the area.

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

**Adverse Impact:** None.

**Positive Impact:** Medium

**Monitoring and Review:** Kent County Council being the highway authority will manage the delivery and overall maintenance of the scheme. Regular project group meetings will be held to inform/update the final design. The local Joint Transport Board and local groups will be informed of any changes. This document will be regularly reviewed to reflect any concerns raised through the process. In particular the public consultation will seek comments from protected groups and responses will be used to inform further reviews of this document.

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### **Sign Off**

I have noted the content of the equality impact assessment and agree that no actions are required to mitigate any currently known adverse impact(s).

#### ***Senior Officer***

Signed:

Name: Tim Read

Job Title: Head of Transportation

Date:

#### **DMT Member**

Signed:

Name: Roger Wilkin

Job Title: Director of Highways,  
Transportation and Waste

Date:

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