

**Kent County Council
Equality Analysis/ Impact Assessment (EqIA)**

Directorate/ Service: Highways, Transportation and Waste

Name of decision, policy, procedure, project or service: Herne Relief Road – Bullockstone Road Improvement Scheme

Responsible Owner/ Senior Officer: Victoria Soames

Version: 02 29/04/2019

Author: Victoria Soames

Pathway of Equality Analysis: E&T Cabinet

Summary and recommendations of equality analysis/impact assessment.

- **Context**

Bullockstone Road in Herne Bay (between Lower Herne Road and A291 Canterbury Road) is an unclassified road with part 40mph and part 60 mph derestricted speed limits. It is subject to a 7.5tonne weight restriction. The width of the carriageway varies and is substandard in many places, with tight bends and limited forward visibility. There are currently no facilities for pedestrians or cyclists. The route is used as a short cut from Herne Bay to the A291 to Canterbury.

- **Aims and Objectives**

The Bullockstone Road improvements are required to facilitate the development of a number of housing allocations in the Canterbury City Council Local Plan, particularly Lower Herne Village at Strode Farm and Herne Bay Golf Club.

An improved Bullockstone Road will facilitate a safe relief route around the village of Herne for vehicles travelling to and from Canterbury, as traffic would connect back with Canterbury Road on the south side of Herne. The relief route would help link Herne Common to Herne Bay, the A28 to Thanet Way and, ultimately, Canterbury to the coast without the need for traffic to go through Herne.

The need for the alternative route for traffic around Herne is considered to be essential to accommodate the cumulative traffic arising from the development of the proposed strategic housing allocation sites, in addition to accommodating HGV movements and alternative bus routes. It will also improve highway safety.

The scheme will comprise a widened carriageway to 7m (with 6m width at specific pinch points where no further land is available) with 2.0m wide footway (locally reduced to 1.5m due to land restrictions). A 40mph speed limit will apply along the full length.

There will be new roundabout junctions at the Strode Farm development spine road (adjacent Lower Herne Road will be stopped up) and at the junction with A291 Canterbury Road.

- **Summary of equality impact**

This is a highway improvement scheme that will have limited adverse impact. Any impact would be mitigated through good design practice and assessment through NMU audits. The scheme provides improved facilities for a number of groups.

Adverse Equality Impact Rating **Low**

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment concerning **Herne Relief Road**. I agree with risk rating and the actions to mitigate any adverse impact(s) that has /have been identified.

Head of Service

Signed: Tim Read

Job Title: Head of Transportation

Date: 02/05/2019

DMT Member

Signed: Simon Jones

Job Title: Director of Highways, Transportation and Waste

Date: 03/05/2019

Part 1 Screening

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?

Protected Group	Please provide a <u>brief</u> commentary on your findings. Fuller analysis should be undertaken in Part 2.			
	High negative impact EqIA	Medium negative impact Screen	Low negative impact Evidence	High/Medium/Low Positive Impact Evidence
Age	No impact	No impact	Short term impact during construction from noise / dust etc. Restrictions on access to properties during construction.	Provision of new footway between Canterbury Road and Lower Herne Village access. Improved pedestrian access to bus stops.
Disability	No Impact	No impact	Short term impact during construction from noise / dust etc. Restrictions on access to properties during construction.	Provision of new footway between Canterbury Road and Lower Herne Village access. Improved pedestrian access to bus stops.
Gender	No impact	No impact	No impact	No impact
Gender identity/ Transgender	No impact	No impact	No impact	No impact
Race	No impact	No impact	No impact	No impact
Religion and Belief	No impact	No impact	No impact	No impact

Protected Group	Please provide a <u>brief</u> commentary on your findings. Fuller analysis should be undertaken in Part 2.			
	High negative impact EqIA	Medium negative impact Screen	Low negative impact Evidence	High/Medium/Low Positive Impact Evidence
Sexual Orientation	No impact	No impact	No impact	No impact
Pregnancy and Maternity	No impact	No impact	Short term impact during construction from noise / dust etc. Restrictions on access to properties during construction.	Provision of new footway between Canterbury Road and Lower Herne Village access. Improved pedestrian access to bus stops.
Marriage and Civil Partnerships	N/A	N/A	N/A	N/A
Carer's Responsibilities	No impact	No impact	Restrictions on access to properties during construction.	Provision of new footway between Canterbury Road and Lower Herne Village access.

Part 2

Equality Analysis /Impact Assessment

Protected groups

Generally, the benefits of the scheme are greater than the negative impacts for the protected groups.

Information and Data used to carry out your assessment

- 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. Safety and non-motorised user (NMU) audits will be used to feedback into the design.
- The district population database has been reviewed to assess the demographic of older and younger people and people with disabilities in the area.
- Strode Farm development consultation to date has been reviewed.
- Planning application comments for the Bullockstone Road Improvement Scheme have been reviewed.

Who have you involved consulted and engaged?

The improvements were originally being promoted by the developer of Strode Farm (to be called Lower Herne Village). A series of public exhibitions were held in 2014 which were attended by around 700 people. Information about Lower Herne Village including the relief road was also distributed by letter to over 6000 local address and to those who had specifically requested to be kept up to date.

Meetings were held with Herne and Broomfield Parish Council, the local Chamber of Commerce, the NHS, the local MP, landowners and Kent County Council members.

A planning application for the scheme was approved on 11 April 2017. 20 comments were received from the public. It is anticipated that a further planning application will be required as a result of scheme development through the design process.

Stakeholder engagement by KCC is planned for May and June 2019 once the outline design is more developed to share details of the design. Further information will be shared to stakeholders via the KCC website, leaflet drops and further exhibitions. Regular communication will take place as the scheme develops.

Analysis

The response to the Lower Herne Village consultation has indicated that people are very concerned about infrastructure as part of the development and support the aims of the Relief Road. The scheme planning application

has drawn a mixture of comments. The local residents are very concerned about the impact of the scheme on their properties (including one respondent who is disabled) due to light and air pollution and noise. However, there is also recognition of the positive impact that the scheme will have on the residents in Herne.

Adverse Impact,

It is considered that the adverse impact on the protected groups is low and mainly limited to short term construction phase issues.

Positive Impact:

The scheme provides pedestrian facilities providing better connectivity.

JUDGEMENT

- **No major change** - no potential for discrimination and all opportunities to promote equality have been taken

Internal Action Required YES/NO

There is potential for adverse impact on particular groups and we have found scope to improve the proposal.

(Complete the Action Plan- please include dates for monitoring and review)

Equality Impact Analysis/Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age	<p>Construction works impact for older people – noise, dust, changing layouts</p> <p>Access to public transport (particularly young and old)</p>	<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"> • the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. • Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <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>Concerns raised through the planning process will be considered in the design process.</p> <p>Restrictions on access to properties during the construction phase will be consulted on and planned.</p>	<p>NMU audits will be undertaken at outline design and detailed design stages and results fed back into the design process.</p>	<p>VS</p>	<p>During design phases</p>	<p>Minimal</p>

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Disability	Maintaining vehicle access to properties for carers	<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"> the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <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>Concerns raised through the planning process will be considered in the design process.</p> <p>Restrictions on access to properties during the construction phase will be consulted on and planned.</p>	NMU audits will be undertaken at outline design and detailed design stages and results fed back into the design process.	VS	During design phases	Minimal
Gender reassignment	None	None				

Updated 03/05/2019

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Marriage and civil partnership	None	None				
Pregnancy and Maternity	Maintaining vehicle access to properties	<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"> the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <p>NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>Restrictions on access to properties during the construction phase will be consulted on and planned.</p>	NMU audits will be undertaken at outline design and detailed design stages and results fed back into the design process.	VS	During design phases	Minimal
Race	None	None				
Religion or belief	None	None				
Gender	None	None				
Sexual orientation	None	None				

Updated 03/05/2019

Have the actions been included in your business/ service plan? Yes – information has been included in the design brief.