

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

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**Directorate: Growth, Environment & Transport**

**Name of policy, procedure, project or service: 21<sup>st</sup> Century Way Cycle Route Scheme, Royal Tunbridge Wells**

**What is being assessed? Highway Project new cycle route**

**Responsible Owner: Tim Read**

**Date of Initial Screening: 19/5/17**

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

<b>Version</b>	<b>Author</b>	<b>Date</b>	<b>Comment</b>
1	K Cullen	19/5/17	First draft
2	K Cullen	9/6/17	Changes following site visits and design process
3	A Agyepong	7/11/2017	Comment for review
4	A M Fletcher	8/11/2017	Comment added
5	H Smith B Parsons	25/06/18	Comments added and changes made following consultation.

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>	<p>Yes – possible temporary negative effects from construction works. Construction works might affect local road routes to and from places.</p> <p>Yes – older and younger users may perceive that at busy times other users will not safely give way to more vulnerable users – especially the shared cycle/pedestrian parts of the route. There are some sections of segregated shared use through delineation, and where possible, when cycling on the road.</p>	High	Low	<p>The design will meet recommended guidance from the Department for Transport (e.g. LTN 02/08), Manual for Streets, The Traffic Signs Regulations and General Directions 2016 and Kent Design Guide.</p> <p>Particular attention needs to be given to minimum widths on the route to encourage use by trailers and adapted bikes. The design will meet all statutory requirements including the Equality Act 2010, with all good practices in mind.</p> <p>Safety audits will be completed at the design and construction stage.</p> <p>The need for the scheme has been identified through consultation and assessment</p>	<p>Yes – The improved provision of a dedicated cycle route is expected to improve road safety and reduce road traffic casualties amongst less experienced and vulnerable users, including adolescent and elderly groups.</p> <p>Yes - Increased travel independence for both older and younger people as there is a safer, more cost effective direct transport option to access work, leisure and tourism opportunities that doesn't rely on the ability to drive.</p> <p>The proposals will also improve the pedestrian environment for example in the 20mph sections. This will be to the benefit of young and elderly pedestrians who are the most vulnerable. There will also be a</p>

				<p>by KCC in partnership with local District development and transport strategies. The route was included in the Tunbridge Wells Cycling Strategy (2016) document which was widely consulted on before adoption. The proposals provide an improved cycle route to enhance public safety by providing traffic calmed or low speed sections, dedicated cycle lanes and segregated routes. This will particularly benefit elderly users who are more likely to have reduced confidence to cycle on roads and younger, more inexperienced users. Ongoing review of design and construction will take place to ensure the needs of older and younger riders are taken into account.</p>	<p>low speed environment where possible, through the introduction of 20mph zones and increased signage and reduced carriageway widths to slow traffic. There will also be increased signage through areas of high pedestrian footfall e.g. around the Hub and play area of Grosvenor and Hilbert park, to highlight that cyclists and pedestrians should be considerate of each other.</p>
<b>Disability</b>	Yes – as above	High	Low	<p>Yes, as above. The route design should where feasible take into account the needs of those with restrictions on their mobility, wheelchair users, recumbent bikes and trailers. In particular the needs of those with visual impairment</p>	<p>Yes – Improvements to the route should improve access to the local area for those using walking aids, wheelchairs and mobility scooters. Repair of broken tactile paving will also be undertaken through the park, to alert those with visual impairments that there</p>

				<p>should be considered as there are parts of the route where cyclists and pedestrians will be in close proximity.</p>	<p>may be potential conflict/crossing ahead.</p> <p>There will also be increased signage through areas of high pedestrian footfall e.g. around the Hub and play area of the park, to highlight that cyclists and pedestrians should be considerate of each other.</p> <p>Access to a major hospital via A21/Tonbride Road will become more accessible as patients and staff will be able to access it from the north using a new segregated pedestrian/cycle route.</p> <p>This aims to facilitate a modal shift from private car to sustainable transport modes which should have a positive effect on local air quality which should benefit those who are at risk or suffer from chronic illnesses.</p> <p>15% of disabled people actively travelled for transport in 2014 (TFL, 2015). National research shows cycling is the third most popular sport amongst disabled people with approximately 10% taking part in cycling.</p>
<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>Marriage and Civil Partnerships</b>	No	None	No	N/A	
<b>Carer's responsibilities</b>	Yes	Medium	None	It is not foreseen that there will be a negative impact for these individuals in the community if the new route is constructed but rather there will be a positive impact in assisting with mobility, safety and improving health and air quality.	Yes. An improved pedestrian/cyclist route will increase mobility for all, especially those with physical disabilities.

## 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 provides a new complete cycle route between Royal Tunbridge Wells Town Centre (via Goods Station Road) to the North Farm Industrial Estate and Knights Park residential and commercial/leisure area servicing residential areas in between. It will also improve cycle network access for those using High Brooms Rail station.

Context: -

### **Current Situation:**

Highways England have recently completed the NMU (Non Motorised User) route facility as part of the A21 dualing scheme (Tonbridge – Pembury) and the section along Tonbridge Road to the hospital. There are some pedestrian/cycle links completed between this and the central area of North Farm. This Scheme is intended to provide a continuous cycle link between the A21 NMU and central Tunbridge Wells providing a new continuous link for users.

### **Benefits:**

The scheme will promote healthy living by encouraging cycling and walking within the area. This will inturn assist with reducing congestion on the roads and also aid reduction of CO2 emissions. The route will encourage more people to cycle to work, school or to access local goods and services sustainably and undertake longer journeys via the A21 NMU. The route will also support a reduction of local vehicular trips and improve local air quality.

### **Aims and Objectives:**

This complete route was identified within the Tunbridge Wells Borough Cycling Strategy 2016 – 2020 as being high priority route needed to join current and proposed links within the local cycle network. With the construction of the NMU and the new cycle links between Pembury and Tonbridge, this link is needed to join the new routes to the existing cycle network and also link to further improvements planned such as to the cycle route along the A26.

Construction of the route will reduce the need and desire to travel by private car and thereby lower congestion. The scheme will deliver enhancements to

non motorised users to make this mode more attractive when compared to the private car. The scheme will also promote healthier living and increase opportunities for Active Travel to users.

**Beneficiaries:** Cyclists and Pedestrians

**Information and Data:**

DfT annual average daily flows for 2016 for the closest point to the new route at the junction of Crescent Rd/Church Rd indicate that only 1% of vehicles using the A264 are pedal cycles.

In 2016 Kent County Council consulted widely on a draft KCC Active Travel Strategy.

The Public Consultation received a relatively high number of responses (561), with 486 people responding as individuals, 18 responding in professional capacity, and 57 people responding on behalf of organisations.

The top factor stated that prevented people from travelling actively was:

- A lack of suitable routes (mentioned by 57.9% of respondents)

The most important issues that were raised were:

- the need to improve the infrastructure and initiatives for walking and cycling.
- Concern about it being difficult to achieve given the existing infrastructure and budget constraints.
- The need to improve and maintain the condition of the existing infrastructure, to ensure that it is safe to use.

**Involvement and Engagement:**

Tunbridge Wells Borough Council with the assistance of KCC undertook a Public Engagement Exercise during 2017 to inform local residents and the wider community of scheme proposals and are currently consulting on the two proposed 20mph residential areas.

We also engaged with local groups in the area who may be impacted by the development proposed, for example: Friends of Grosvenor & Hilbert Park, Tunbridge Wells Bicycle Users Group, Tunbridge Wells Cycling Forum, and the Tunbridge Wells Access Group.

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

**Adverse Impact:** None.

**Positive Impact:** Medium.

## **JUDGEMENT**

**Option 1 – Screening Sufficient: No**

**Justification: N/A.**

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

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

**Monitoring and Review:** Kent County Council being the highway authority will manage the delivery and overall construction and maintenance of the scheme. Regular project group meetings will be held to inform/update, monitor and review and work in partnership with Tunbridge Wells Borough Council. This document will be regularly reviewed to reflect any concerns raised through the process. In particular the public engagement process will seek comments from protected groups and responses and will be used to inform further reviews of this document.

## **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:

Job Title: Head of Transportation

Date:

### **DMT Member**

Signed:

Name:

Job Title: Director of Highways,  
Transportation and Waste

Date:



Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age/ Disability / Carers Responsibilities	During construction age groups reliant on walking may experience reduced accessibility as works reduce access. Shared pedestrian/cycle routes may increase the perceived vulnerability of older and younger people using pedestrian facilities.	Adequate advance notice of closures and signage during planned works. A safety audit will be completed at the design and construction stage. The design will meet all statutory requirements including the Equality Act 2010, and recommended cycle route design guidance from the Department for Transport. Particular attention needs to be given to minimum widths to encourage use by trailers and adapted bikes, whilst reducing the risk of access by unauthorized	Feedback from stakeholders, community groups, residents and users will be collated and used to inform and develop the design and construction process	KCC Highways Schemes team	2018/2019	The design should consider current users and potential users and this should be included in design costings. There may be additional costs regarding the construction elements and these will be assessed on a case by case basis.

		vehicles. A Public Engagement Exercise took place in 2017, to include direct information to local residents and local stakeholders. Proposals will also be advertised on KCC website consultation page.				
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