

Stage 1 Equality Impact Assessment

Name of Project: **Princes Parade – Stopping up and diversion of the highway.**

The planning permission for the development was granted under the Council's reference Y17/1042/SH on 18th July 2019 and an application has been made to the Secretary of State for a stopping up and diversion order for part of the highway known as Princes Parade.

This equality impact assessment has been prepared to assist in complying with the public sector equality duty in s.149 of the Equality Act 2010. It is part of ensuring due regard is had to the need to: (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and, (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. This involves having due regard, in particular, to the need to: (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and, (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low. The consideration of this duty has been an integral part of the on-going formulation of the development proposals at Princes Parade including the proposal for the stopping up and diversion order for that. Steps have been taken to see that relevant information has been gathered to ensure that consideration is accurate and properly informed.

Stage 1: Screening Stage

1. Briefly describe its aims & objectives

The mixed-use development at Princes Parade, Hythe (Planning App ref: Y17/1042/SH) comprised of:

A. an outline application for up to 150 residential dwellings; up to 1,270sqm of commercial uses including hotel use, retail uses, and/or restaurant/café use; hard and soft landscaped open spaces including children's play facilities; surface parking for vehicles and bicycles; alterations to existing vehicular and pedestrian access and highway layout; site levelling and groundworks; and all necessary supporting infrastructure and services; and

B. a full application for a 2,961sqm leisure centre including associated parking; open spaces; and children's play facility.

In order to allow the delivery of the planning permission set out above, the Council has made an application to the Secretary of State for Transport (SoS(T)) under sections 247 and 253 of the Town and Country Planning Act 1990 ("the 1990 Act") for the stopping up and diversion of part of the highway known as Princes Parade, Hythe ("the S247 Application").

The alterations to the existing highway layout, as documented e.g, in the Design & Access Statement that supports the approved planning permission, are designed to improve

pedestrianised access through the widening of the existing promenade to encourage cycling, walking and disabled access. The alterations to the existing highway propose a number of traffic calming measures to improve overall road safety.

2. Are there external considerations?

Sections 247 and 253 of the Town and Country Planning Act 1990 – The stopping up and diversion of the highway at Princes Parade has been applied for in order for the wider development to progress and is necessary if the development is to proceed.

3. Who are the stakeholders and what are their interests?

Members of the public – who will be affected by the proposed extinguishment and diversion onto the new road.

Kent County Council Highways – Statutory responsibility for road safety, maintenance of public highways and undertaking of road infrastructure projects across the County.

Department for Transport - The National Transport Casework Team on behalf of the Secretary of State for Transport previously undertook a statutory consultation in relation to the Section 247 application that ran from 10th May-7th June 2018 and are responsible for handling the application.

Hythe Town Council - The proposed development sits within their area of jurisdiction for the town council.

Sandgate Parish Council – The proposed development borders on to the area of jurisdiction for the town council.

District Ward Councillors – Elected Members representing the local communities from Hythe, Hythe Rural and Sandgate and West Folkestone Council wards.

Kent County Councillors – Elected Members representing both Hythe West and Cheriton Sandgate & Hythe East County divisions.

Local community – residents who visit the site of Princes Parade, the Royal Military Canal as well as use the existing road, promenade and beach who may be affected by the diversion of the existing highway at Princes Parade.

Environment Agency – Previously been consulted on the application regarding surface water management associated with the development.

Save Princes Parade Group – Local community group that is opposed to the Council's approved planning application, including the diversion of the existing highway at Princes Parade.

Hythe Civic Society – A society of residents of Hythe who share an interest in the well-being of their community, its built environment, and its open spaces.

4. What outcomes do we want to achieve and for whom?

The stopping up and diversion of the highway known as Princes Parade is designed to facilitate the delivery of a pedestrian orientated development with a minimised impact of vehicle traffic on the seafront that will benefit both the local community and tourists. Some of the ways a pedestrian focus will be achieved as part of the wider development will be through::

- Conversion of the existing road into a pedestrianised promenade by widening to 11 metres that will improve the existing pedestrian and cycle route.
- Realignment of the road towards the Royal Military Canal to incorporate the following safety measures:
 - A reduction in the existing speed limit from 40mph to 30mph.
 - Traffic calming measures including, curves in the road, raised tables installed at pedestrian crossing points and two priority 'give way features' one situated in the western section and the other in the eastern section of the realigned road.
- New parking with provision of 112 public car parking spaces located along the new road and to the south of the western open space, both with ease of access to the beach through a number of fully accessible pedestrianised links.
- Disabled parking spaces provided on the eastern part of the site immediately next to the leisure centre and promenade, A total of 108 bays (including 5 accessible bays will be provided for the leisure centre and 21 public spaces with 2 accessible spaces in Sea Point Car Park. Separately, at the western end of the site 7 disabled bays will allocated in the new western car park and 43 bays on the newly realigned road that have dimensions suitable to accommodate disabled users.
- Existing route from the pedestrian footbridge which lands off southern bank of the canal at the centre of the site is to be maintained and reinforced as a direct route to the seafront. The maintaining of this existing route in conjunction with the road safety measures incorporated as part of the road realignment as referred to in the second point above will therefore create a much safer and more accessible route than having to cross the existing Princes Parade to reach the promenade and beach areas.
- Two north-south pedestrian links will be provided through the western residential area connecting the realigned Princes Parade (and its on street parking) to the promenade.
- 1.8 metre footways to be provided along the southern side of Princes Parade on the eastern half of the site and on both sides of the road within the western section of the site.
- The existing bridleway HB83 running along the south bank of the canal will be unaffected by the road realignment.

5. Has any consultation/research been carried out or relied upon?

Yes - There have been a series of consultations see below.

In addition, the following documents have also been relied upon:

- *Response to Statutory Consultation relating to the application under section 247 of the Town and Country Planning Act 1990 for the stopping up and Diversion of the highway known as Princes Parade, Hythe, Kent – Buckles Solicitors – (May 2021).*
- *Transport Assessment: Princes Parade, Hythe – MLM Consulting Engineers Ltd (August 2017)*
- *SWECO – Highways and Transport Planning Matters S247 Stopping Up Order Public Inquiry, Princes Parade Hythe.*
- *Princes Parade Design and Access Statement - Section 4: The Proposals*
- *Princes Parade Design and Access Statement – Section 6: Leisure Centre*
- *Princes Parade – Additional Information and Clarification: February 2018 – Appendix 08 Transportation*

If **yes** please provide details and outcomes:

- (1) The consultation on the planning application which included the realignment of the road, and which was taken into account at the time of the planning application,
 - (2) The National Transport Casework Team on behalf of the Secretary of State for Transport previously undertook a statutory consultation in relation to the Section 247 application that ran from 10th May-7th June 2018. The outcome of this consultation was addressed in the May 2021 Buckles report and is feeding into the 2021 inquiry process as well and
- (1) the current 2021 inquiry process which is allowing additional and updated representations to be made.

Response to Statutory Consultation relating to the application under section 247 of the Town and Country Planning Act 1990 for the stopping up and Diversion of the highway known as Princes Parade, Hythe, Kent – Buckles Solicitors – (May 2021):

The response to the statutory consultation in relation to the application under section 247 of the Town and Country Planning Act 1990 for stopping up and diversion of the highway known as Prince Parade produced by Buckles Solicitors in May 2021 sets out a number of objection themes raised by the public, notably in relation to:

- Reduced accessibility to the seafront for people with disabilities, families with children, the elderly and other visitors;
- Loss of seafront parking;
- Road closure and diversion are unnecessary for the development;
- Adverse impact on the setting of the Royal Military Canal;
- Adverse traffic impact;
- Adverse impact on the local environment and wildlife and
- Noise and air pollution to public amenity of the Royal Military Canal.

Transport Assessment: Princes Parade, Hythe – MLM Consulting Engineers Ltd (August 2017)

The Transport Assessment in support of the approved planning application Y17/1042/SH produced by MLM Consulting Engineers Ltd on behalf of the Council dated August 2017 identifies the baseline conditions of the current highway as well as parking, walking and

cycling provision within the vicinity of the site. ***SWECO – Highways and Transport Planning Matters S247 Stopping Up Order Public Inquiry, Princes Parade Hythe.***

Princes Parade Design and Access Statement – Section 4: The Proposals

This submission as part of the approved planning application: Y17/1042/SH provides narrative and illustrative drawings to demonstrate the ways the development will improve overall accessibility to achieve a pedestrian orientated development where the impact of vehicular traffic on the seafront is minimised.

Princes Parade Design and Access Statement – Section 6: Leisure Centre

This submission as part of the approved planning application: Y17/1042/SH provides narrative and illustrative drawings for the leisure centre, including parking provision.

Princes Parade – Additional Information and Clarification: February 2018 – Appendix 08 Transportation

The document in support of approved planning application Y17/1042/SH sets out proposed drawings for traffic calming measures associated with the realigned road produced by MLM Group Ltd and the *Princes Parade Stage 1 Road Safety Audit – Proposed Re-alignment and Traffic Calming* undertaken by Capital Traffic dated January 2018 that recommends a reduction in the speed limit from 40mph to 30mph as part of the proposed traffic calming measures.

6. Are there any concerns at this stage which indicate the possibility of inequalities/negative impacts? (Consider and identify any evidence you have - equality data relating to usage and satisfaction levels, complaints, comments, research, outcomes of review, feedback and issues raised at previous consultations, known inequalities) If so please provide details.

The response to the statutory consultation for the stopping up and diversion of the highway known as Princes Parade produced by Buckles Solicitors in May 2021 sets out a number of objection themes raised by the public, notably in relation to:

- Reduced accessibility to the seafront for including for people with disabilities, families with children, the elderly and other visitors
- Loss of seafront parking
- Road closure and diversion are unnecessary for the development
- Adverse impact on the setting of the Royal Military Canal
- Adverse traffic impact
- Adverse impact on the local environment and wildlife
- Noise and air pollution to public amenity of the Royal Military Canal

For the purpose of this assessment, the objections based on reduced accessibility including for people with disabilities, loss of seafront parking and traffic impacts, including the diversion of traffic due to the nature of the new road on to the A259 will increase safety risks for people crossing the A259, notably pupils at Seabrook Primary School are considered to be relevant. The other objections are being dealt with as part of the evidence for the inquiry.

The documents referenced in section 5 of this impact assessment will be referred to in the following points to demonstrate that the proposed realignment of the road as part of the wider redevelopment of Princes Parade will improve overall accessibility as opposed to reducing it as raised in public objections:

Objection: Reduced accessibility to the seafront

Transport Assessment conducted by MLM Consulting Engineers LTD highlighted the following points with the current Princes Parade road layout in sections 2.4 and 3.5 that reflects the current lack of accessibility:

- *The road is approximately 7.5m wide with a 40mph main speed limit along the main section of the road.*
- *In peak periods of utilisation parking on the south side of the carriageway can create difficulties with two way passing traffic and the proximity of the road to the sea splash wall can make it awkward to exit a vehicle once parked.*
- *Princes Parade has a footway on the north side of the carriageway. The promenade runs along the south side of the road. There are current no formal crossing facilities along Princes Parade however there a periodic gaps in the splash wall that runs along the southern side of the carriage way allowing pedestrians to access the promenade.*

In order to improve accessibility to the seafront to produce a 'pedestrian orientated development with a minimised impact of vehicle traffic on the seafront', Section 4 of the Design and Access Statement submitted as part of the planning application demonstrates a number of ways accessibility will be improved to the seafront:

- Conversion of the existing road into a pedestrianised promenade by widening to 11 metres as illustrated in figure 4.14 of the statement.
- The realignment of the road towards the Royal Military Canal will incorporate the following safety measures:
 - A reduction in the existing speed limit from 40mph to 30mph as per the recommendation in Road Safety Audit undertaken by Capital Traffic.
 - Traffic calming measures including, curves in the road, raised tables installed at pedestrian crossing points and two priority 'give way features' one in the western section and the other in the eastern section of the realigned road. Figure 4.13 in the statement illustrates the realigned road and location of traffic calming measures. In *Princes Parade – Additional Information and Clarification: February 2018: Appendix 08 Transportation*, appendix 3 traffic calming plans (drawing ref: 617/845/SK17B) produced by MLM Consulting Engineers Ltd illustrates the detail of the calming measures. Therefore, improving overall road safety for pedestrians, including those with disabilities, pregnant women and families with children.
 - Figure 4.17 *Parameter Plan: Access and Circulation Plan* identifies two existing links to be retained as part of the development, one at the western end of the site and the other in the centre of the site accessing the footbridge over the Royal Military Canal.
 - Figure 4.20 *The Urban Design Framework* sets out visually a number of increased pedestrian routes around the site and access to and from the promenade and seafront. The proposed design will improve the situation for people including those with disabilities, pregnant women, the elderly, and

families with children because parts of the current site are vastly overgrown with vegetation and accessing the promenade and seafront will not require the crossing of 40mph with no formal crossing facilities as in the current situation. Once on the widened promenade all users can benefit from safe car free environment to enjoy the seafront.

- Disabled parking spaces will be provided on the eastern part of the site immediately next to the leisure centre and promenade. This is further illustrated within figure 6.19 – *Proposed Location Plan* in Section 6 of the Design and Access Statement.

In addition to the last point on disabled parking spaces, the SWECO report on the stopping up and diversion of the highway, the figures presented in table 6.1 show that the new public parking provisions will include a total of 14 formal disabled spaces, an increase of 8 formal disabled parking spaces and that there is therefore no reduction in such parking spaces. The 43 on street bays provided in the diverted road will also be of dimensions suitable for disabled users.

More widely, figure 4.13 set out in Section 4 of the Design and Access Statement and figure 6.50 set out in Section 6 of the Design and Access Statement demonstrate the close proximity of parking provision across the site for the benefit of pregnant women, families with children and older people wishing to access the access the promenade and seafront.

Objection: Loss of seafront parking

The existing parking provision set out in table 6.1 of the SWECO report identified the high amount of existing parking provision within the area with a total of 172 parking spaces on Princes Parade east of the golf course (including section that runs through the site) The parking survey results included as part of the original Transport Assessment undertaken by MLM Consulting Engineers Ltd set out in section 2.12 (figure 2.1) of their assessment showed a peak 100 cars parked on the section that runs through the site at 2pm on the day of the survey.

The proposed realignment of the road and the conversion of the existing road into a wider pedestrianised promenade is recognised as causing a loss of direct seafront parking, however the peak capacity identified has been incorporated at different locations within the proposed development as demonstrated in the proposed parking provision set out in table 6.1 of the SWECO report:

- A total of 112 spaces for public parking have been incorporated into the design east of the golf course (including the section that runs through the site) This will consist of:
 - 43 on-street spaces along the new road with all spaces being 2.7m wide in order to be suitable for disabled users.
 - A 69 space car park to the west of the development that will include 7 disabled bays.
 - In addition to the 112 spaces identified above, informal on-street parking will remain on the section of Princes Parade which will not be realigned equivalent to approximately 31 spaces.

The non-realigned section to the west of the site will continue to have on- street parking spaces (section adjacent to the golf course, to the west of the site) totalling approximately 142 spaces as referred to in the existing and proposed parking provision in table 6.1 of the SWECO report. The lack of direct parking along the seawall in favour of widening the existing promenade however will encourage more sustainable methods of transportation in

favour of the pedestrian, notably walking and cycling. Members of the public wishing to access Princes Parade can still park within close proximity to seafront through parking provision allocated as part of the development plans with improved access points across the site as demonstrated in Section 4 of the Design and Access Statement: Figure 4.13 – *Realigned Road and Access Diagram* and Figure 4.20 *The Urban Design Framework*

The figures in table 6.1 of the SWECO report also demonstrate there will be no loss of parking provision at the Sea Point Car Park as a result of realigning the road and this is also referred to in the original Transport Assessment undertaken by MLM Consulting Engineers Ltd that stated the following in section 5.19 of their assessment:

The realigned road will run through the current location the Sea Point Car Park (23 Spaces). This car park will be relocated adjacent to the proposed eastern leisure centre car park, providing an area of public parking for those wishing to access the eastern most point of the Royal Military Canal.

This close proximity access to the seafront and promenade is further illustrated in Section 6 of the Design Access Statement within figure 6.19 – *Proposed Location Plan* and figure 6.50 – *Proposed access, parking and servicing*.

Conclusion:

In summary the documentation relied on to complete this assessment demonstrates improved accessibility on routes across the site and no loss of car parking spaces despite public objections being raised. The realignment of the road as part of the development will also reduce traffic speeds and introduce improved road safety measures for the benefit of all pedestrians, including pregnant women, the elderly, families with children and those with disabilities that does not exist with the current site.

It should also be noted that the Transportation Assessment undertaken by MLM Consulting Engineers Ltd draws the following conclusion in support accessibility in section 5.20:

- *The proposed development will improve accessibility throughout the site and enhance existing connections through the widening of the promenade and the implementation of crossing points at pedestrian desire lines, including at the footbridge connection over the Royal Military Canal. The realignment of the road, reduced speed limit and traffic calming features will decrease vehicle speeds through the site. The formalisation and better organisation of parking will remove current obstacles and improve the existing situation.*

7. Could a particular protected characteristic be affected differently in either a negative or positive way? (Positive – it could benefit, Negative – it could disadvantage, Neutral – neither positive nor negative impact or Not sure?)

	Type of impact, reason & any evidence
Disability	Positive – The proposed realignment of the road will bring forward improved accessibility to the seafront as well as improved road safety measures for benefit of those with disabilities. There will be an increase to 14 parking spaces for those with disabilities, 8 more

than currently exists.

The existing parking arrangements can be difficult to use for some users due to the need to park up against the splash wall which can make it difficult to exit the car from the passenger side. For those unable to climb over the splash wall to access the promenade, they must walk along the carriageway to find a break in the splash wall. The relocation of some parking to the proposed car park in the west of the Site provides an opportunity for people to park away from the live carriageway with space to unload safely from their vehicles. The diversion of the road also allows parking to be provided adjacent to the Royal Military Canal, providing easier access for people with disabilities, pregnant women and families with children.

The proposals will re-provide a better quality of car park designed to modern standards.

The following evidence demonstrates positive improvement on the current situation:

The points raised in Transport Assessment undertaken by MLM Consulting Engineers Ltd in sections 2.4 and 3.5 reflects the current lack of accessibility for those with disabilities:

- *The road is approximately 7.5m wide with a 40mph main speed limit along the main section of the road.*
- *In peak periods of utilisation parking on the south side of the carriageway can create difficulties with two way passing traffic and the proximity of the road to the sea splash wall can make it awkward to exit a vehicle once parked.*
- *Princes Parade has a footway on the north side of the carriageway. The promenade runs along the south side of the road. There are current no formal crossing facilities along Princes Parade however there a periodic gap in the splash wall that runs along the southern side of the carriage way allowing pedestrians to access the promenade.*

Princes Parade Design and Access Statement – Section 4: The Proposals

- Conversion of the existing road into a pedestrianised promenade by widening to 11 metres as illustrated in figure 4.14 of the statement. This encourages more sustainable methods of transportation in favour of the pedestrian, including people with disabilities, pregnant women and families with children.
- Figure 4.20 *The Urban Design Framework* sets out visually a number of increased pedestrian routes around the site and access to and from the promenade and seafront.
- In Section 4.5 of the statement: Traffic calming measures

	<p>including, curves in the road, raised tables installed at pedestrian crossing points and two priority 'give way features' one in the western section and the other in the eastern section of the realigned road. Figure 4.13 in the statement illustrates the realigned road and location of traffic calming measures. In <i>Princes Parade – Additional Information and Clarification: February 2018: Appendix 08 Transportation</i>, appendix 3 traffic calming plans (drawing ref: 617/845/SK17B) produced by MLM Consulting Engineers Ltd illustrates the detail of the calming measures.</p>
Race (including Gypsy & Traveller)	None
Age	<p>Positive – In addition to the evidence points set out under disability demonstrating overall improved access to the site, the proposed realignment of the road will still allow older members of the public to drive and park within close proximity of the seafront and reach it through improved access points across the site. This is demonstrated within:</p> <p>Section 4 of the Design and Access Statement: Figure 4.13 – <i>Realigned Road and Access Diagram</i> and Figure 4.20 <i>The Urban Design Framework</i></p> <p>The proposed realignment of the road and the conversion of the existing road into a wider pedestrianised promenade is recognised as causing a loss of direct seafront parking, however the peak capacity identified as part of the original Transport Assessment has been incorporated at different locations within the proposed development as demonstrated in table 6.1 of the SWECO report:</p> <p>:</p> <ul style="list-style-type: none"> • A total of 112 spaces for public parking have been incorporated into the design east of the golf course (including the section that runs through the site) This will consist of: <ul style="list-style-type: none"> ○ 43 on-street spaces along the new road with all spaces being 2.7m wide in order to be suitable for disabled users. ○ A 69 space car park to the west of the development that will include 7 disabled bays. • In addition to the 112 spaces identified, informal on-street parking will remain on the section of Princes Parade which will not be realigned equivalent to approximately 31 spaces. • The non-realigned section to the west of the site will continue to have on- street parking spaces (section adjacent to the golf course, to the west of the site) totalling approximately 142 spaces.

	<ul style="list-style-type: none"> Members of the public wishing to access eastern point of the Royal Military Canal and Canoe Centre, the figures in table 6.1 of the SWECO report also demonstrate there will be no loss of parking provision at the Sea Point Car Park as a result of realigning the road and this is also referred to in the original Transport Assessment undertaken by MLM Consulting Engineers Ltd that states the following in section 5.19 of their assessment: <p><i>The realigned road will run through the current location the Sea Point Car Park (23 Spaces). This car park will be relocated adjacent to the proposed eastern leisure centre car park, providing an area of public parking for those wishing to access the eastern most point of the Royal Military Canal.</i></p> <p>The reallocation of this parking provision is also demonstrated in Section 6 of the Design Access Statement within figure 6.19 – <i>Proposed Location Plan</i> and figure 6.50 – <i>proposed access, parking and servicing.</i></p>
Gender	None
Transgender	None
Sexual Orientation	None
Religion/Belief	None
Pregnancy & Maternity	<p>Positive - The proposed realignment of the road will bring forward improved accessibility to the seafront as well as improved road safety measures associated with the realignment of the road for benefit of pregnant women. Sections 2.4.and 3.5 of the Transport Assessment demonstrate the current lack of safe accessibility to the seafront. The development as illustrated in Section 4 of the Design and Access Statement: Figure 4.13 – <i>Realigned Road and Access Diagram</i> and Figure 4.20 <i>The Urban Design Framework</i> demonstrates close proximity parking provision to access both the widened promenade and seafront as well as improved walking routes across the site.</p> <p>The proposed realignment of the road and the conversion of the existing road into a wider pedestrianised promenade is recognised as causing a loss of direct seafront parking, however the peak capacity identified as part of the original Transport Assessment has been incorporated at different locations within the proposed development as demonstrated in table 6.1 of the SWECO report:</p> <ul style="list-style-type: none"> A total of 112 spaces for public parking have been incorporated into the design east of the golf course

	<p>(including the section that runs through the site) This will consist of:</p> <ul style="list-style-type: none"> ○ 43 on-street spaces along the new road with all spaces being 2.7m wide in order to be suitable for disabled users. ○ A 69 space car park to the west of the development that will include 7 disabled bays. <ul style="list-style-type: none"> ● In addition to the 112 spaces identified, informal on-street parking will remain on the section of Princes Parade which will not be realigned equivalent to approximately 31 spaces. ● The non-realigned section to the west of the site will continue to have on- street parking spaces (section adjacent to the golf course, to the west of the site) totalling approximately 142 spaces. <p>Access to the eastern point of the Royal Military Canal and Canoe Centre, parking provision at the Sea Point Car Park will not be lost as part of the road realignment and instead relocated as referred to in the figures in table 6.1 of the SWECO report and in section 5.19 of the original Transport Assessment undertaken by MLM Consulting Engineers Ltd:</p> <p><i>The realigned road will run through the current location the Sea Point Car Park (23 Spaces). This car park will be relocated adjacent to the proposed eastern leisure centre car park, providing an area of public parking for those wishing to access the eastern most point of the Royal Military Canal.</i></p> <p>The reallocation of this parking provision is also demonstrated in Section 6 of the Design Access Statement within figure 6.19 – <i>Proposed Location Plan</i> and figure 6.50 – <i>proposed access, parking and servicing.</i></p>
Marriage/ Civil Partnership Status	None

8. Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?

No other socio economic groups will be affected by the realignment of the road as it will still provide access between Hythe and Sandgate alongside the main A259 (Seabrook Road) albeit within a traffic calmed environment to the benefit of pedestrians and disabled people.

9. Are there any human rights implications?

There are no human rights implications associated with the stopping up of the road. The evidence for the realignment of the road as part of the proposed development will improve the overall accessibility to Princes Parade for the public and not hinder access. The highway rights over Princes Parade are not being extinguished but are just being diverted over the new road. Pedestrians and cyclists will be able to use the widened promenade as

well as the new road. The inquiry process and decision-making by the Department provides procedural safeguards.

10. Is there an opportunity to promote equality and/or good community relations?

Yes

The development of Princes Parade is designed to be a 'pedestrian orientated development' that will enhance the overall accessibility of the site for benefit of those who live, work and visit the area.

The realignment of the road will:

- Allow the creation of the widened promenade
- Create a new road which is more accessible and safer than the existing Princes Parade

11. If you have indicated a negative impact for any group is that impact legal? (not discriminatory under anti-discrimination legislation)

No actual or potential negative impacts have been identified.

12. Is any part of this project to be carried out wholly or partly by contractors?

The project will be undertaken by external contractors appointed by Folkestone and Hythe District Council.

If yes have you done any work to include equality & human rights considerations into the contract already?

13. Is a Stage 2: Full Equality Impact Assessment Report required?

No. The evidence referenced as part of this stage 1 assessment demonstrates there are no actual or potential negative implications to those who fall under the protected characteristics of disability or age, or pregnancy & maternity. The stopping up and diversion of the highway as part of the wider development, clearly demonstrates overall improved accessibility of the site and not any adverse impacts.

14. Date by which Stage 2 is to be completed and actions

N/A

Please complete

We are satisfied that an initial screening has been carried out and a full impact assessment is not required.

Completed by: [REDACTED]

Date: 8 October 2021

Role: Performance & Improvement Specialist

Signature:

[REDACTED]

Countersigned by Director/Chief Officer:

[REDACTED]

[REDACTED] 8 October 2021

Please keep the signed hard copy with your team for auditing purposes and forward an electronic copy to policy@folkestone-hythe.gov.uk so that it can be published.