

EQIA Submission – ID Number

Section A

EQIA Title

Cheriton Road Cheriton Gardens Folkestone A Brighter Future LUF2

Responsible Officer

KCC - GT TRA

Type of Activity

Service Change

No

Service Redesign

No

Project/Programme

Project/Programme

Commissioning/Procurement

Commissioning/Procurement

Strategy/Policy

No

Details of other Service Activity

No

Accountability and Responsibility

Directorate

Growth Environment and Transport

Responsible Service

Major Capital Programme Team

Responsible Head of Service

KCC - GT TRA

Responsible Director

KCC- GT TRA

Aims and Objectives

The Cheriton Road and Cheriton Garden phase of the scheme aims to improve active travel infrastructure and wayfinding between the station and town centre.

It comprises the following improvements:

- Build out of public realm to provide an improved pedestrian environment at Shorncliffe Road and Cheriton Road including opportunities for public art, Sustainable Urban Drainage (SuDs) and planting.
- New roundabout to replace the existing junction at Cheriton Road/Cheriton Gardens/Shorncliffe Road.
- Improved pedestrian crossings at the approaches to the new roundabout on Cheriton Road and Shorncliffe Road.
- Raised table crossings at Connaught Road/Cheriton Rd junction, Cooling Road/Cheriton Road junction and Victoria Grove/Cheriton Road junction.
- Widen footway and reduce road width along Cheriton Road and Cheriton Gardens with new public realm (planting (including trees), lighting, public art and SUDs)
- New formal pedestrian crossing at the Millfield/Cheriton Road junction.

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>We Made That (a consultant employed by FHDC) ran a package of engagement activities to gain input. These included:</p> <ul style="list-style-type: none"> - 19 Workshops and Public Events - 170 Detailed Conversations - 168 Survey and Email Responses - 361 Attended Public Events - 645 Contacts Complied <p>There has also been discussion of the project at on-going meetings with stakeholders and project partners, including presentations and discussions at regular forums in the district. These include: The Folkestone Town Centre Partnership Board, , including key stakeholders such as Southeastern, Stagecoach, Kent County Council, Creative Folkestone, The Folkestone & Hythe Business Advisory Board which includes key business representative organisations such as the FSB and Kent Invicta Chamber, ,key employers including Saga and Church & Dwight and numerous other smaller businesses operating in the district, the Folkestone Town Team and the Folkestone & Hythe Young Peoples Conversation forum. The feedback from this engagement has been used to shape the project designs.</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 Service users/clients
Staff Staff/Volunteers
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 - Sex - Gender - Sexual Orientation - Religion - Race

- Pregnancy and Maternity

Age:

Walking 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 the pedestrian infrastructure between Folkestone Central train station and the town centre meaning that those with decreased mobility will be able to travel more directly and easily. 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. Clear, signed routes help avoid confusion in new areas which may be experienced by young or older people.

Disability:

The design will incorporate facilities accessible to disabled people. The scheme will improve connections between the train station and town centre meaning that those with decreased mobility will be able to travel more directly and easily. This will increase access to the train service and subsequently increase independence.

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.

Clear, signed routes help avoid uncertainty in new areas which may be experienced by some disabled people.

Sex, Gender, Sexual Orientation, Race and Religion:

Public realm improvements could improve feeling of safety for women, transgender and non-binary individuals, ethnic minorities and people of different faiths who could be subject to hate crimes.

Pregnancy and Maternity:

Public realm improvements and improved crossing facilities should improve safety for pedestrians particularly pregnant women and parents with young children/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 and increase risk of tripping. 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 footway safely during the construction works.

Construction sites and diversion routes to follow health and safety regulations

Responsible Officer for Mitigating Actions – Age

KCC

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 visually impaired people. Road works could lead to uneven surfaces increasing risk of tripping.

Construction works can be sprawling and noisy – causing confusion and anxiety for some people with disabilities.

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, notices, 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 use the road 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

KCC

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 road safely during the construction works. Ensure appropriate, lit diversion routes are chosen and well signed during the construction works.
Responsible Officer for Sex
KCC
22. Negative Impacts and Mitigating actions for Gender identity/transgender
Are there negative impacts for Gender identity/transgender
Yes
Negative impacts for Gender identity/transgender
During construction, individuals that identify as other genders 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 Gender identity/transgender
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 walkway safely during the construction works. Ensure appropriate, lit diversion routes are chosen and well signed during the construction works.
Responsible Officer for mitigating actions for Gender identity/transgender
KCC
23. Negative impacts and Mitigating actions for Race
Are there negative impacts for Race
Yes
Negative impacts for Race
During construction, communication barriers could cause confusion and anxiety for some ethnic groups in relation to the construction works due to the potential for a language barrier. Ethnic minority individuals 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 Race
Public engagement materials during construction to be available in alternative languages on request. 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 walkway safely during the construction works. Ensure appropriate, lit diversion routes are chosen and well signed during the construction works.
Responsible Officer for mitigating actions for Race
KCC
24. Negative impacts and Mitigating actions for Religion and belief
Are there negative impacts for Religion and belief
Yes
Negative impacts for Religion and belief
Individuals of different faiths 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 Religion and belief
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 walkway safely during the construction works.

Ensure appropriate, lit diversion routes are chosen and well signed during the construction works.
Responsible Officer for mitigating actions for Religion and Belief
KCC
25. Negative impacts and Mitigating actions for Sexual Orientation
Are there negative impacts for Sexual Orientation
Yes
Negative impacts for Sexual Orientation
Diversions away from usual walking or cycling routes or waiting in temporary structures or adjacent to construction sites may lead users from the LGBTQ community to feel uncomfortable due to the fear of crime.
Mitigating actions for Sexual Orientation
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 walkway safely during the construction works. Ensure appropriate, lit diversion routes are chosen and well signed during the construction works.
Responsible Officer for mitigating actions for Sexual Orientation
KCC
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. Unfamiliar routes could prove difficult for individuals travelling with young children or pushchairs.
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
KCC
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
Yes
Negative impacts for Carer's responsibilities
Diversions and major construction works may impact on travel plans if works are not known about in advance. Construction works and changes to the site area could affect planning for independent travel with client groups.
Mitigating actions for Carer's responsibilities

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 footway safely during the construction works.

Responsible Officer for Carer's responsibilities

KCC