

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

Directorate: Growth, Environment and Transport

Name of policy, procedure, project or service: Thanet Parkway Railway Station

What is being assessed? The provision of a new Railway Station in Thanet called Thanet Parkway.

Responsible Owner/ Senior Officer: Joe Ratcliffe, Transport Strategy Manager

Date of Initial Screening: 11/12/13

Version	Author	Date	Comment
1	RM	11/12/13	
2	SF	28/11/14	
3	FQ	28/01/15	Updated to reflect actions taken for the initial public consultation
4	BS	10/11/16	Updated in preparation for New Station Fund bid and second 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 HIGH/MEDIUM LOW/NONE 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
Age	YES. The 2015 consultation identified the following potential impacts: <ul style="list-style-type: none"> Given the station is out of town, some elderly and young people may not drive and therefore be disadvantaged compared to those who do. Elderly people may be concerned with their security if the station is unstaffed. 	Medium	Medium	<ul style="list-style-type: none"> We will ensure the design of the station will be well connected with local bus routes, offer a park and ride facility and have cycle and pedestrian access point. We will be incorporating CCTV and lighting into the design of both the car park and station, therefore improving safety at the station. We will have help points for any issues that may arise. 	Yes. The scheme promotes improved accessibility for everyone. People who do not have access to private car will be able to access public transport to the station. The Station will improve the economic prosperity of the area and therefore employment and training opportunities for all.
Disability	YES. The 2015 consultation identified the following potential impacts: <ul style="list-style-type: none"> During construction: dust, pollution and airborne contaminants may have an impact on people with respiratory problems. Safety concerns as station is unstaffed. 	Medium	Medium	<ul style="list-style-type: none"> We will discuss construction methods, working hours and mitigation measures to minimise pollution during the construction period, such mitigation could include dampening down construction dust. There will be CCTV, lighting and help points to alleviate safety concerns. 	Yes. Improvements to public transport services will support the independence of all people.

	<ul style="list-style-type: none"> • Access to and between the platforms. 			<ul style="list-style-type: none"> • Lifts will be available for access between the platforms. 	
Gender	<p>YES. The 2015 consultation identified the following potential impacts:</p> <ul style="list-style-type: none"> • Safety concerns, as station will be unstaffed. This can be supported with comparable data below from Transport for London showing that women feel more vulnerable when travelling after dark. • Pregnant women may also feel vulnerable if the station is unstaffed. 	Medium	Medium	<ul style="list-style-type: none"> • There will CCTV, lighting and help points to alleviate safety concerns. 	Yes. Improvements to public transport services will support the independence of all people.
Gender identity	<p>YES.</p> <ul style="list-style-type: none"> • Safety concerns, as station will be unstaffed. 	None	Medium	<ul style="list-style-type: none"> • There will be CCTV, lighting and help points to alleviate safety concerns. • Consultation will target the Transgender community to inform any action that needs to be taken. 	No
Race	<p>YES.</p> <ul style="list-style-type: none"> • Given the station is out of town, people who do not drive may be disadvantaged compared to those who do. The Department for Transport 2012 statistics show that the level of car ownership is lower for black and minority ethnic (BME) groups. 	Medium	Medium	<ul style="list-style-type: none"> • There will CCTV, lighting and help points to alleviate safety concerns. 	Yes. Improvements to public transport services will support the independence of all people.

	<ul style="list-style-type: none"> Safety concerns, as station will be unstaffed. 				
Religion or belief	YES. <ul style="list-style-type: none"> Safety concerns, as station will be unstaffed. 	None	Medium	<ul style="list-style-type: none"> There will CCTV, lighting and help points to alleviate safety concerns. 	No
Sexual orientation	YES. <ul style="list-style-type: none"> Safety concerns, as station will be unstaffed. 	None	Medium	<ul style="list-style-type: none"> There will CCTV, lighting and help points to alleviate safety concerns. 	No
Pregnancy and maternity	NO	None	None		No
Marriage and Civil Partnerships	NO	None	None		No
Carer's responsibilities	NO	Medium	None		Those who care for the elderly or disabled will benefit from improved accessibility when travelling with those they are caring for. In addition, improved transport links will also help with caring responsibilities.

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

Low	Medium	High
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

The scheme will have a **medium impact** upon the equality groups, however mitigating measures have been provided. The scheme will act to improve accessibility to rail services in Thanet, delivering benefits for all residents and businesses in East Kent.

Context

Kent County Council (KCC) has identified the delivery of Thanet Parkway Railway Station as a priority to support economic growth in Kent. The delivery of a Parkway Station has been a top priority for KCC since 2010, with the ambition to deliver the station first mentioned in *Growth without Gridlock* (December 2010) and our third *Local Transport Plan* (2011-2016) and the *Rail Action Plan for Kent* (April 2011). The delivery of this station continues to remain of substantial importance to the County Council and is a countywide strategic priority in KCC's new draft *Local Transport Plan 4: Delivering Growth without Gridlock* (2016-2031), which has recently undergone a public consultation

The railway station will be situated along the existing railway line, close to the village of Cliffsend. A new access road will be delivered to provide access to the railway station from the newly build A256/A299 Sevenscore roundabout.

The design will include a two platform station, station forecourt, car parking, bus stop, and taxi drop off/ pick up. The station will be serviced by High Speed and Mainline services.

An initial eight week public consultation was undertaken in 2015 on the initial concept design. An additional consultation on the detailed design and station layout will be launched in 2017, the results of which will then subsequently inform a planning application. The Parkway station is being proposed to the west of Cliffsend for accessibility purposes and to minimise grade one agricultural land take. We are also proposing to build a new signalised T-junction to allow access to and exit from the Parkway station.

Aims and Objectives

The aim of the project is to deliver a new Railway Station in Thanet along the existing rail line between Minster and Ramsgate.

The objectives of the Thanet Parkway railway station are to:

- Generate approximately 50,000 new rail journeys from opening year (2020).
- Increase week day usage of the new station year on year from 359 in 2021, to 499 in 2026.
- Provide rail access from Thanet to London with a journey time of around one hour.
- Improve access to the rail transport network by reducing door to platform times, for the target population, by up to 10 minutes by 2026.
- Provide commuters with alternative access to the area for journeys that might otherwise be made on the local and strategic highway network from opening year and increasing by 2031.
- Facilitate improved public transport movements for the target area population which is expected to grow by approximately 39,000 by 2031 of which 60% will be of working age.
- Provide a multi-modal interchange, with rail and bus access to the local area and major conurbations.
- Encourage access to the station by active travel.
- Support the delivery of development and economic growth within the area through increasing connectivity; 5,000 jobs and 15,660 new homes by 2031 as identified in the draft Local Plan.

Beneficiaries

- This scheme is intended to benefit residents and businesses within East Kent.
- The delivery of a railway station at the proposed location will improve access to employment sites such as Manston Business Park, Manston Airport Site, Discovery Park Enterprise Zone and Euro Kent development.
- The improved accessibility to employment opportunities will help to tackle the higher than Kent average levels of unemployment experienced in Thanet.
- Ramsgate station is unable to provide the required car parking provision, with cars currently parking inappropriately in residential areas. Residents in close proximity to Ramsgate station will therefore benefit as Thanet Parkway station will help to mitigate against a growth of inappropriate street parking which could occur due the future growth in rail demand.
- There will also be benefits for the wider Kent population. The provision of the station will give people travelling to/from Thanet greater choice of where to travel to/from and will connect Thanet with other areas of Kent.
- Delivering improved rail connectivity will help promote a modal shift from road to rail and more sustainable means of transport. Encouraging a

modal shift from road to rail will help to mitigate the negative impacts of increased car use in Kent such as congestion and air pollution.

Information and Data

Analysis of data about equality and diversity in Kent has been undertaken to gain a better understanding of the demographics of Thanet, including the ward areas of Cliffsend and Pegwell, in which Thanet Parkway will be located. The population growth for Kent is expected to rise, as generally Kent expects more births than deaths and in addition more people moving into Kent than leaving. The County's population is also ageing, and a key contributor is increased life expectancy.

The 2015 Mid-year population estimates highlight key age and gender profiles below¹: The total population for Kent is estimated to be 1,524,700. There are 51% female residents in Kent and 49% male, so females slightly dominate.

- Kent's population is expected to rise by 19.4% for both males and females between 2016 & 2034. In the same period, the population of Thanet is expected to rise by 21.4%².
- Cliffsend and Pegwell in 2015 made up 3.5% of the total Thanet population³.
- Based on the 2011 census, 17.6% of residents in Kent have a health problem or disability which limits their day to day activities. Thanet encountered 23.4% of individuals with long term health problems or disability. However a larger proportion of residents (76.6%) were without long term health problems or disabilities. The annual population survey for April 15 – April 16, indicated 21.5% of people in Kent considered themselves to be disabled, and this was larger than the South East (18.9%) and Great Britain (19.7%)⁴.
- The largest ethnic group in Kent is white (93.7%). The remaining residents are from the BME group. Out of the 12 districts, Thanet had one of the highest populations from the white ethnicity group (95.5%), and the BME community reflects 4.5%.⁵
- The most popular religion in Kent is Christian (63%), and this is higher than South East figures (60%) and also UK wide based (59%). Thanet has 61% Christians and the least populated religion is Jewish (0.20%).⁶

¹ Business intelligence statistical bulletin July 2016: 2015 Mid-Year population estimates (age and gender profile)

² KCC housing led interactive toolkit

³ 2015 Mid-year Ward level population estimates

⁴ KCC Business intelligence Sep 2016 bulletin – disability in Kent

⁵ KCC Business intelligence Jan 2013 bulletin – 2011 census: cultural diversity in Kent

⁶ KCC 2011 census Key statistics table KS209: Religion

- Rail use is the highest amongst adults (16-44), with over 60% of people within this age band having used rail within a 12 month period⁷. This would indicate there would be a general dependence for rail travel across the country, including for Kent.
- Unemployment in Thanet for September 2016 was 3.3%, which is higher than UK wide (1.8%), South East (1.1%) and Kent County Council area (1.6%). Cliffsend and Pegwell made up 1.3% of unemployment for this period. The delivery of the parkway is expected to produce several economic benefits, including more job opportunities through better accessibility to London and wider Kent.⁸
- According to a study conducted by Transport for London (TfL) – women are more likely to be travelling with buggies and children than men. This can therefore affect transport choices as women are more likely to travel by car as it is seen to be more convenient. In addition, women are more concerned than men about their personal safety when travelling after dark. Concerns over crime and anti-social behaviour affect the frequency of travel ‘a lot/a little’ after dark for 65% of women compared to 45% of men⁹. This is also representative of Kent’s population which was 51% female in 2015¹⁰.
- Currently 3.1% of people in Cliffsend and Pegwell travel to work by rail, compared to an average of 9.2% in Kent. Delivering Thanet Parkway railway station at the proposed location would greatly improve rail accessibility for residents of Cliffsend and Pegwell and the wider Thanet area¹¹.
- The district of Thanet has the lowest level of car ownership in Kent, with 30% of households having no access to car, compared to 20% Kent average¹². The number of households with access to two or more cars is also relatively low in Thanet at 26%, relative to the Kent average of 37%. Whilst there may be access to one car in a household, this may leave other household members without a car, with an average household density in Thanet of 2.2%¹³.

⁷ Department for Transport (2012). Public attitudes towards rail services: results from the April 2012 Options survey.

⁸ KCC Business Intelligence Bulletin – Ward Unemployment in Kent

⁹ Transport for London (2012) Understanding the travel needs of London’s diverse communities <http://content.tfl.gov.uk/women.pdf>

¹⁰ KCC Business Intelligence Bulletin – 2015 Mid-Year Population Estimates: Age and Gender Profile

¹¹ Kent County Council (2011). Area Profiles.

http://www.kent.gov.uk/your_council/kent_facts_and_figures/area_profiles.aspx

¹² Kent County Council (2013). 2011 Census: car and van availability in households in Kent. <https://shareweb.kent.gov.uk/Documents/facts-and-figures/Population-and-Census/2011%20Census/2011-census-car-availability.pdf>

¹³ Kent County Council (2013). 2011 Census: Usual residents by residents type, and population density, number of households with at least one usual resident and average household size. <https://shareweb.kent.gov.uk/Documents/facts-and-figures/Population-and-Census/2011%20Census/2011-census-hsehlds-hsehld-pop-ahhs.kent-districts.xls>

- The Department for Transport (2012) statistics show that the number of adult households (aged 17+) without a car/van was 19% for white ethnic groups. The level of car ownership is lower for other ethnicity groups, with 41% of Black/ African/ Caribbean/ Black British ethnic groups having no car or van per household¹⁴.

Involvement and Engagement

An eight week public consultation took place in 2015 which focused on the concept design of the station. The aim of the public consultation was to have early engagement with all stakeholders (including the public) to get their views on developing the station, and share information on the proposal and any potential impacts/opportunities.

The consultation identified that elderly respondents (76+) would prefer access to platforms via lifts and access between platforms via an underpass. In addition, disabled respondents also stated a preference for a lift and underpass. However, more than twice as many people overall wanted access between platforms to be via a footbridge as opposed to an underpass (44% vs 19%). Taking into consideration the cost and design efficiency, and ensuring access to the platform for all, the decision was made to have a footbridge whilst ensuring the provision of remotely monitored lifts to mitigate any potential impacts on protected characteristic groups such as the elderly and disabled.

Given the proposed station location is out of town, the consultation also identified young people, elderly people or people with disabilities who do not have access to a car may not be able to access the station. As a result of this feedback, KCC will work closely with bus operators to ensure there is an integrated transport package with bus services. The station design will also incorporate 40 cycle parking spaces and will have pedestrian and cycle access from Cliffsend village and Cottington Road.

Safety concerns were raised for a number of protected characteristic groups given the station is unstaffed. In order to mitigate this identified impact, designs will incorporate CCTV, lighting and help points.

Furthermore, the consultation raised the potential impact of dust, pollution and airborne contaminants during construction on those with respiratory problems. We will discuss construction methods, working hours and mitigation measures with appointed contractors to minimise pollution during the construction period, such mitigation could include dampening down construction dust.

As part of development work for the delivery of Thanet Parkway there has been continued engagement between Kent County Council (as a scheme

¹⁴ Department for Transport (2013). Adult personal car use and trip rates by ethnicity group. Great Britain: 2012
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9972/nts0707.xls

promoter) and key stakeholders. Key stakeholders, including the Department for Transport, Network Rail, Southeastern, Dover and Thanet District Councils, form part of the Thanet Parkway Project Board which meets quarterly to discuss project progress.

The second consultation is planned for early 2017 to consult on the detailed design and station layout. These proposals will be available to the public online and in libraries, as well as at exhibition events in Cliffsend, Minster, Discovery Park and Ramsgate railway station. The consultation will be introduced to interested Parish and Town Councils across Thanet and Dover districts through the means of a presentation at their Council meetings.

On-going negotiation discussions are currently taking place with landowners prior to any possible formal CPO process.

Following the outcomes from the second public consultation a planning application will be submitted to the Determining Planning Authority.

Potential Impact

The scheme is intended to improve rail accessibility and support economic development in Thanet. The scheme should support the growth of developments in the area such as Discovery Park Enterprise Zone and the former Manston Airport site. This should act to boost the East Kent economy, support the delivery of new jobs and tackle the higher than Kent average unemployment rates in Thanet.

The delivery of the scheme may result in an increase in the number of trips to Thanet. The number of trips which are expected to be generated by the Parkway Station has not yet been assessed. A Traffic Impact Assessment report will be produced as part of the planning application. East Kent Access Road will provide access to the railway station. This recently delivered road infrastructure is expected to have sufficient spare capacity to cope with the number of motorised vehicle trips generated by Thanet Parkway.

Adverse Impact:

There could potentially be some negative effects of the scheme on air quality and noise pollution during the construction phases of the project. The impact of the scheme on air quality and noise pollution will be assessed as part of the scoping work required for the project.

The construction site will be accessible from the East Kent Access Road. Vehicles required to access the construction site will not travel through residential areas to access the station site. The station building, car park and other station facilities will be located to the north of the railway line.

The railway station will be built along the existing railway line, with no changes made to the positioning of the rail track or to the route of trains. Once the station is operational it is anticipated that all rail services which currently

operate will call at Thanet Parkway. This will result in around 4 rail services stopping at Thanet Parkway railway station per hour. There may be some additional noise pollution resulting from the stopping and starting of rail services from Thanet Parkway, although this has not yet been assessed. A full Environmental Impact Assessment report will be produced.

Vehicles will not be able to access the station car park and drop-off/ pick up area through the residential development to the South side of the railway station. All motor vehicles will access the station from the East Kent Access Road to the North of the Railway Line. A transport assessment will be undertaken as part of Thanet Parkway planning application work.

Although there may be potential for some negative implications of the scheme in terms of air quality during the construction phases and noise pollution during the build and operation of the station, these impacts are not expected to have a proportionately more adverse impact on any protected character group.

St Mary's Church is the only religious building situated within the village of Cliffsend. The Church holds Church of England services on Sundays and some weekday mornings. It is not anticipated that the delivery of the station at the proposed location will have any adverse impacts on the Church. Noise and transport assessments which will be undertaken as part of the scoping work will be able to substantiate this.

Positive Impact:

The delivery of Thanet parkway Railway Station is expected to have positive benefits for all residents and businesses in Thanet. The delivery of improved rail connectivity should help to achieve equal accessibility and opportunities for all.

Age

Research has suggested that Kent has an aging population with the number of people over the age of 65 set to rise. Car or van ownership for pension households is lower than that for the average household in Kent. Pensioners are therefore expected to be more reliant on public transport (particularly bus services) than other adults. Similarly children and young people are also more reliant on the use of public transport to access services such as education. The scheme is expected to increase accessibility for all ages, and will particularly benefit young and older residents in Kent who are more reliant on public transport.

Disability

On average, there tends to be lower car ownership for people with a disability and a greater dependence on public transport. The delivery of Thanet Parkway will therefore benefit people with a disability by improving accessibility.

The station itself will be designed in a way to support accessibility of disabled people. This will include the installation of a lift, information announcement systems (long line public address system) and station information/help point.

Race

The data above shows that the level of car ownership is lower for people of BME. The delivery of Thanet Parkway will therefore have a positive impact in improving access to public transport. This will particularly benefit households with no car access.

JUDGEMENT

Option 1 – Screening Sufficient NO

The screening has shown that the project may have a medium impact on protected character groups. Some project management tasks may be required to ensure that all protected groups are able to access information about the project.

Justification:

Option 2 – Internal Action Required NO

The Action Plan has been completed to identify how information can be effectively communicated with certain protected character groups and specific mitigating actions for highlighted issues within the screening grid. The delivery of the action plan should ensure that all members of the public are able to access information about the Thanet Parkway project.

Option 3 – Full Impact Assessment YES

You will need to undertake a full impact assessment if:

- You have concluded that the policy, strategy or service is major because of high cost, or potential to affect a large number of residents of Kent

OR

- You have identified that it could have a potential negative impact on any listed groups/ individuals with particular characteristics.

OR

- The potential impacts of a policy, procedure, project or service on a particular group are unknown.

OR

- You are going to consult on your policy, procedure, project or service

Action Plan

An action plan has been completed to identify the project management tasks which will take place to ensure equal access to information about the project and mitigating actions for specific issues highlighted above.

Monitoring and Review

Throughout the delivery phase of the project the Equality Impact Assessment will be considered and updated when required. In particular, following public consultation the EqIA may need to be updated to incorporate any additional information obtained or potential impacts brought to light.

Sign Off

I have noted the content of the equality impact assessment and agree the actions to mitigate the adverse impact(s) that have been identified.

Senior Officer

Signed:



Name: Joseph Ratcliffe

Job Title: Transport Strategy Manager

Date: 23.11.2016

DMT Member

Signed:



Name: Barbara Cooper

Job Title: Corporate Director – GET

Date: 23.11.2016

Equality Impact Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Race	A very small proportion of the residents in Thanet indicated in the 2011 Census that they could not speak English well and so may not be able to read consultation information such as the publicity information.	For the public consultation of Thanet Parkway, information is made available in alternative formats, upon request.	Better understanding of the project by all members of the public.	Project Manager	Public consultation 23 rd January – 19 th March 2017	Resources have been allocated for the provision of information about Thanet Parkway in alternative formats.
	Safety concerns as station is unstaffed	There will CCTV, lighting and help points to alleviate safety concerns.				
Disability	People who are visually impaired, have learning difficulties or have other print impairments such as dyslexia, may not be able to read consultation information such as the publicity information.	For the initial public consultation of Thanet Parkway, consultation information is made available in alternative formats, such as Easy Read and Word version.	Better understanding of the project by all members of the public and more comfort for residents during the project lifecycle.	Project Manager	Public consultation 23 rd January – 19 th March 2017	Resources have been allocated for the provision of information about Thanet Parkway in alternative formats.
	During construction: dust, pollution and airborne contaminants may have an impact on people with respiratory problems	We will discuss construction methods, working hours and mitigation measures to minimise pollution during the construction period.				

	Safety concerns as station is unstaffed	There will CCTV, lighting and help points to alleviate safety concerns.				
Age	Older people may not be able to access information about the project via the internet.	<p>Information will be provided in hard copy formats at public consultation events and on requests via free postal address.</p> <p>The consultation questionnaire and promotional leaflet will be sent to every resident in Cliffsend.</p> <p>Information will be provided about the project at local libraries, Town and Parish Council offices, and railway stations in the area.</p>	Better understanding and awareness of the project for residents. People will feel more confident using the station and facilities.			Resources have been allocated for the provision of information about Thanet Parkway in the form of setting up free postal address, sending information to Cliffsend residents, arranging consultation events and sending information to Cliffsend residents in copy formats.
	Given the station is out of town and some people may not drive, therefore may be disadvantaged for example: elderly people and young	We will ensure the design of the station will be well connected with local bus routes, offer a park and ride facility and have cycle				

	people.	and pedestrian access point.				
	The elderly (75+) indicated a preference for access between platforms through an underpass as opposed to a footbridge, due to accessibility reasons; however we are now proposing a footbridge.	We have assessed and evaluated the technical work relating to both a foot pass and underpass, such as feasibility, visibility, impact, cost and safety to all rail users. On balance the footbridge would seem better suited for all users.				
	Elderly people may be concerned with their security, due to being an unstaffed station.	We will be incorporating CCTV and lighting into the design of both the car park and station, therefore promoting safety at the station. We will have information or help points for any issues that may arise.				
Gender	Safety concerns, as station will be staffed. This can be supported with data from Transport for London as women feel more vulnerable	There will CCTV, lighting and help points to alleviate safety concerns.	Females will feel more confident when using Thanet parkway.			

	when travelling after dark. Pregnant women may also feel vulnerable if the station is unstaffed.					
Gender Identity	Safety concerns as station is unstaffed	For the public consultation of Thanet Parkway, Transgender communities will be engaged with to identify any concerns and inform any actions that need to be taken. There will CCTV, lighting and help points to alleviate safety concerns.	Feedback on the project from Transgender groups will be received, identifying any concerns and proposed actions	Project Manager	Public consultation 23 rd January – 19 th March 2017	
Sexual Orientation	Safety concerns as station is unstaffed	There will CCTV, lighting and help points to alleviate safety concerns.				