

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

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**Directorate:** Growth, Environment & Transport

**Name of policy, procedure, project or service:** Proposed signal-controlled pedestrian crossing - A28 Ashford Road, St Michaels, Tenterden

**What is being assessed?** Highway Improvement Scheme to provide a facility for pedestrians to cross the road.

**Responsible Owner:** Tim Read

**Date of Initial Screening:** 11/01/2021

**Date of Full EqIA:**

<b>Version</b>	<b>Author</b>	<b>Date</b>	<b>Comment</b>
1	Darren Hickman	11/01/2021	Initial screening report
2	Anne Wynde	27/01/2021	Reviewed
3	Darren Hickman	4/02/2021	Updated following feedback
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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	Low adverse effects were identified at the screening stage.	HIGH	Low	<p>The works will include dropped kerbs to cross the road and a signal-controlled crossing. This will benefit all pedestrians of all ages by providing a facility that will enable them to cross the road safely. Physical works will meet with highway design standards.</p> <p>This length is overlooked by residential properties. Antisocial behaviour and fear of crime is not expected to increase following implementation of this scheme. Other than actions to encourage greater usage of the route throughout the day, there are no obvious options within the control of the highway authority to discourage antisocial behaviour and increase passive surveillance of the route. These risks will be communicated to</p>	Yes – Providing a safe place cross will benefit all pedestrians of all ages who wish to cross the road here.

				<p>decision makers to inform their decision.</p> <p>The consultation will review public opinion and identify any possible further impacts.</p>	
<b>Disability</b>	Low adverse effects were identified at the screening stage.	<b>HIGH</b>	<b>Low</b>	<p>The works will include dropped kerbs with red tactile paving to cross the road and a signal-controlled crossing. This will benefit disabled pedestrians by providing a facility that will enable them to cross the road safely. Physical works will meet with highway design standards. The current uncontrolled crossing point at this location does not comply with current design standards and disadvantages mobility impaired users. The new scheme will be designed to current standards and will improve access for all user groups.</p> <p>The consultation will review public opinion and identify any possible further impacts.</p> <p>The works could affect those with autism, visual impairment or cognitive processing difficulties. Although once complete these should resolve themselves, consideration should be given to difficulties during construction and adjustment to new road layouts and changes.</p>	Yes – Providing a safe place to cross will benefit pedestrians of all levels of mobility who wish to cross the road here.

<b>Sex</b>	No	None	None	No	N/A
<b>Transgender/Gender identity</b>	No	None	None	No	N/A
<b>Race</b>	No	None	None	No	N/A
<b>Religion or belief</b>	No	None	None	No	N/A
<b>Pregnancy and Maternity</b>	Low adverse effects have been identified.	Medium	Low	<p>The works will include dropped kerbs to cross the road and a signal-controlled crossing. This will benefit pedestrians with buggies or prams by providing a facility that will enable them to cross the road safely. Physical works will meet with highway design standards.</p> <p>The consultation will review public opinion and identify any possible further impacts.</p>	Yes – Providing a safe place cross will benefit all pedestrians who wish to cross the road here.
<b>Sexual orientation</b>	No	None	None	No	N/A
<b>Carer's Responsibilities</b>	Low adverse effects were identified at the screening stage.	None	Low	The scheme fronts a development catering for residents who require assisted living facilities. The site is accessed from an adjoining side road which is furnished with dedicated parking bays for residents.	The new scheme will allow vulnerable non-motorised users (NMU) to access the local shops and community services and encourage active travel.

## Part 1: INITIAL SCREENING

<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

### **Proportionality:**

Based on the answers in the above screening grid what weighting would you ascribe to this function – see Risk Matrix

State rating and reasons: **LOW** – This is a highway scheme that primarily seeks to facilitate pedestrians crossing a busy road safely. However, the introduction of signalised crossing means there is a small risk that the proposed scheme could give rise to anti-social behaviour if pedestrians who do not wish to cross the road activate the crossing forcing traffic to stop unnecessarily.

As the proposed scheme will delay traffic during times of operation there is a low risk that this may create anti-social behaviour with some drivers failing to comply with the traffic signals creating a potential risk for some protected groups.

### **Context:**

The A28 Ashford Road is a single carriageway road with a 30mph speed limit. There is no controlled crossing point for pedestrians located outside Spires assisted care residential premises, leading to a hazard when pedestrians cross the road. A 'puffin' style crossing is proposed to provide a safe crossing point for all pedestrians.

### **Benefits:**

A safe crossing point for all pedestrians and non-motorised users (NMU) to access local amenities.

### **Aims and Objectives:**

To provide a safe crossing facility at this location on the A28 Ashford Road.

### **Beneficiaries:**

Local pedestrians, Spires residents and visitors to the site.

### **Information and Data:**

District data can be found using the following link

<https://www.kent.gov.uk/about-the-council/information-and-data/Facts-and-figures-about-Kent/area-profiles>

**Involvement and Engagement:**

KCC will undertake a consultation on the scheme proposals between 16 February and 15 March 2021 with residents of Ashford Road and the wider community, mainly within the St Michaels area of Tenterden. The proposals will be made accessible via KCC's online consultation directory, with hard copies and alternative formats available on request.

Local residents will receive consultation documents through their door and notices will be put up on site.

Tenterden Town Council will place details on social media, their website and in the Parish magazine. Spires assisted living residence will be provided with hard copies of the consultation document in large print format.

Local groups and statutory stakeholders with an interest in highway improvements will be consulted – including Residents' Associations, local County and District Councillors and Town Council the emergency services, the Freight Transport Association, and the Road Haulage Association.

**Potential Adverse Impact:**

Low

**Potential Positive Impact:**

High

**ACTION PLAN**

During the works, alternative routes would be provided, where needed, for pedestrians with barriers and ramps for those with visual and mobility impairments as required, in accordance with industry standards such as signage, minimum widths and tapping rail for partially sighted cane-users.

Advance start of works notifications via a range of communication channels such as post, on site notices and social media would advise when works will start and any other relevant information.

**JUDGEMENT**

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

**Monitoring and Review:**

Kent County Council being the highway authority would manage the delivery and overall maintenance of the scheme. Regular project group meetings would be held to inform/update the final design. The local Joint Transportation Board would be informed of any changes. This document would be regularly reviewed to reflect any concerns raised through the process. The public

consultation would seek comments from protected groups and responses 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: Tim Read

Job Title: Head of Transportation

Date: 10/02/2021

#### **DMT Member**

Signed: 

Name: Simon Jones

Job Title: Director of Highways,  
Transportation and Waste

Date: 10/02/21

### **Action**

To carry out a public consultation between 16 February and 15 March 2021. The results of the public consultation will be analysed along with any comments received to the EqIA and both will be used to inform future decisions.