

EQIA Submission – ID Number

Section A

EQIA Title

Active Travel - Sevenoaks East West Cycle Route

Responsible Officer

Alan Osuoha - GT HTW

Type of Activity

Service Change

No

Service Redesign

No

Project/Programme

Project/Programme

Commissioning/Procurement

No

Strategy/Policy

No

Details of other Service Activity

No

Accountability and Responsibility

Directorate

Growth Environment and Transport

Responsible Service

Road Safety and Active Travel

Responsible Head of Service

Tim Read - GT TRA

Responsible Director

Haroona Chughtai - GT TRA

Aims and Objectives

Background: Active travel refers to modes of travel that involve a level of travel activity to get to a particular destination such as work, the shops or to visit friends. Active travel can be for complete journeys or parts of a journey. The term is often used interchangeably with walking, wheeling and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes (adapted from the definition in the Future of Mobility: urban strategy).

Wheels for Wellbeing explains that cycling includes a wide range of cycle types, including:

1. bicycles
2. handcycles
3. tricycles
4. recumbent tricycles
5. go-karts
6. cycles for 2 (tandem, side by side, wheelchair tandem and duet bikes)

Aim: The purpose of this active travel scheme is to encourage more people (of all abilities) to participate in active travel to complete journeys in Sevenoaks.

Objective: To provide a safe, comfortable and direct cycling, wheeling and walking routes connecting local schools and public transport modes in Sevenoaks. Scheme proposal includes providing shared and segregated paths between Amherst School / Riverhead Infants School (west) and Trinity School / Tunbridge Wells Grammar School (east).

Outcome: To be completed

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?
No
Who have you involved, consulted and engaged with?
<p>The following groups have been engaged in the development of the scheme (including the preparation of the Sevenoaks Urban Area Local Cycling and Walking Infrastructure Plan):</p> <p>Sevenoaks Bicycle Users Group (SBUG) Sevenoaks Rail Users Association Darent Valley Rail Partnership Live Biking Addiscombe cycling club Meridian cycling club Riverhead Trails Crew Kent Velo Girls West Kent CTC</p> <p>Sevenoaks Chain Gang</p> <p>Sevenoaks Society Sevenoaks to Otford Cycle Scheme group (STOCS)</p> <p>Amherst School Riverhead Infants School Knole Academy Sevenoaks Primary School Trinity School Weald of Kent Grammar School (Sevenoaks Annexe) Tunbridge Wells Grammar School for Boys (Sevenoaks Annexe) Granville School</p> <p>Sevenoaks District Access Group Town/Parish Councils Sevenoaks District Council members</p> <p>A full public consultation on the scheme’s design is planned to take place for 6 weeks beginning 1 June 2023. Consultation activities will target hard to reach groups such as young people and commuters.</p>
Has there been a previous Equality Analysis (EQIA) in the last 3 years?
No
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
n/a

Staff n/a
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>The implementation of the proposed scheme can result in reduced casualties for vulnerable road users. The route follows a predominantly car free route using pavements and controlled crossing points.</p> <p>Below is a list of the provision for cycling proposed for Sevenoaks</p> <p>Section 1 - off-carriageway route link between Amherst School and Robyns Way Section 2 - off-carriageway link along Robyns Way, Lakeview Road and Clockhouse Lane Section 3 - mix off/on-carriageway connection Bradbourne Park Road Section 4 - on-carriageway connection between Bradbourne Road and Littlewood Section 5 - off-carriageway route between Littlewood and Seal Hollow Road (Trinity School).</p> <p>Below is a review of the protected characteristics against the above proposal for positive impacts</p> <p>Sex - The cycle route is available for the use by all sexes Age - The cycle route is available to all ages and is provided on routes intended for 20mph Disability - The route is accessible for all cycle types and is provided with acceptable gradients Gender reassignment - The route is available for the use by all genders Marriage and civil partnership - The route is available for the use by all genders Pregnancy and maternity - The route is available for use by pregnancy, maternity or car givers Race - The route is available for use by all races Religion or belief - The route is available for use by all religions and creed Sexual orientation - The route is available for use by all sexual orientations</p>
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
<p>The section of the route along existing public right of (PROW) is isolated and may cause concern for use by school aged users and older users concerned about personal safety.</p> <p>Concern for other vehicle speeds or poor visibility of cyclists using the route by motorists.</p> <p>Shared spaces is a concern for older people with the speed of passing cyclists.</p>
Mitigating Actions for Age
<p>There are a few options to improve the perception of personal safety along these sections.</p> <ol style="list-style-type: none"> 1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area 2. Encourage community watch of the links through engagement activity 3. Add cameras (cctv) along this section <p>To improve the perception of safety against other motorists</p> <ol style="list-style-type: none"> 4. Monitor pre and post implementation speeds 5. Increase more speed awareness signs or information material to drivers using the routes 6. Initiate / extend the community speed watch to incorporate the high risk areas

7. Add cameras (speed)
To reduce concern for shared space by older people
8. Add shared signs and maintain good widths for shared spaces. 3.0m minimum widths proposed for this route.
Responsible Officer for Mitigating Actions – Age
Alan Osuoha
20. Negative impacts and Mitigating actions for Disability
Are there negative impacts for Disability?
Yes
Details of Negative Impacts for Disability
The section of the route along existing public right of (PROW) is isolated and may cause concern for use by those with a disability characteristic.
Concern for other vehicle speeds (including cyclists and pedestrians in shared spaces).
Mitigating actions for Disability
There are a few options to improve the perception of personal safety along these sections.
1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area
2. Encourage community watch of the links through engagement activity
3. Add cameras (cctv) along this section
To improve the perception of safety against other motorists
4. Monitor pre and post implementation speeds
5. Increase more speed awareness signs or information material to drivers using the routes
6. Initiate / extend the community speed watch to incorporate the high risk areas and shared areas
7. Add cameras (speed)
Responsible Officer for Disability
Alan Osuoha
21. Negative Impacts and Mitigating actions for Sex
Are there negative impacts for Sex
Yes - Add details of the negative impacts and mitigations.
Details of negative impacts for Sex
The section of the route along existing public right of (PROW) is isolated and may cause concern for use by female or male users concerned about personal safety.
Mitigating actions for Sex
There are a few options to improve the perception of personal safety along these sections.
1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area
2. Encourage community watch of the links through engagement activity
3. Add cameras (cctv) along this section
Responsible Officer for Sex
Alan Osuoha
22. Negative Impacts and Mitigating actions for Gender identity/transgender
Are there negative impacts for Gender identity/transgender
Yes - Add details of the negative impacts and mitigations.
Negative impacts for Gender identity/transgender
The section of the route along existing public right of (PROW) is isolated and may cause concern for use by those with a Gender Identity / Transgender characteristic.
Mitigating actions for Gender identity/transgender
There are a few options to improve the perception of personal safety along these sections.
1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area

2. Encourage community watch of the links through engagement activity
3. Add cameras (cctv) along this section

Responsible Officer for mitigating actions for Gender identity/transgender

Alan Osuoha

23. Negative impacts and Mitigating actions for Race

Are there negative impacts for Race

Yes - Add details of the negative impacts and mitigations.

Negative impacts for Race

The section of the route along existing public right of (PROW) is isolated and may cause concern for use by users of identifiable by a particular race.

Mitigating actions for Race

There are a few options to improve the perception of personal safety along these sections.

1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area
2. Encourage community watch of the links through engagement activity
3. Add cameras (cctv) along this section

Responsible Officer for mitigating actions for Race

Alan Osuoha

24. Negative impacts and Mitigating actions for Religion and belief

Are there negative impacts for Religion and belief

Yes - Add details of the negative impacts and mitigations.

Negative impacts for Religion and belief

The section of the route along existing public right of (PROW) is isolated and may cause concern for use by users of identifiable by a particular religion and belief.

Mitigating actions for Religion and belief

There are a few options to improve the perception of personal safety along these sections.

1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area
2. Encourage community watch of the links through engagement activity
3. Add cameras (cctv) along this section

Responsible Officer for mitigating actions for Religion and Belief

Alan Osuoha

25. Negative impacts and Mitigating actions for Sexual Orientation

Are there negative impacts for Sexual Orientation

Yes - Add details of the negative impacts and mitigations.

Negative impacts for Sexual Orientation

The section of the route along existing public right of (PROW) is isolated and may cause concern for use by users of identifiable by a Sexual Orientation.

Mitigating actions for Sexual Orientation

There are a few options to improve the perception of personal safety along these sections.

1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area
2. Encourage community watch of the links through engagement activity
3. Add cameras (cctv) along this section

Responsible Officer for mitigating actions for Sexual Orientation

Alan Osuoha

26. Negative impacts and Mitigating actions for Pregnancy and Maternity

Are there negative impacts for Pregnancy and Maternity

Yes - Add details of the negative impacts and mitigations.

Negative impacts for Pregnancy and Maternity
The section of the route along existing public right of (PROW) is isolated and may cause concern for use by users of identifiable as having a pregnancy or maternity.
Mitigating actions for Pregnancy and Maternity
There are a few options to improve the perception of personal safety along these sections. 1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area 2. Encourage community watch of the links through engagement activity 3. Add cameras (cctv) along this section To reduce concern for shared space use by pregnant women and parents with buggies. 4. Add shared signs and maintain good widths for shared spaces (3.0m minimum widths proposed).
Responsible Officer for mitigating actions for Pregnancy and Maternity
Alan Osuoha
27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships
Are there negative impacts for Marriage and Civil Partnerships
Yes - Add details of the negative impacts and mitigations.
Negative impacts for Marriage and Civil Partnerships
The section of the route along existing public right of (PROW) is isolated and may cause concern for use by users of identifiable by a marriage and/or civil partnership.
Mitigating actions for Marriage and Civil Partnerships
There are a few options to improve the perception of personal safety along these sections. 1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area 2. Encourage community watch of the links through engagement activity 3. Add cameras (cctv) along this section
Responsible Officer for Marriage and Civil Partnerships
Alan Osuoha
28. Negative impacts and Mitigating actions for Carer's responsibilities
Are there negative impacts for Carer's responsibilities
No
Negative impacts for Carer's responsibilities
n/a
Mitigating actions for Carer's responsibilities
n/a
Responsible Officer for Carer's responsibilities
Alan Osuoha