

## 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

<b>Do you have data related to the protected groups of the people impacted by this activity?</b>
Yes
<b>It is possible to get the data in a timely and cost effective way?</b>
Yes
<b>Is there national evidence/data that you can use?</b>
Yes
<b>Have you consulted with stakeholders?</b>
No
<b>Who have you involved, consulted and engaged with?</b>
<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>
<b>Has there been a previous Equality Analysis (EQIA) in the last 3 years?</b>
No
<b>Do you have evidence that can help you understand the potential impact of your activity?</b>
Yes
<b>Section C – Impact</b>
<b>Who may be impacted by the activity?</b>
<b>Service Users/clients</b>
n/a

<b>Staff</b> n/a
<b>Residents/Communities/Citizens</b> Residents/communities/citizens
<b>Are there any positive impacts for all or any of the protected groups as a result of the activity that you are doing?</b>
Yes
<b>Details of Positive Impacts</b>
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.  Below is a list of the provision for cycling proposed for Sevenoaks  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).  Below is a review of the protected characteristics against the above proposal for positive impacts  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
<b>Negative impacts and Mitigating Actions</b>
19.Negative Impacts and Mitigating actions for Age
<b>Are there negative impacts for age?</b>
Yes
<b>Details of negative impacts for Age</b>
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.  Concern for other vehicle speeds or poor visibility of cyclists using the route by motorists.  Shared spaces is a concern for older people with the speed of passing cyclists.
<b>Mitigating Actions for Age</b>
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

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.
<b>Responsible Officer for Mitigating Actions – Age</b>
Alan Osuoha
<b>20. Negative impacts and Mitigating actions for Disability</b>
<b>Are there negative impacts for Disability?</b>
Yes
<b>Details of Negative Impacts for Disability</b>
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).
<b>Mitigating actions for Disability</b>
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)
<b>Responsible Officer for Disability</b>
Alan Osuoha
<b>21. Negative Impacts and Mitigating actions for Sex</b>
<b>Are there negative impacts for Sex</b>
Yes - Add details of the negative impacts and mitigations.
<b>Details of negative impacts for Sex</b>
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.
<b>Mitigating actions for Sex</b>
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
<b>Responsible Officer for Sex</b>
Alan Osuoha
<b>22. Negative Impacts and Mitigating actions for Gender identity/transgender</b>
<b>Are there negative impacts for Gender identity/transgender</b>
Yes - Add details of the negative impacts and mitigations.
<b>Negative impacts for Gender identity/transgender</b>
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.
<b>Mitigating actions for Gender identity/transgender</b>
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
<b>Responsible Officer for mitigating actions for Gender identity/transgender</b>
Alan Osuoha
<b>23. Negative impacts and Mitigating actions for Race</b>
<b>Are there negative impacts for Race</b>
Yes - Add details of the negative impacts and mitigations.
<b>Negative impacts for Race</b>
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.
<b>Mitigating actions for Race</b>
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
<b>Responsible Officer for mitigating actions for Race</b>
Alan Osuoha
<b>24. Negative impacts and Mitigating actions for Religion and belief</b>
<b>Are there negative impacts for Religion and belief</b>
Yes - Add details of the negative impacts and mitigations.
<b>Negative impacts for Religion and belief</b>
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.
<b>Mitigating actions for Religion and belief</b>
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
<b>Responsible Officer for mitigating actions for Religion and Belief</b>
Alan Osuoha
<b>25. Negative impacts and Mitigating actions for Sexual Orientation</b>
<b>Are there negative impacts for Sexual Orientation</b>
Yes - Add details of the negative impacts and mitigations.
<b>Negative impacts for Sexual Orientation</b>
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.
<b>Mitigating actions for Sexual Orientation</b>
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
<b>Responsible Officer for mitigating actions for Sexual Orientation</b>
Alan Osuoha
<b>26. Negative impacts and Mitigating actions for Pregnancy and Maternity</b>
<b>Are there negative impacts for Pregnancy and Maternity</b>
Yes - Add details of the negative impacts and mitigations.

<b>Negative impacts for Pregnancy and Maternity</b>
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.
<b>Mitigating actions for Pregnancy and Maternity</b>
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).
<b>Responsible Officer for mitigating actions for Pregnancy and Maternity</b>
Alan Osuoha
<b>27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships</b>
<b>Are there negative impacts for Marriage and Civil Partnerships</b>
Yes - Add details of the negative impacts and mitigations.
<b>Negative impacts for Marriage and Civil Partnerships</b>
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.
<b>Mitigating actions for Marriage and Civil Partnerships</b>
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
<b>Responsible Officer for Marriage and Civil Partnerships</b>
Alan Osuoha
<b>28. Negative impacts and Mitigating actions for Carer's responsibilities</b>
<b>Are there negative impacts for Carer's responsibilities</b>
No
<b>Negative impacts for Carer's responsibilities</b>
n/a
<b>Mitigating actions for Carer's responsibilities</b>
n/a
<b>Responsible Officer for Carer's responsibilities</b>
Alan Osuoha