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| EQIA Submission Form  Information collected from the EQIA Submission |
| **EQIA Submission – ID Number**  **Section A** |
| **EQIA Title** |
| Otford to Sevenoaks Walking, Wheeling & Cycling Route |
| **Responsible Officer** |
| Carlyn Kan |
| **Details of the assessment** |
| **Name of Function/Policy/Service being assessed** |
| Otford to Sevenoaks Walking, Wheeling & Cycling Route |
| **Date of assessment** |
| May 2025 |
| **Directorate & Service** |
| Development Services |
| **Policy Owner** |
| Strategic Planning Team |
| **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**  This active travel scheme aims to make it easier and more appealing for more people of all abilities to walk, wheel, or cycle between Otford and Sevenoaks.  **Objective**  To develop a safe and attractive route for walkers, wheelers (people on scooters, parents with prams and wheelchair users) and riders from the centre of Otford to Bat & Ball in Sevenoaks, linking shops, local attractions, facilities and two rail stations. |
| **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?** |
| The following groups have been engaged in the development of the scheme through the preparation of the Sevenoaks Urban Area Local Cycling and Walking Infrastructure Plan:   * 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 * Sevenoaks Chain Gang * Sevenoaks Society * Sevenoaks to Otford Cycle Scheme group (STOCS) * Sevenoaks District Access Group * Town/Parish Councils * Sevenoaks District Council members   Stakeholder engagement was undertaken in October 2023 to capture local knowledge, opportunities, risks and challenges. This was held at Bat & Ball Station and was very well attended by a range of local residents and stakeholder groups who took the opportunity to meaningfully  input into the process.  A full public consultation on the scheme’s design is planned to take place for 6 weeks beginning 6 June 2025. |
| **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** |
| The implementation of the proposed scheme can result in reduced casualties for vulnerable road users. The route follows a predominantly segregated cycling route separating cyclists from vehicles.  Below is a list of the provisions for cycling proposed for Otford to Sevenoaks:   * Section 1 - Otford to Otford Cemetery: Sevenoaks Road (A225) on-road carriageway to local shops by Bubble stone Road, segregated route to Otford Cemetery * Section 2 – M26 bridge Otford Cemetery to Vestry Road: Segregated route continues over the M26 bridge * Section 3 – Vestry Road to Bat and Ball Road: Segregated route continues until Cramptons Road where it is then on-road. A segregated route is reintroduced towards the end of Cramptons Road, past the Builder’s yard to the Bat and Ball Road junction. A shared use path then links to the Bat and Ball junction.   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 * Disability: The route is accessible for all cycle types and is provided with acceptable gradients * Gender reassignment: The route is available for 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 pregnant people, those on maternity leave, and caregivers. * 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 |
| **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** |
| There are some shared use sections of the route which may be a concern for older people and people with younger children and/or using prams. |
| **Mitigating Actions for Age** |
| Add shared signs and maintain good widths for shared spaces. |
| **Responsible Officer for Mitigating Actions – Age** |
| Carlyn Kan |
| 20. Negative impacts and Mitigating actions for Disability |
| **Are there negative impacts for Disability?** |
| Yes |
| **Details of Negative Impacts for Disability** |
| Concern for other vehicle speeds (including cyclists and pedestrians in shared spaces). |
| **Mitigating actions for Disability** |
| * Monitor pre and post implementation speeds * Increase more speed awareness signs or information material to drivers using the routes * Initiate / extend the community speed watch to incorporate the high risk areas and shared area * Add cameras (speed) |
| **Responsible Officer for Disability** |
| Carlyn Kan |
| 21. Negative Impacts and Mitigating actions for Sex |
| **Are there negative impacts for Sex** |
| No |
| **Details of negative impacts for Sex** |
| N/A |
| **Mitigating actions for Sex** |
| N/A |
| **Responsible Officer for Sex** |
| N/A |
| 22. Negative Impacts and Mitigating actions for Gender identity/transgender |
| **Are there negative impacts for Gender identity/transgender** |
| N/A |
| **Negative impacts for Gender identity/transgender** |
| N/A |
| **Mitigating actions for Gender identity/transgender** |
| N/A |
| **Responsible Officer for mitigating actions for Gender identity/transgender** |
| N/A |
| 23. Negative impacts and Mitigating actions for Race |
| **Are there negative impacts for Race** |
| N/A |
| **Negative impacts for Race** |
| N/A |
| **Mitigating actions for Race** |
| N/A |
| **Responsible Officer for mitigating actions for Race** |
| N/A |
| 24. Negative impacts and Mitigating actions for Religion and belief |
| **Are there negative impacts for Religion and belief** |
| N/A |
| **Negative impacts for Religion and belief** |
| N/A |
| **Mitigating actions for Religion and belief** |
| N/A |
| **Responsible Officer for mitigating actions for Religion and Belief** |
| N/A |
| 25. Negative impacts and Mitigating actions for Sexual Orientation |
| **Are there negative impacts for Sexual Orientation** |
| N/A |
| **Negative impacts for Sexual Orientation** |
| N/A |
| **Mitigating actions for Sexual Orientation** |
| N/A |
| **Responsible Officer for mitigating actions for Sexual Orientation** |
| N/A |
| 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** |
| There are some shared use sections of the route which may be a concern pregnant people and parents with prams. |
| **Mitigating actions for Pregnancy and Maternity** |
| Add shared signs and maintain good widths for shared spaces |
| **Responsible Officer for mitigating actions for Pregnancy and Maternity** |
| Carlyn Kan |
| 27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships |
| **Are there negative impacts for Marriage and Civil Partnerships** |
| N/A |
| **Negative impacts for Marriage and Civil Partnerships** |
| N/A |
| **Mitigating actions for Marriage and Civil Partnerships** |
| N/A |
| **Responsible Officer for Marriage and Civil Partnerships** |
| N/A |
| 28. Negative impacts and Mitigating actions for Carer’s responsibilities |
| **Are there negative impacts for Carer’s responsibilities** |
| N/A |
| **Negative impacts for Carer’s responsibilities** |
| N/A |
| **Mitigating actions for Carer’s responsibilities** |
| N/A |
| **Responsible Officer for Carer’s responsibilities** |
| N/A |