

**Kent County Council
Equality Analysis/ Impact Assessment (EqIA)**

Directorate/ Service: Highways & Transportation

Name of decision, policy, procedure, project or service: A249/A2 Key Street and A249/B2005 Grovehurst junction improvements.

Responsible Owner/ Senior Officer: Richard Shelton

Version: v2.0 –30/11/2020

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Updated: Richard Shelton v2.0 30/11/2020

Pathway of Equality Analysis: E&T Cabinet Committee

Summary and recommendations of equality analysis/impact assessment.

Context

A249/A2 Key Street junction is a two-bridge grade separated lozenge shaped roundabout junction with slip roads in the southern quadrant and connections to the old A249. It serves the A2 and village communities and in particular Sittingbourne Town centre to the east.

It operates as a free-flowing roundabout under a 30mph speed limit with street lighting and uncontrolled pedestrian crossing points on all six of the side road connections around the periphery of the junction.

The A249AB2005 Grovehurst junction is a grade separated two roundabout dumbbell layout with a single dual carriageway bridge across the A249 roundabout junction and is the main route for traffic heading to the Sittingbourne Northern Relief Road to the east and Iwade village to the west.

They operate as free flowing roundabouts under the national speed limit, with street lighting and a footway along the southern side with associated uncontrolled pedestrian crossings points on four of the side road connections around the periphery of the junction.

These two junctions have been identified as experiencing existing capacity problems that will get worse as a result of the significant planned housing and commercial development in Swale. Thus, improvements are required to relieve congestion and support housing development.

In November 2019, the Swale Transport Infrastructure bid was accepted by Government for Housing Infrastructure Fund (HIF) support of £38.1m. The improvements to the A249 junctions must be delivered by March 2024. Developer contributions of £0.5m have also been identified giving a project budget of £38.6m

Aims and Objectives

The objective is to increase the capacity of the junctions and to improve facilities for pedestrians and cyclists to support the delivery of Swale Borough Council's Local Plan housing delivery targets.

As the schemes are currently within the feasibility/outline design stage, options are currently being explored to facilitate improvements to the provision for pedestrians and cyclists and to improve access for mobility impaired users. An assessment is underway to determine whether controlled crossings/underpasses or similar can be incorporated into the designs to improve the environment for all users including pedestrians, cyclists and mobility impaired users. The envisaged cycling improvements have the aspirational goal of linking into the existing route along the B2005 Swale Way. Controlled crossings will be incorporated where practical to reduce conflict with moving traffic.

Summary of equality impact

This is a highway improvement scheme that will have limited adverse impact. Although pedestrians will be required to walk slightly further, this impact will be balanced and mitigated through good design practice and assessment through audits. The necessary steps will be taken during the design phase to provide suitable provisions for pedestrians, cyclists and mobility impaired users of both junction improvement schemes.

Adverse Equality Impact Rating **Low**

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment concerning: **A249/A2 Key Street and A249/B2005 Grovehurst junction improvements.**

I agree with impact rating and the actions to mitigate any adverse impact(s) that has /have been identified.

Head of Service

Signed: Tim Read 

Job Title: Head of Transportation Date: 30/11/20

DMT Member

Signed: Simon Jones 

Job Title: Director of Highways & Transportation Date: 30/11/20

Part 1 Screening

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Protected Group	Please provide a brief commentary on your findings. Fuller analysis should be undertaken in Part 2.			
	High negative impact	Medium negative impact	Low negative impact	High/Medium/Low Positive Impact
Age	No impact	No impact	Short term impact during construction from noise and dust. Slightly longer walking distance to pedestrian crossings after completion.	Improved capacity and junction operation should help mitigate reducing air quality. The design of the revised junction layouts will look to incorporate better facilities for pedestrians and the mobility impaired, such as controlled pedestrian crossing, use of tactile paving and clear signing.
Disability	No Impact	No impact	Short term impact during construction from noise and dust. Slightly longer walking distance to pedestrian crossings after completion.	Improved capacity and junction operation should help mitigate reducing air quality. The design of the revised layout will look to incorporate better facilities for pedestrians and mobility impaired, such as controlled pedestrian crossing, use of tactile paving and clear signing.

Protected Group	Please provide a <u>brief</u> commentary on your findings. Fuller analysis should be undertaken in Part 2.			
	High negative impact	Medium negative impact	Low negative impact	High/Medium/Low Positive Impact
Sex	No impact	No impact	No impact	No impact
Gender identity/ Transgender	No impact	No impact	No impact	No impact
Race	No impact	No impact	No impact	No impact
Religion and Belief	No impact	No impact	No impact	No impact
Sexual Orientation	No impact	No impact	No impact	No impact
Pregnancy and Maternity	No impact	No impact	Short term impact during construction from noise and dust. Slightly longer walking distance to pedestrian crossings after completion.	Improved capacity and junction operation should help mitigate reducing air quality. The design of the revised layout will look to incorporate better facilities for pedestrians and mobility impaired, such as controlled pedestrian crossing, use of tactile paving and clear signing.
Marriage and Civil Partnerships	No impact	No impact	No impact	No impact
Carer's Responsibilities	No impact	No impact	No impact	No impact

Part 2

Equality Analysis /Impact Assessment

Protected groups

Generally, the benefits of the scheme are greater than the negative impacts for the protected groups.

Information and Data used to carry out your assessment

- All aspects of the highway will be assessed and designed to meet current design standards and codes of practice including;
 - BS 8300-1:2018 - Design of an accessible and inclusive built environment. External environment.
 - Code of practice of the Design Manual for Roads and Bridges (DMRB) with consideration given to how the route is used by all users. The principals set out in DMRB guidance GG 129 – Walking, cycling and horse-riding assessment and review will be used to feedback into the design.
 - Department of Transport Guidance on Inclusive Mobility first published 15 December 2005, and in accordance with any subsequent guidance updates.

- The district population database has been reviewed to assess the demographic of older and younger people and people with disabilities in the area.

Who have you involved consulted and engaged?

The schemes are major junction improvements but mainly confined within the existing highway boundary.

Pre-planning stakeholder consultation by KCC is planned for 8 weeks starting 2 December 2020. Information will also be shared to stakeholders via the KCC website, a leaflet distribution and virtual exhibition. Regular communication will take place during both the design development the construction stages of each of the projects.

Further stakeholder engagement will be undertaken prior to commencement of construction currently planned for Spring 2022.

Analysis

Where practicable the scheme design will take account of feedback from the stakeholder consultation.

Adverse Impact,

It is considered that the adverse impact on the protected groups is limited to age, disability and maternity groups and is low and mainly limited to short term construction phase aspects.

Positive Impact:

The scheme helps to reduce congestion and provide improved and more reliable journey times. Reduced traffic congestion will help improve the air quality at these locations. The design of the revised layouts will look to incorporate better facilities for pedestrians and mobility impaired, such as controlled pedestrian crossing, use of tactile paving and clear signing.

JUDGEMENT

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

Internal Action Required YES/NO

There is potential for adverse impact on some groups and the scheme design has taken those aspects into account.

(Complete the Action Plan- please include dates for monitoring and review)

Equality Impact Analysis/Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age	<p>Construction works impact for older people – noise, dust, changing layouts</p> <p>Longer distance to pedestrian crossings</p>	<p>The detailed design of the scheme will be carried out in accordance with:</p> <ul style="list-style-type: none"> the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for Walking, cycling and horse-riding assessment and review. BS 8300-1:2018 - Design of an accessible and inclusive built environment. External environment. Code of practice Department of Transport Guidance on Inclusive Mobility first published 15 December 2005 and in accordance with any subsequent guidance updates. NMU audits will be undertaken to ensure due consideration is given to all road users. A review will be carried out before the detailed design is completed to ensure that enough consideration has been given to both young and old people. 	<p>Reviews will be undertaken during the detailed design stage and results fed back in before the detailed design is completed.</p> <p>The design of the revised layout will look to incorporate better facilities for pedestrians and mobility impaired, such as controlled pedestrian crossing, use of tactile paving and clear signing</p>	RS	During detailed design phase.	Minimal
Disability	As under 'Age'	As under 'Age'	As under 'Age'	As under 'Age'	As under 'Age'	As under 'Age'
Sex	None	None				

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
reassignment						
Marriage and civil partnership	None	None				
Pregnancy and Maternity	As under 'Age'	As under 'Age'	As under 'Age'	As under 'Age'	As under 'Age'	As under 'Age'
Race	None	None				
Religion or belief	None	None				
Gender	None	None				
Sexual orientation	None	None				

Have the actions been included in your business/ service plan? Yes – information has been included in the Design Brief.

Appendix

Please include relevant data sets

Please forward a final signed electronic copy and Word version to the Equality Team by emailing diversityinfo@kent.gov.uk

If the activity will be subject to a Cabinet decision, the EqIA must be submitted to committee services along with the relevant Cabinet report. Your EqIA should also be published.

The original signed hard copy and electronic copy should be kept with your team for audit purposes.