

## **KCC – Highways Transportation and Waste (HTW).**

### **Equality Analysis / Impact Assessment (EqIA) template**

#### **Name of decision, policy, procedure, project or service:**

##### **A229 Blue Bell Hill Junction Improvement Scheme**

#### **Brief description of policy, procedure, project or service**

The A229 is a strategically important Major Road Network route providing a connection between the M2 and M20, two Strategic Road Network routes critical for accessing and serving Kent and the channel ports. It is the shortest and most direct connection between these two motorway corridors for strategic traffic transferring between the M2 and M20. It also provides an important link for local traffic travelling between the Maidstone and the Medway towns.

Traffic on the A229 is currently around 68,000 Annual Average Daily Traffic (AADT). This is forecast to increase with development identified in Local Plans and more considerably once the new Lower Thames Crossing is opened.

The A229 Blue Bell Hill Improvement Scheme aims to address the existing congestion whilst also allow for strategic growth locally and the increase in traffic from Lower Thames Crossing and will include improvements to the M2 J3 and M20 J6.

#### **Aims and Objectives**

The following objectives have been set for the scheme:

- To improve journey time reliability at M2 Junction 3 and M20 Junction 6 interchanges of the A229
- To reduce congestion along the route
- To enable the local area to develop in accordance with population and housing growth predicted under Local Plans
- To reduce the impacts of additional traffic from the Lower Thames Crossing (LTC) and allow LTC to maximise potential benefits it can provide for the Kent area
- To improve road safety and address known accident hotspots
- To make best use of existing infrastructure assets including land and highways

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- To provide suitable routes and facilities for public transport
- To provide a safe and attractive route for pedestrians and cyclists
- To improve air quality in particular in the Air Quality Management Area (AQMA)
- To protect and enhance the local environment

## **Options**

The project is at a very early stage and currently three options are being developed. We are consulting the public on these options to understand how the options are viewed against the objectives. Further design and data gathering is required so we have as much information as possible to be able to make a decision on what should be the preferred option to take forward.

The options all have very similar elements and some of the proposals are used in more than one option (which is highlighted through our consultation documents). At this stage, it has been determined that the impacts would be the same for each option. Once we have developed the options further and received feedback on them, we will be able to further develop this EqIA. Further consultations are planned as the scheme progresses and this document will be regularly updated to ensure that the impacts of the scheme are fully considered.

## **JUDGEMENT**

Set out below the implications you have found from your assessment for the relevant Protected Groups. If any negative impacts can be justified, please clearly explain why.

Following the completion of the Part 1 Screening Assessment, the judgement has been identified as:

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

The project will provide temporary low negative impacts during construction, due access to property and public transport stops. Liaison will take place with public transport operators to mitigate issues from changing bus stop locations and the construction will be planned to ensure properties are accessible at all times.

The project will deliver positive impacts through improved pedestrian and cycle facilities and improvements to journey time reliability for general traffic and public transport and improve air quality in particular in the Air Quality Management Area (AQMA).

**I have found the Adverse Equality Impact Rating to be Low / Medium / High**

# GET Document Control


## Revision History

Version	Date	Authors	Comment
V0.1	27/08/2020	Victoria Soames	Draft for Comment
V0.2	09/09/2020	Victoria Soames	Updated following feedback from Akua Agyepong, Corporate Lead for Equality and Diversity, Anne Wynde, Consultation Officer and Beverley Durling, E&D rep.
V1	09/09/2020	Victoria Soames	Finalised for sign off

## Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

### Attestation


I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Tim Read		Head of Service	09/09/20

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Simon Jones		Director	09/09/20
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## **Part 1 - Screening**

Regarding the decision, policy, procedure, project or service under consideration,

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?

**Please note that** there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You <b><i>MUST</i></b> provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
<b>Age</b>	No Impact	No Impact	Low impact during construction. Access to individual properties to be maintained at all times. Possibility for some changes to public transport stop locations during construction (to be identified as scheme develops). Possible impact on journeys to and from school due to temporary school bus route changes. Possible minor delays through roadworks impacting routes to hospitals/medical appointments.	Improved pedestrian and cycle facilities. Better access to public transport with improved journey time reliability.

<b>Disability</b>	No Impact	No Impact	Potential to have a low impact during construction construction for the visually impaired and physically impaired due to the possibility for some changes to public transport stop locations during construction. Access to individual properties to be maintained at all times. Possible minor delays through roadworks impacting routes to hospitals/medical appointments.	Improved pedestrian and cycle facilities. Better access to public transport with improved journey time reliability.
<b>Sex</b>	No Impact	No Impact	No Impact	No Impact
<b>Gender identity/ Transgender</b>	No Impact	No Impact	No Impact	No Impact
<b>Race</b>	No Impact	No Impact	No Impact	No Impact
<b>Religion and Belief</b>	No Impact	No Impact	Possibility for delays in reaching the Crematorium during the construction period Potential for access to Kingsway International Christian Centre to be impacted.	Improved access to Crematorium and local places of worship by vehicle and by foot / cycle / bus service.
<b>Sexual Orientation</b>	No Impact	No Impact	No Impact	No Impact
<b>Pregnancy and Maternity</b>	No Impact	No Impact	Low impact during construction. Access to/from individual properties to be maintained at all times. Possibility for some changes to public transport stop	Improved pedestrian and cycle facilities. Better access to public transport with improved journey time reliability.

			locations during construction. Possible minor delays through roadworks impacting routes to hospitals.	
<b>Marriage and Civil Partnerships</b>	N/A	N/A	N/A	N/A
<b>Carer's Responsibilities</b>	No Impact	No Impact	Low impact during construction. Access to/from individual properties to be maintained at all times. Possibility for some changes to public transport stop locations during construction. Possible minor delays through roadworks impacting routes to school, hospital etc.	Improved pedestrian and cycle facilities. Better access to public transport with improved journey time reliability.

### Part 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
<b>Age</b>	Construction works impact for older people –access restrictions during road closures  Changed access to public transport (particularly young and old) during	The scheme is currently at options stage.  The detailed design will be carried out in accordance with: <ul style="list-style-type: none"> <li>the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU)</li> </ul>	NMU audits will be undertaken and results fed back into the design process.	Victoria Soames	During design phases	Minimal

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	construction	<p>and those with disabilities.</p> <ul style="list-style-type: none"> <li>• Department of Transport Guidance on Inclusive Mobility first published 15 December 2005.</li> </ul> <p>NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>Concerns raised through the planning consultation process will be considered in the design process.</p> <p>Engagement with residents will be carried out ahead of the construction phase to ensure that any specific requirements for residents can be planned for in order to minimise disruption.</p> <p>Liaison with public transport providers to establish mitigation measures for impacts on stops.</p>				
<b>Disability</b>	Impact for users with disabilities from noise, dust, access restrictions	<p>The scheme is currently at options stage.</p> <p>The detailed design will be</p>	NMU audits will be undertaken and results	Victoria Soames	During design phases	Minimal

	<p>during road closures</p> <p>Changed access to public transport during construction</p>	<p>carried out in accordance with: the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. EqIA screening on the design to be carried out.</p> <p>NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>Concerns raised through the planning consultation process will be considered in the design process.</p> <p>Engagement with residents will be carried out ahead of the construction phase to ensure that any specific requirements for residents can be planned for in order to minimise disruption.</p> <p>Liaison with public transport</p>	<p>fed back into the design process.</p>			
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		providers to establish mitigation measures for impacts on stops.				
<b>Pregnancy and Maternity</b>	Maintaining vehicle access to properties during construction and access to public transport stops	<p>The scheme is currently at options stage.</p> <p>The detailed design will be carried out in accordance with: the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU). Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. EqIA screening on the design to be carried out.</p> <p>NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>Concerns raised through the planning consultation process will be considered in the design process.</p> <p>Engagement with residents will be carried out ahead of the</p>	NMU audits will be undertaken and results fed back into the design process.	Victoria Soames	During design phases	Minimal

		<p>construction phase to ensure that any specific requirements for residents can be planned for in order to minimise disruption.</p> <p>Liaison with public transport providers to establish mitigation measures for impacts on stops.</p>				
<b>Carer's Responsibilities</b>	Maintaining vehicle access to properties during construction and access to public transport stops	<p>The scheme is currently at options stage.</p> <p>The detailed design will be carried out in accordance with: the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. EqIA screening on the design to be carried out.</p> <p>NMU audits will be undertaken to ensure due consideration is given to all road users.</p>	NMU audits will be undertaken and results fed back into the design process.	Victoria Soames	During design phases	Minimal

		<p>Concerns raised through the planning consultation process will be considered in the design process.</p> <p>Engagement with residents will be carried out ahead of the construction phase to ensure that any specific requirements for residents can be planned for in order to minimise disruption.</p> <p>Liaison with public transport providers to establish mitigation measures for impacts on stops.</p>				
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**Have the actions been included in your business/ service plan?**

Yes/No

The actions will be monitored at regular design meetings throughout the project and updated as required.

