



Direct Dial/Ext: 03000 414043  
e-mail: Georgina.little@kent.gov.uk  
Ask for: Georgina Little  
Date: 10 July 2020

Dear Member

**ENVIRONMENT & TRANSPORT CABINET COMMITTEE - FRIDAY, 17 JULY 2020**

I am now able to enclose, for consideration at next Friday, 17 July 2020 meeting of the Environment & Transport Cabinet Committee, the following report which was unavailable when the agenda was printed.

**Agenda Item No**

12                    **20/00064 - Local Growth Fund - Kent Strategic Congestion Management Programme - A2/A251 Junction Improvement Scheme (Pages 1 - 6)**

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ben Watts', is written over a faint, illegible printed name.

Benjamin Watts  
General Counsel

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**KENT COUNTY COUNCIL  
EQUALITY ANALYSIS / IMPACT ASSESSMENT (EqIA)**

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alternativeformats@kent.gov.uk or telephone on 03000 421553 (this number goes to an answer machine which is monitored  
during office hours)**

**Directorate: Growth, Environment & Transport**

**Name of policy, procedure, project or service:** *A2/A251 Junction Improvements, Faversham*

**What is being assessed?** *Highway Improvement Scheme*

**Responsible Owner:** Tim Read

**Date of Initial Screening:** 14/04/2020

**Date of Full EqIA :**

<b>Version</b>	<b>Author</b>	<b>Date</b>	<b>Comment</b>
1	J Watson	14/04/2020	First draft
1	A Agyepong	27/04/2020	First draft with comments
1	Nikola Floodgate	27/04/2020	First draft with comments
	Tim Read	11/05/2020	approved
	Simon Jones	18/06/2020	approved

Screening Grid

Characteristic	Could this policy, procedure, project or service, or any proposed changes to it, affect this group less favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact <b>HIGH/MEDIUM</b> <b>LOW/NONE</b> UNKNOWN		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities
		Positive	Negative	Internal action must be included in Action Plan	If yes you must provide detail
Age  Page 2	Yes	High	Low	Older and younger users may perceive at busy times that other users will not safely give way to more vulnerable users on a shared pedestrian/cycle route. Consideration has been given to segregating cyclists and pedestrians however there is insufficient space to achieve this. This scheme will therefore not provide either a shared use or a segregated cycleway, although existing on carriageway facilities will remain. As such no adverse effects are anticipated.	Yes - Improved crossing points will improve safety and make journeys more pleasant and may allow pedestrians to cross traffic flows more easily. Where there is space available the existing pavements will be made wider allowing more space for pedestrians.

<b>Disability</b>	Yes	<i>High</i>	<i>Low</i>	<p>Disabled users may perceive at busy times that other users will not safely give way to more vulnerable users on a shared pedestrian/cycle route.</p> <p>The blind, partially sighted, deaf and hard of hearing may feel intimidated by cyclists sharing a footway with them as they may not always be aware of their presence.</p> <p>Consideration has been given to segregating cyclists and pedestrians however there is insufficient space to achieve this.</p> <p>This scheme will therefore now not provide either a shared use or a segregated cycleway, although existing on carriageway facilities will remain. As such no adverse effects are anticipated.</p>	<p>Yes - An improved pedestrian environment will increase mobility for all, especially those with physical disabilities, by increasing the width of the footway available for use by wheelchair and mobility scooter users.</p> <p>Improved crossing points will improve safety, but also will also allow pedestrians to cross traffic flows more easily.</p>
<b>Sex</b>	No	None	None	No	N/A
<b>Gender identity</b>	No	None	None	No	N/A
<b>Race/ethnicity</b>	No	None	None	No	N/A
<b>Religion or belief</b>	No	None	None	No	N/A
<b>Sexual orientation</b>	No	None	None	No	N/A
<b>Carer's Responsibilities</b>	No adverse effects have been identified.	High	Low	No adverse effects have been identified.	<p>Yes - An improved pedestrian environment will increase mobility for all, especially those with physical disabilities by providing a controlled crossing point in the eastern arm of the junction.</p>

## Part 1: INITIAL SCREENING

<b>Low</b>	<b>Medium</b>	<b>High</b>
Low relevance or Insufficient information/evidence to make a judgement.	Medium relevance or Insufficient information/evidence to make a Judgement.	High relevance to equality, /likely to have adverse impact on protected groups

**Proportionality** - Based on the answers in the above screening grid what weighting would you ascribe to this function – see Risk Matrix

State rating & reasons : **LOW** – this is a Highway scheme that is anticipated to improve congestion and queuing times at two busy junctions. This will benefit road users including those using public transport by reducing congestion and improving traffic flows.

### **Context:** -

The A2 / A251 junction and the nearby A2 / The Mall junction both operate severely over capacity. The A2/A251 junction provides the primary access for Faversham and eastern Swale to the strategic road network. The junction operating overcapacity with serious levels of congestion and delay is a constraint to key strategic housing allocations in the Faversham area and to the economic wellbeing of the town. In addition there have been a number of personal injury crashes at the A2 / A251 junction in Faversham, primarily involving turning vehicles.

### **Benefits:**

A major aspiration of the scheme is to reduce congestion along A251 at peak am and pm periods aswell as provide a controlled crossing point on the eastern arm of the A2 for pedestrians. Controlling traffic movements will also assist in reducing the numbers of road crashes and the severity of any incidents. The new road layout will include a controlled pedetrain crossing facility thus making journeys easier for pedestrians especially the elderly and disabled.

### **Aims and Objectives:**

The proposed scheme replaces the existing priority junction arrangement with a new signalised junction, which will include a controlled pedestrian crossing across the A2 eastern arm.

The scheme design includes two lanes for each signal-controlled approach to the junction for approximately 50m before reverting to a single lane carriageway. The junction improvement will involve the widening of the A251 approach to two lanes, from the access to the Fire Station. The left lane is

dedicated to left turns and the right lane assigned to straight ahead movements to Preston Grove and right turns to the A2 eastbound.

The A2 approach from the east is widened to two lanes, the offside lane for straight ahead moves and the nearside lane providing for left turns and straight ahead moves. The A2 approach from the west retains the right turn lane for traffic turning to the A251. Two lanes are also provided for the A2 westbound from the junction, as far as the adjacent junction of the A2 with B2041 The Mall.

The Preston Grove approach remains a single carriageway which operates as a give way, allowing left turns only.

**Beneficiaries:**, *Pedestrians, local transport users, local residents, and businesses.*

#### **Information and Data:**

A2 London Road, Faversham is the main route for non-motorway traffic travelling between Sittingbourne and Canterbury/Dover. The nearest railway station is in Faversham town Centre. Sections of the route along the A2 are classified as an Air Quality Management Area (AQMA). The A251 is a major route between Faversham and Ashford.

#### **Involvement and Engagement:**

KCC has undertaken a feasibility study into various options at this major junction. A consultation took place between 25 April and 16 May 2014. Residents and the wider community were asked to comment on the scheme proposals which included a traffic signalised junction or a roundabout. The proposals were accessible via the KCC website consultations page, with hard copies available on request or from the local library. Local groups with an interest in highway improvements have also been consulted.

The consultation responses favoured a signalised junction and a recommendation was made to the Swale Joint Transportation Board on 9 June 2014 for the signalised junction option to be progressed to design and a fresh funding bid progressed. Several designs have been investigated in the intervening period with a conclusion that a medium scale scheme be promoted at this stage. An update report was given in March 2019 and a further update in June 2019.

**Potential Impact:** *Highway scheme - Low impact.*

**Adverse Impact:** None.

**Positive Impact:** High

## **JUDGEMENT**

**No major change** - no potential for discrimination and all opportunities to promote equality have been taken and will continue to be assessed as designs near completion.

**Monitoring and Review:** Kent County Council being the highway authority will manage the delivery and overall maintenance of the scheme. Regular project group meetings will be held to inform/update the final design. The local Joint Transport Board will be informed of any changes. This document will be regularly reviewed to reflect any concerns raised through the process. In particular the public consultation has asked for comments from protected groups and responses will be used to inform further reviews of this document.

### **Sign Off**

I have noted the content of the equality impact assessment and agree that no actions are required to mitigate any currently known adverse impact(s).

#### ***Senior Officer***

Signed: Tim Read (email confirmation)                      Name: Tim Read

Job Title: Head of Transportation                              Date: 07/05/2020

#### **DMT Member**

Signed: Simon Jones (email confirmation)                      Name: Simon Jones

Job Title: Director of Highways,  
Transportation and Waste                              Date: 18/06/2020