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Date: 19/02/2025

Dear Member

ENVIRONMENT & TRANSPORT CABINET COMMITTEE - TUESDAY, 25 FEBRUARY 2025

Please find enclosed the reports for Item 12, which required technical adjustments to support electronic publishing.

Agenda Item No

12 **2500019 - A228/B2017 and B2017/B2160/Mascalls Court Road, Paddock Wood Junction Improvements (Pages 1 - 22)**

Yours sincerely

Benjamin Watts
General Counsel

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From: **Neil Baker – Cabinet Member for Environment & Transport**
Haroona Chughtai – Director of Highways & Transportation

To: **Environment & Transport Cabinet Committee**

25 February 2025

Decision No: **25/00019**

Subject: **A228/B2017 and B2017/B2160/Mascalls Court Road,
Paddock Wood Junction Improvements**

Classification: **Unrestricted**

Past Pathway of Paper: None

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: Tunbridge Wells Rural – Sarah Hamilton

Summary: Approval to defer the improvement of the A228/B2017 junction improvement, and approve the amendment of the B2017/B2160 junction improvement; and reaffirming authority to progress the scheme through detailed design and to enter into construction contracts as necessary including any planning and statutory consents required.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member on, the proposed decisions as follows and as indicated on the proposed decision sheet attached at **Appendix A**.

- i) Approval to defer the improvement of A228/B2017 junction improvement;
- ii) Approval to use any surplus S106 funding to progress the feasibility and opportunities for voluntary land acquisition of an alternative A228/B2017 junction improvement for a larger roundabout
- iii) Approval to progress the amended B2017/B2160 junction improvement as shown indicatively on Drg. No. 60660469-ACM-01-SW-DR-HR-0105 through surveys, design and construction;
- iv) Approval for the proposed B2017/B2160 junction improvement shown on Drg. No. 60660469-ACM-01-SW-DR-HR-0105 to be used for Land Charge disclosures and development control;
- v) Approval to take a transfer of land for the B2017/B2160 junction improvement from an adjacent housing development under a section 106 planning obligation and to acquire any other land and rights as necessary;

- vi) Approval to progress any statutory approvals and consents including Traffic Regulation Orders required for the B2017/B2160 junction improvement scheme including detailed planning consent, drainage and environmental consents and securing temporary use of land for a construction site compound;
- vii) Approval to enter into construction contracts as necessary for the delivery of the B2017/B2160 junction improvement scheme subject to any internal approval process required to the proposed procurement strategy; and
- viii) Delegate authority to the Corporate Director of Growth, Environment and Transport Approval to take relevant actions, including but not limited to awarding, finalising and entering into the relevant contracts or other legal agreements, as necessary, to implement the decision.

1. Introduction

- 1.1. There are three major housing developments in Paddock Wood that are being implemented and together are delivering nearly 1,000 new homes. The improvement of the A228/B2017 and B2017/B2160 junctions were identified to mitigate the traffic impacts of the new developments as shown on the plans in **Appendix B**. As three developers were involved, the County Council took responsibility for delivering the schemes using the aggregate section 106 funding and within the land for the B2017/B2160 junction improvement provided for within one section 106 agreement. A report to this Committee and ROD 21/00048 refers.
- 1.2. 'Minor' and 'Major' improvements were identified and the decision was taken to proceed with the major improvements when all three developments were consented. Section 106 contributions with index linking totalling £4.789m were collected from the three developers.
- 1.3. Initial scoping, survey and feasibility investigations identified that the A228/B2017 junction improvement for an improved roundabout was not practicable or deliverable within the highway boundary. Reverting to the 'Minor' improvement option was not considered worthwhile with the improvements not delivering significant operational benefits. Practical improvement requires a larger roundabout, and this will require land and will have increased costs. Officers are of the view that any surplus section 106 funding should be used to progress either the outline design and feasibility of a larger roundabout or other proposals that would be beneficial to the residents of the new developments and Paddock Wood generally and this will be discussed with the three developers after the scheme is completed.
- 1.4. The proposed improvement of the B2017/B2160 junction involved the local realignment of B2017 Badsell Road to create a traffic signal-controlled crossroads with the B2160 Maidstone Road and Mascalls Court Road. This was intended to provide increased junction capacity and improved facilities for pedestrian and cycle crossings bearing in mind the new adjacent development residents and proximity to Mascalls Academy. It also allowed

the slight shift of Badsell Road away from two properties and avoided the loss of part of an existing linear tree screen.

1.5 Unfortunately the design of this improvement has also been problematic. The junction is on the line of a watercourse that runs along the general direction of Maidstone Road. It changes from open watercourse into a culvert through the junction and for some distance towards Paddock Wood. The watercourse and culvert lacks capacity and the junction is an obstacle and with adjacent properties has been subject to minor historic flooding.

1.6 The proposed junction made some allowance for additional surface water drainage but since the concept development of the original scheme and developments planning consents the Environment Agency has updated their Flood Map for Planning and designated parts of the highway scheme as Flood Zone 3 and 2. Consequently when the hydraulic modelling was carried out by the County Council's consultant's, it was identified that the land available for the scheme would not provide sufficient space to be able to mitigate the additional surface water generated by the changes in the highway and the additional hard paved areas.

2.0 Proposed Amended Scheme

2.1 The proposed scheme would add to the impermeable surface area and there is not sufficient room within the section 106 land being made available to mitigate the flood risk. The scheme would require planning consent as a Regulation 3 planning application to the County Council and because of the enhanced flood risk, the Environment Agency and the County Council's Drainage Team would have no choice but to object to the planning application and the Planning Applications Team would therefore not be able to recommend approval to the Planning Applications Committee.

2.2 Officers and our consultant have reviewed the scheme to see if an amended road layout could be identified that would still provide additional traffic capacity together with the other accessibility objectives. In particular, taking less land for the road to provide additional space for surface water storage features such that the flood risk was not worsened and indeed marginally improved, particularly to the nearby residential properties compared to the existing situation.

2.3 The work has required some time and several iterations to help identify a suitable and optimum amended scheme. The original Environment Agency base flood model has been refined to better reflect the local situation. This work has been made more difficult because the Environment Agency's flood model has recently been updated that had the effect of worsening the future predicted situation.

2.4 The scheme now proposed is shown on Drg. No. 60660469-ACM-01-SW-DR-HR-0105 in **Appendix C**. It provides for a staggered partially traffic signal-controlled junction. The stagger over the existing layout is reduced. Traffic signal control will not be applied to the Mascalls Court Road arm of the junction. The improved accessibility for pedestrians and cyclists is

retained. A junction capacity assessment has indicated that the operation of the revised layout is better than the original crossroads scheme.

- 2.5 Only a slight shift in the alignment of Badsell Road has been possible in order to minimise the increase in impermeable area and retain sufficient land for surface water storage. This will be an understandable disappointment for the owners of the two local properties who did not object to the opposite housing development because of the expected highway benefits to them of having traffic moved some distance away from their homes.
- 2.6 It will be small comfort to the owners, but the existing footway along Badsell Road will be widened with a grass verge added and the left turn into Maidstone Road improved. The Badsell Road approach to the junction will be widened to two lanes and consequently some traffic will be moved further away from their homes. The improved operation of the junction should also help reduce waiting traffic queuing at the signals. In discussion with the owners, it will be possible to offer some raised protection along the back of the footway and possibly at their driveways to further reduce the risk of flood water entering their gardens.
- 2.7 The further disadvantage for the two owners and the wider community is the unavoidable loss of a line of trees along the south side of Badsell Road although some replacement planting will be possible within the area to be used for surface water storage, but of course this will take time to become established.
- 2.8 The surface water storage solution will be a combination of an open lagoon and buried crates aimed at holding back the surface water discharge to attenuate the flow of water into the culvert section.

3. Public Engagement

- 3.1 The local Member, Paddock Wood Town Council, Tunbridge Wells Joint Transportation Board and the two homeowners adjacent to the junction have been regularly made aware of the difficulties in progressing the improvement. They were aware of the possible compromises that would need to be considered. Now that a solution has been identified, engagement with these interested groups and the homeowners is being carried out and an update will be presented verbally at the Committee meeting. The three developers will also be made aware.
- 3.2 The County Council is keen to carry out this junction improvement as soon as possible, which other than for the flood risk issues, would have been completed by now to provide supporting mitigation for the developments that are well advanced.

4. Options Considered

- 4.1 This is a difficult situation, and the way forward is a clear choice of either progressing this amended scheme or not carrying out an improvement at all.

- 4.2 Abandoning the scheme has been rejected because this would result in no mitigation or improved accessibility to support the major housing developments in Paddock Wood delivering nearly 1,000 homes.
- 4.3 Officers and our consultant have been unable to identify any other scheme that can offer a better solution to that being proposed that can also mitigate the flood risk, within the land available.

5. Financial Implications

- 5.1 The scheme is fully funded by the three section 106 developer contributions. With indexation, the County Council banked £4.789m. The spend to date which has unfortunately incurred significant consultant fees related to the flood modelling and scheme iteration and optimisation studies is circa £400k. The estimated cost of the original scheme was circa £3.5m, but the amended scheme is expected to cost less due to the reduced size of the scheme. The detail of the design is currently being finalised and updated estimates being sought from utility companies, to allow an updated cost estimate to be prepared by independent cost consultants.
- 5.2 As advised previously, this should leave a surplus in the s106 funding that could be used for the feasibility study of an enlarged roundabout at the A228/B2017 junction or other improvements beneficial to Paddock Wood, but this will not be committed in full until the B2017/B2160 junction is completed, and the out-turn cost is known.

6. Legal Implications

- 6.1 The County Council is party to signed section 106 Agreements with the three developers. The developers are aware of the deferment of the A228/B2017 roundabout. The developers are also broadly aware of the flood risk issues at the B2017/B2016 junction and will be advised of the amended scheme that, while not as envisaged in the section 106 agreements, does seek to provide similar benefits.
- 6.2 The County Council will proceed in due course with the section 106 land transfer obligation from the Mascalls Farm developer required to implement the B2017/B2160 junction improvement.
- 6.3 As the proposed scheme is now contiguous with the existing public highway it has been confirmed by KCC's Planning Team that it can proceed as Permitted Development and therefore does not require planning permission.
- 6.4 No further legal implications have been identified.

7. Policy Framework

- 7.1 The scheme (including the deferred scheme) supports Kent's strategic priorities that are outlined within Framing Kent's Future and Securing Kent's

Future 2022-2026. It will help support Priority 2 by improving infrastructure for communities and in particular providing improved cycling and pedestrian facilities at the B2017/B2016 junction which is adjacent to Mascalls Academy

7.2 The scheme also supports the key priorities set out in the County Council's Local Transport Plan 5 "Striking the Balance" (LTP5) in terms of providing additional highway capacity, improving accessibility and reducing congestion will also be benefit aims. These schemes are specifically referred to for providing improvements in 'Paddock Wood to improve pedestrian, wheeling, and cycling journeys.

8. Equalities implications

8.1 An Equalities Impact Assessment has been prepared and approved and is included in **Appendix D**. This will be reviewed periodically as the scheme design is progressed.

9. Timetable

9.1 Subject to the views of the Committee and the Cabinet Member taking the recommended decisions, the intention would be to carry out the required vegetation clearance in late February/early March 2025 before the bird nesting season. The detailed design will be progressed and contract documents prepared to allow quotations to be requested from our supply chain during March and April, with the objective of making a start of construction in summer 2025. The works are estimated to take 4-6 months to complete with completion prior to March 2026.

10. Conclusions

10.1 The improvement of both the A228/B2017 and B2017/B2160 junctions are important schemes to provide increased capacity and improve accessibility to help mitigate the three large housing developments in Paddock Wood.

10.2 The deferment of the A228/B2017 scheme is unfortunate but is necessary because a worthwhile improvement of the junction cannot be achieved within the constraints of the highway boundary, but there should be surplus section 106 funding that will allow a better scheme to be developed, or other improvements to benefit Paddock Wood.

10.3 The inability to deliver the B2017/B2160 as planned is also unfortunate because of the site constraints and lack of sufficient land to mitigate the flood risk aspects that have become a more important consideration since the three developments were consented in 2018.

10.4 After considerable flood risk modelling and scheme development work, an amended scheme has been developed that will still provide the increased traffic capacity and accessibility improvements that were the objectives of the original proposal. It is by its nature a compromise solution and it is unfortunate and unavoidable that traffic cannot be moved further away from

the two adjacent properties. The owners of these properties (and indeed any other affected residents) may have the opportunity to make a valid claim, one year after the scheme is completed, for compensation arising from the adverse effects (such as traffic noise) arising from use of the amended road layout under the provisions of the Land Compensation Act 1973.

11. Recommendation(s)

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member on, the proposed decisions as follows and as indicated on the proposed decision sheet attached at **Appendix A**.

- i) Approval to defer the improvement of A228/B2017 junction improvement;
- ii) Approval to use any surplus S106 funding to progress the feasibility and opportunities for voluntary land acquisition of an alternative A228/B2017 junction improvement for a larger roundabout
- iii) Approval to progress the amended B2017/B2160 junction improvement as shown indicatively on Drg. No. 60660469-ACM-01-SW-DR-HR-0105 through surveys, design and construction;
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- v) Approval to take a transfer of land for the B2017/B2160 junction improvement from an adjacent housing development under a section 106 planning obligation and to acquire any other land and rights as necessary;
- vi) Approval to progress any statutory approvals and consents including Traffic Regulation Orders required for the B2017/B2160 junction improvement scheme including detailed planning consent, drainage and environmental consents and securing temporary use of land for a construction site compound;
- vii) Approval to enter into construction contracts as necessary for the delivery of the B2017/B2160 junction improvement scheme subject to any internal approval process required to the proposed procurement strategy; and
- viii) Delegate authority to the Corporate Director of Growth, Environment and Transport Approval to take relevant actions, including but not limited to awarding, finalising and entering into the relevant contracts or other legal agreements, as necessary, to implement the decision..

12. Background Documents

Appendix 1 Proposed Record of Decision

Appendix A – Previous Record of Decision - [Decision - 21/00048 A228/B2017 and B2017/B2160 Paddock Wood Junction Improvements](#)

Appendix B – Section 106 scheme plans – Drg. No's SK26 Rev P4; and SK49 Rev A and SK50 Rev B

Appendix C – Proposed B2017.B2160 junction improvement plan and Drg. No. 60660469-ACM-01-SW-DR-HR-0105

Appendix D – Equalities Impact Assessment

13. Contact details

Report Author

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Major Capital Programme Team
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Relevant Director:

Haroona Chughtai - Director of
Highways & Transportation
haroona.chughtai@kent.gov.uk

KENT COUNTY COUNCIL –PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Neil Baker, Cabinet Member for Highways and Transport

DECISION NO:

25/00019

For publication

Key decision: YES

Subject Matter / Title of Decision:

A228/B2017 and B2017/B2160/Mascalls Court Road, Paddock Wood Junction Improvements

Decision:

As Cabinet Member for Highways and Transport, I agree to:

- i) Approval to defer the improvement of A228/B2017 junction improvement;
- ii) Approval to use any surplus S106 funding to progress the feasibility and opportunities for voluntary land acquisition of an alternative A228/B2017 junction improvement for a larger roundabout
- iii) Approval to progress the amended B2017/B2160 junction improvement as shown indicatively on Drg. No. 60660469-ACM-01-SW-DR-HR-0105 through surveys, design and construction;
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- vii) Approval to enter into construction contracts as necessary for the delivery of the B2017/B2160 junction improvement scheme subject to any internal approval process required to the proposed procurement strategy; and
- viii) Delegate authority to the Corporate Director of Growth, Environment and Transport Approval to take relevant actions, including but not limited to awarding, finalising and entering into the relevant contracts or other legal agreements, as necessary, to implement the decision.

Reason(s) for decision:

There are three major housing developments in Paddock Wood that are being implemented and together are delivering nearly 1,000 new homes. The improvement of both the A228/B2017 and B2017/B2160 junctions are important schemes to provide increased capacity and improve accessibility to help mitigate the three large housing developments in Paddock Woods.

Cabinet Committee recommendations and other consultation:

The proposed decision is being considered by Members of the Environment and Transport Cabinet Committee at their meeting on 25 February 2025.

Regular updates have been shared with the local Member, Paddock Wood Town Council, Tunbridge Wells Joint Transportation Board and the two homeowners adjacent to the junction who are most affected by the improvement.

Any alternatives considered and rejected:

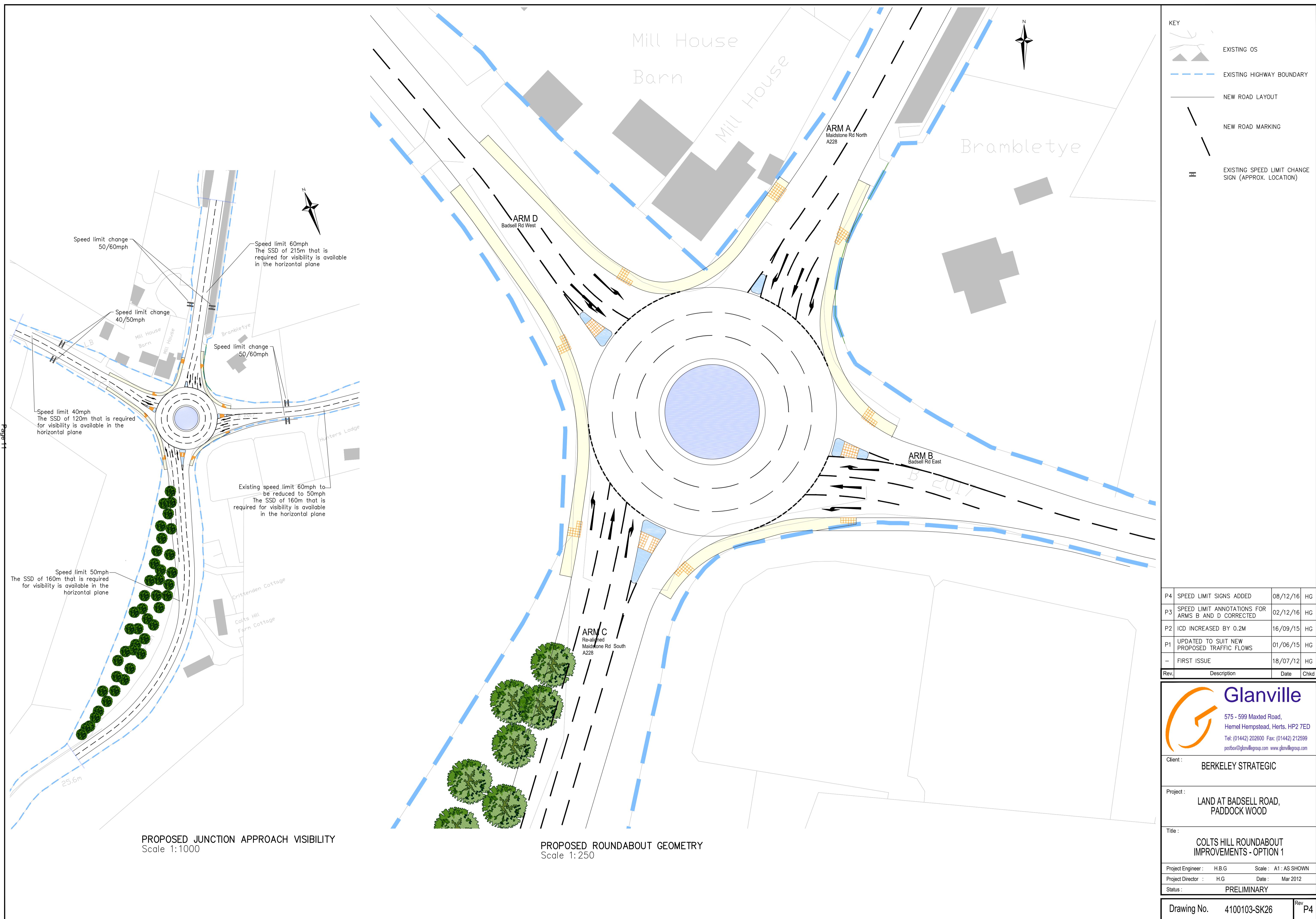
Not carrying out an improvement / abandoning the scheme has been rejected because this would result in no mitigation or improved accessibility to support the major housing developments in Paddock Wood delivering nearly 1,000 homes. Modelling work has not identified any other scheme

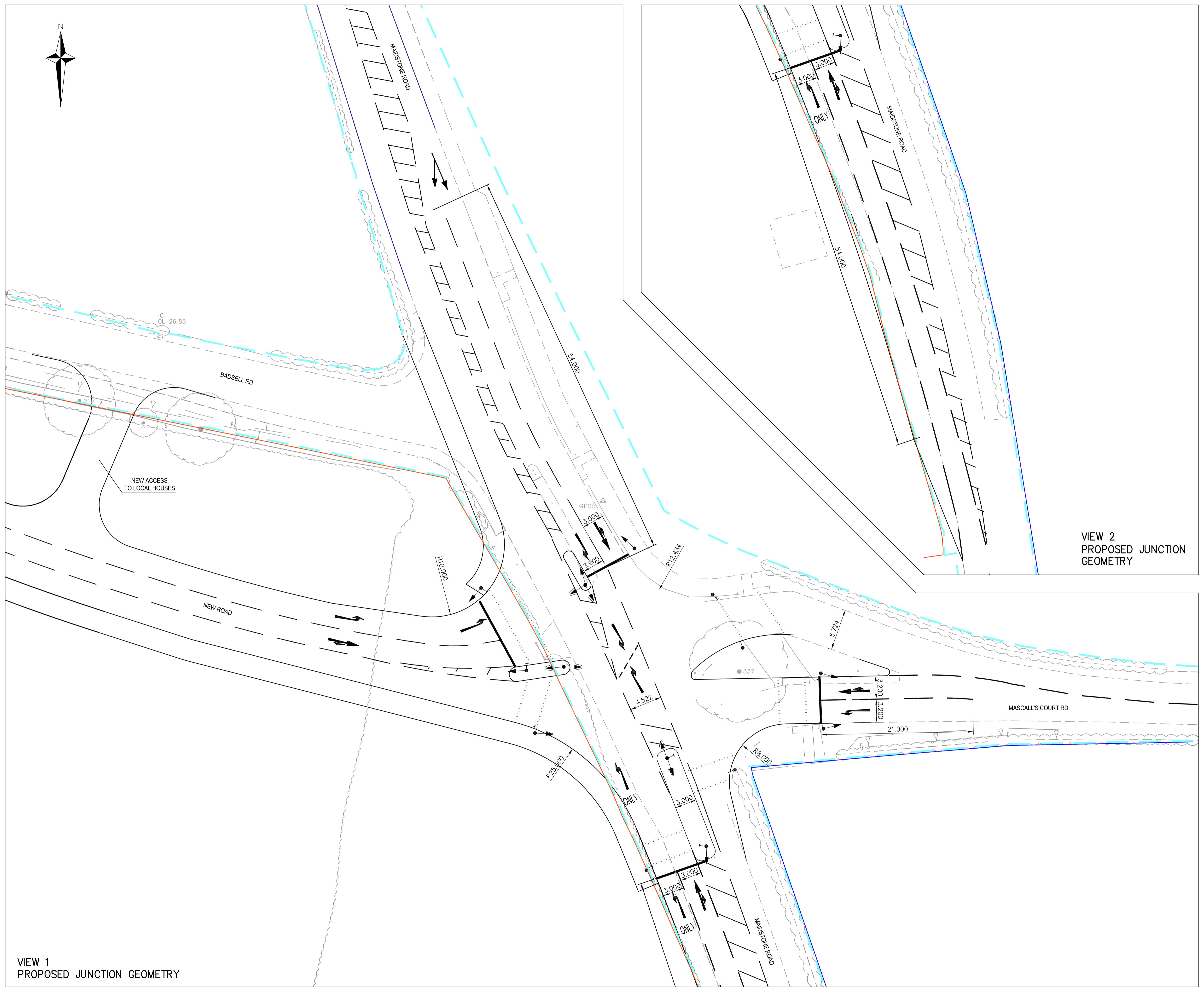
that can offer a better solution to that being proposed that can also mitigate the flood risk, within the land available.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

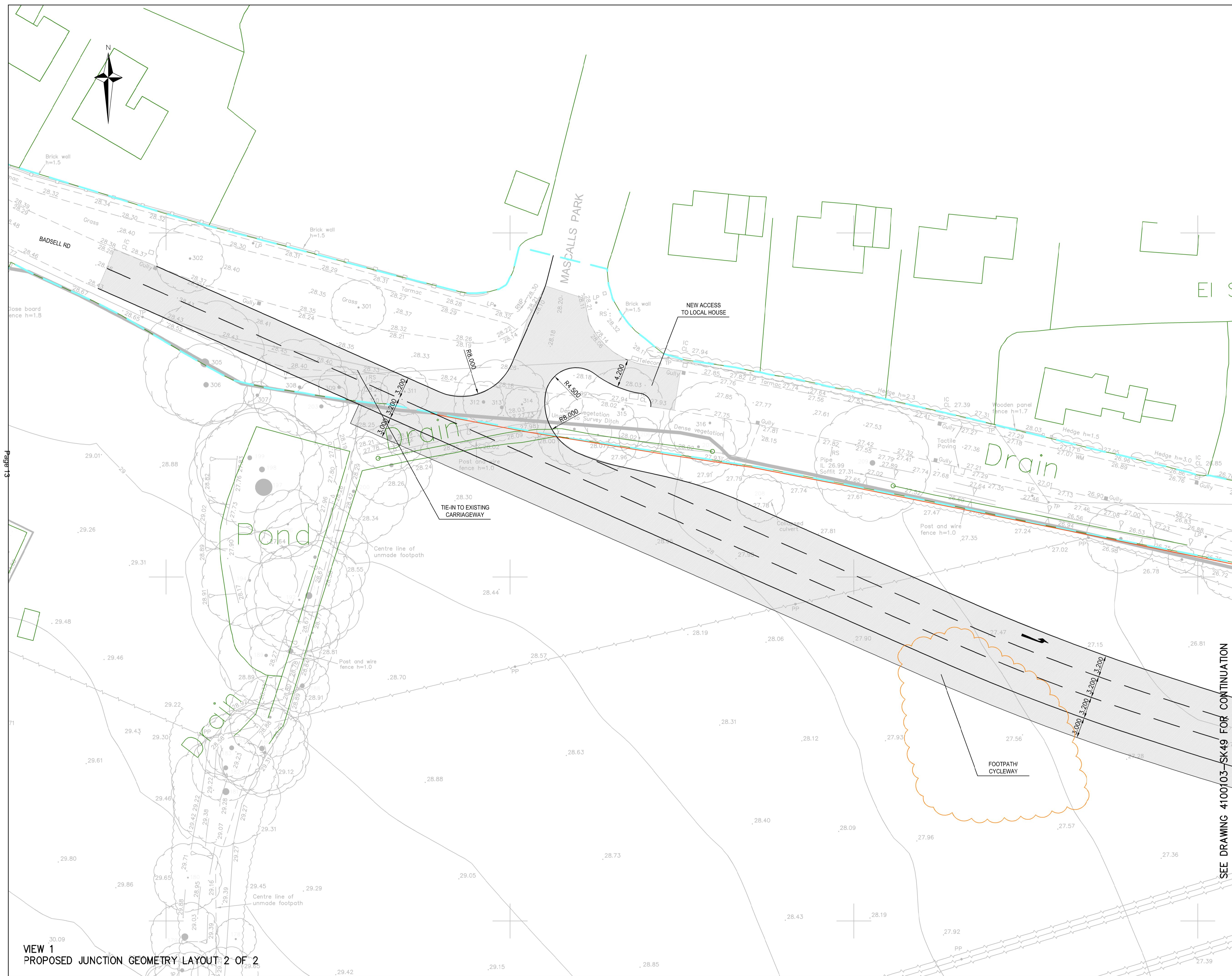
.....
signed

.....
date





A	LEFT TURN LANE ADDED TO MASCALL'S COURT LANE	06/11/15	HG
Rev.	Description	Date	Chkd
Glanville 575 - 599 Maxted Road, Hemel Hempstead, Herts. HP2 7ED Tel: (01442) 202600 Fax: (01442) 212599 postbox@glanvillegroup.com www.glanvillegroup.com			
Client : BERKELEY STRATEGIC			
Project : LAND AT BADSELL ROAD, PADDOCK WOOD			
Title : PROPOSED IMPROVEMENTS MAIDSTONE ROAD/BADSSELL ROAD			
Project Engineer : H.B.G		Scale : 1:250 @ A1	
Project Director : H.G		Date : Nov-2015	
Status : PRELIMINARY			
Drawing No. 4100103-SK49		Rev A	



B	ANNOTATION ADDED	18/03/16	HBG
A	GENERAL ISSUE	16/12/15	HG
Rev	Description	Date	Chkd
Glanville			
575 - 599 Maxted Road, Hemel Hempstead, Herts. HP2 7ED			
Tel: (01442) 202600 Fax: (01442) 212599			
postbox@glanvillegroup.com www.glanvillegroup.com			
Client:	BERKELEY STRATEGIC		
Project:	LAND AT BADSELL ROAD, PADDOCK WOOD		
Title:	PROPOSED IMPROVEMENTS MAIDSTONE ROAD/BADSSELL ROAD 20F2		
Project Engineer:	H.B.G	Scale:	1:250 @ A1
Project Director:	H.G	Date:	Nov-2015
Status:	PRELIMINARY		
Drawing No.	4100103-SK50	Rev	B

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CONSULTANT

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NOTES

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- DRAWING IS BASED ON ORDNANCE SURVEY MAPPING AND HIGHWAY BOUNDARY PLANS PROVIDED BY KCC IN OCTOBER 2021.
- ALL ITEMS IN GREY ARE EXISTING UNLESS MENTIONED OTHERWISE.

LEGEND:

- PROPOSED KERB
- PROPOSED CARRIAGeway
- PROPOSED FOOTWAY/ ISLAND
- PROPOSED SHARED USE FOOTWAY/ CYCLEWAY
- PROPOSED TACTILE
- PROPOSED CORDUROY PAVING
- PROPOSED PLANTING AREA
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO BE RETAINED
- PROPOSED BOLLARD
- EXISTING LIGHT COLUMN TO BE RETAINED
- PROPOSED WALL

ISSUE/REVISION

P01 07/02/2025 FIRST DRAFT
I/R DATE DESCRIPTION

ISSUE PURPOSE / SUITABILITY
SUITABLE FOR INFORMATION

LOCATION PLAN



PROJECT NUMBER

60660469

SHEET TITLE

A2017 BADSELL ROAD
/ MAIDSTONE ROAD
CONSULTATION
SHEET 1 OF 1

SHEET NUMBER

60660469-ACM-01-SW-DR-HW-0105

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EQIA Submission – ID Number

Section A

EQIA Title

Paddock Wood Junctions V2

Responsible Officer

Victoria Van Veghel - GT TRA

Approved by (Note: approval of this EqIA must be completed within the EqIA App)

Tim Read - GT TRA

Type of Activity

Service Change

No

Service Redesign

No

Project/Programme

Project/Programme

Commissioning/Procurement

Commissioning/Procurement

Strategy/Policy

No

Details of other Service Activity

No

Accountability and Responsibility

Directorate

Growth Environment and Transport

Responsible Service

Highways and Transport

Responsible Head of Service

Tim Read - GT TRA

Responsible Director

Haroona Chughtai - GT TRA

Aims and Objectives

There are three major housing developments in Paddock Wood that are being implemented and together are delivering nearly 1,000 new homes. The improvement of the A228/B2017 and B2017/B2160 junctions were identified to mitigate the traffic impacts of the new developments. As three developers were involved, the County Council took responsibility for delivering the schemes using the aggregate section 106 funding and within the land for the B2017/B2160 junction improvement provided for within one section 106 agreement. The proposed amended scheme provides for a staggered partially traffic signal-controlled junction. The stagger over the existing layout is reduced. The improved accessibility for pedestrians and cyclists is retained. A slight shift in the alignment of Badsell Road has been possible in order to minimise the increase in impermeable area and retain sufficient land for surface water storage.

EQIA Overview

On top of the benefits all users will experience, particular protected groups should experience additional benefits. The protected traits that should experience some improvements are:

- Age (Provision of footpath and cycleway will provide greater pedestrian safety)
- Disability (Provision of footpath and cycleway will provide greater pedestrian safety)
- Pregnancy and Maternity (Provision of footpath and cycleway will provide greater pedestrian safety)

However, some protected traits will be negatively affected during the construction phase.

- Age (Construction works may cause confusion, increase journey time through diversions and uneven surfaces could increase risk of tripping)
- Disability (Construction works may cause confusion, increase journey time through diversions, uneven surfaces could increase risk of tripping and unfamiliar routes may create difficulty for the visually impaired)
- Sex (Diversion routes not appropriately lit may affect a users feeling of safety)
- Gender (Diversion routes not appropriately lit may affect a users feeling of safety)
- Sexual Orientation (Diversion routes not appropriately lit may affect a users feeling of safety)
- Faith (Diversion routes not appropriately lit may affect a users feeling of safety)
- Race (diversion routes may be confusing for individuals with limited English fluency, diversion routes not properly lit may reduce the feeling of safety for ethnic minority individuals)
- Pregnancy (uneven surfaces may increase risk of tripping)

Section B – Evidence

Do you have data related to the protected groups of the people impacted by this activity?

No

It is possible to get the data in a timely and cost effective way?

No

Is there national evidence/data that you can use?

Yes

Have you consulted with stakeholders?

Yes

Who have you involved, consulted and engaged with?

Engagement with Local residents

Has there been a previous Equality Analysis (EQIA) in the last 3 years?

Yes

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

Service users/clients

Staff

Staff/Volunteers

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

In addition to the positive impacts identified for all residents and users of the scheme, specific positive impacts have been identified for the following protected characteristics:

- Age
- Disability
- Gender
- Pregnancy and Maternity

Age:

Walking routes are used frequently by older people and young people (particularly to and from school) and

improvements to access and facilities will increase confidence in both walking and cycling and therefore, increase its use for learning, education, leisure, and health. Improvements in infrastructure such as dedicated footpaths will significantly improve the user experience, leading to increased use, improved traffic safety and increased confidence to make independent journeys for school, social, recreation and travel to essential services.

Disability:

The design will incorporate facilities accessible to disabled people. The scheme will provide a dedicated footpath meaning that those with decreased mobility will be able to travel more easily. This will increase independence. Improvements in infrastructure such as provision of footpaths will significantly improve the user experience, leading to increased use, improved traffic safety and increased confidence to make independent journeys for school, social, recreation and travel to essential services.

Pregnancy and Maternity:

Footpaths should improve safety for pedestrians particularly pregnant women and parents with young children/pushchairs.

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

Construction could result in temporary closures of footpaths for users, this may result in uneven footway surfaces which could affect young and older pedestrians and increase risk of tripping.

Pedestrians and road users may have to find alternative and more lengthy routes to access services (such as hospital, schools, public transport etc.).

Noise disruption from the construction works could cause anxiety and confusion for some people.

If access to services and access to transport is disrupted it could disproportionately impact elderly people's health and wellbeing as they may stop attending social groups, being active or attending health appointments

Mitigating Actions for Age

A safety audit will be completed at the design and construction stage. NMU audits will be undertaken to ensure due consideration is given to all road users.

Access to services kept clear with ramps where required

The design will meet all statutory requirements including the Equality Act 2010, with all good practices in mind.

Public engagement, via letter drops, websites, social media, and public meetings where appropriate, to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure they can access and use the footway safely during the construction works.

Construction sites and diversion routes to follow health and safety regulations

Responsible Officer for Mitigating Actions – Age

Victoria Van Veghel

20. Negative impacts and Mitigating actions for Disability

Are there negative impacts for Disability?

Yes

Details of Negative Impacts for Disability

Construction will result in temporary closures of footpaths, for road users including pedestrians & cyclists.

This may temporarily disrupt access to essential services for disability groups meaning alternative routes

may be required. Construction works can cause major obstructions on key walking routes and unexpected changes to the 'landscape' for visually impaired people. Road works could lead to uneven surfaces increasing risk of tripping.

Construction works can be sprawling and noisy – causing confusion and anxiety for some people with disabilities.

Mitigating actions for Disability

A safety audit will be completed at the design and construction stage. NMU audits will be undertaken to ensure due consideration is given to all road users.

The design will meet all statutory requirements including the Equality Act 2010, with all good practices in mind.

Ensure designs are 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.

The design will meet recommended guidance from the Department for Transport on inclusive mobility, the Kent Design Guide and associated standard details.

The need for the scheme has been identified assessment by KCC in partnership with local District development and transport strategies.

Risk assessment to be completed for affected groups prior to construction.

Public engagement, notices at the train station, letter drops, websites, social media, and public meetings where appropriate, to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure they can access and use the train station safely during the construction works.

Construction sites and diversion routes to follow health and safety regulations with access to services kept clear with ramps where required.

Responsible Officer for Disability

Victoria Van Veghel

21. Negative Impacts and Mitigating actions for Sex

Are there negative impacts for Sex

Yes

Details of negative impacts for Sex

During construction, genders may feel unsafe using diversions away from usual walking or cycling routes or waiting in temporary structures or adjacent to construction sites due to fear of crime.

Mitigating actions for Sex

Public engagement, via notices, letter drops, websites, social media, and public meetings where appropriate, to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure residents can access and use the station safely during the construction works. Ensure appropriate, lit diversion routes are chosen and well signed during the construction works.

Responsible Officer for Sex

Victoria Van Veghel

22. Negative Impacts and Mitigating actions for Gender identity/transgender

Are there negative impacts for Gender identity/transgender

Yes

Negative impacts for Gender identity/transgender

During construction, individuals that identify as transgender or non-binary may feel unsafe using diversions away from usual walking or cycling routes or waiting in temporary structures or adjacent to construction sites due to fear of crime.

Mitigating actions for Gender identity/transgender

Public engagement, via notices, letter drops, websites, social media, and public meetings where appropriate to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure residents can access and use the walkway safely during the construction works. Ensure appropriate, lit diversion routes are chosen and well signed during the construction works.

Responsible Officer for mitigating actions for Gender identity/transgender

Victoria Van Veghel

23. Negative impacts and Mitigating actions for Race

Are there negative impacts for Race

Yes

Negative impacts for Race

During construction, communication barriers could cause confusion and anxiety for some ethnic groups in relation to the construction works due to the potential for a language barrier. Ethnic minority individuals may feel unsafe using diversions away from usual walking or cycling routes or waiting in temporary structures or adjacent to construction sites due to fear of crime.

Mitigating actions for Race

Public engagement materials during construction to be available in alternative languages on request.

Public engagement, via notices, letter drops, websites, social media, and public meetings where appropriate, to

ensure all users are aware of construction works/programme and any temporary access arrangements to ensure residents can access and use the walkway safely during the construction works.

Ensure appropriate, lit diversion routes are chosen and well signed during the construction works.

Responsible Officer for mitigating actions for Race

Victoria Van Veghel

24. Negative impacts and Mitigating actions for Religion and belief

Are there negative impacts for Religion and belief

Yes

Negative impacts for Religion and belief

Individuals of different faiths may feel unsafe using diversions away from usual walking or cycling routes or waiting in temporary structures or adjacent to construction sites due to fear of crime.

Mitigating actions for Religion and belief

Public engagement, via notices, letter drops, websites, social media, and public meetings where appropriate, to

ensure all users are aware of construction works/programme and any temporary access arrangements to ensure residents can access and use the walkway safely during the construction works.

Ensure appropriate, lit diversion routes are chosen and well signed during the construction works.

Responsible Officer for mitigating actions for Religion and Belief

Victoria Van Veghel

25. Negative impacts and Mitigating actions for Sexual Orientation

Are there negative impacts for Sexual Orientation

Yes

Negative impacts for Sexual Orientation

Diversions away from usual walking or cycling routes or waiting in temporary structures or adjacent to construction sites may users feel uncomfortable due to the fear of crime.

Mitigating actions for Sexual Orientation

Public engagement, via notices, letter drops, websites, social media, and public meetings where appropriate, to

ensure all users are aware of construction works/programme and any temporary access arrangements to ensure residents can access and use the walkway safely during the construction works.
Ensure appropriate, lit diversion routes are chosen and well signed during the construction works.

Responsible Officer for mitigating actions for Sexual Orientation

Victoria Van Veghel

26. Negative impacts and Mitigating actions for Pregnancy and Maternity**Are there negative impacts for Pregnancy and Maternity**

Yes

Negative impacts for Pregnancy and Maternity

There is a possible increased risk of falls during work if pregnant women are walking unfamiliar routes. Unfamiliar routes could prove difficult for individuals travelling with young children or pushchairs.

Mitigating actions for Pregnancy and Maternity

Construction sites and diversion routes to follow health and safety regulations. Diversion routes to be lit and well signed with ramped access to services as required.

Responsible Officer for mitigating actions for Pregnancy and Maternity

Victoria Van Veghel

27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships**Are there negative impacts for Marriage and Civil Partnerships**

No

Negative impacts for Marriage and Civil Partnerships

Not Applicable

Mitigating actions for Marriage and Civil Partnerships

Not Applicable

Responsible Officer for Marriage and Civil Partnerships

Not Applicable

28. Negative impacts and Mitigating actions for Carer's responsibilities**Are there negative impacts for Carer's responsibilities**

Yes

Negative impacts for Carer's responsibilities

Diversions and major construction works may impact on travel plans if works are not known about in advance.

Construction works and changes to the site area could affect planning for independent travel with client groups.

Mitigating actions for Carer's responsibilities

Public engagement, via notices, letter drops, websites, social media, and public meetings where appropriate, to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure they can access and use the footway safely during the construction works.

Responsible Officer for Carer's responsibilities

Victoria Van Veghel