

KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA) template

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

Market Square, Dover – Public Realm Improvement

Brief description of policy, procedure, project or service

The proposed public realm scheme will involve improvements to The Market Square, notably with new replacement paving, replacement of the existing water fountain with a new water misting feature, creation of a multi-purpose events area, including a raised platform and enhanced seating and street furniture. The footways along King Street are also being widened and new paving provided to improve pedestrian access and connectivity.

Aims and Objectives

The aim of the project is to revitalise the traditional heart of Dover by providing a high-quality public realm area. This will encourage local growth by, providing a safer, more attractive, and accessible environment for pedestrians, businesses, and residents, repurposing Dover's historic Market Square as a hub for the local community and tourists alike.

The changes will improve the connection between the high street and the seafront and create a multipurpose events space, as well as improving safety for pedestrians through safer crossing points and increased footway widths. It will strengthen connections to the new St James development, and improve drop off / pick up logistics for buses and coaches.

A key feature of the project is to replace the dated and currently out of use water fountain with a new water misting feature, which will be a focal point for the square and along with the creation of a more flexible events space, will aim to increase the footfall and encourage investment into the area.

Date Document Updated 11/01/2021

1

This document is available in other formats. Please contact diversityinfo@Kent.gov.uk or telephone on 03000 415 762

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 that has been identified is:

- **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 through footway closures/minor diversions but access through the site will always be maintained. There are also some low negative impacts of the permanent works by the permanent relocation of existing taxi bays and bus stop, although these are generally seen as betterment over the existing provisions and supported by taxi and bus operators following liaison with both parties. Liaison with all stakeholders will be carried out in advance and during the works to notify users of details of any changes to the highway layout. Removal of unnecessary street clutter will remove obstructions and enhanced paving and improved seating provision will enhance user experience. Access to shops will always be maintained for all users throughout opening hours. Widening of footways and reduction in carriageway width will create a safer environment for all highway users.

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

GET Document Control

Revision History

Version	Date	Authors	Comment
V0.1	22 December 2020	Barry Stiff	Draft for issue to Equality & Diversity Team
V1.0 (this should be assigned to the version the Director signs off)	08 January 2021	Barry Stiff	For Issue

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	11 January 2021
Simon Jones	pp 	Director	11 January 2021

Date Document Updated 11/01/2021

3

This document is available in other formats. Please contact diversityinfo@Kent.gov.uk or telephone on 03000 415 762

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 MUST 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	
Age	No Impact	No Impact	Short term temporary impact during construction as temporary closures of footway areas will be required and pedestrians may be required to walk on temporary footway surfaces which could affect young and older pedestrians. Appropriate smooth/level surfaces	HIGH FAVOURABLE Improved width of footways along King Street will provide a safer environment for all pedestrians. Additional seating areas will provide greater opportunities for older pedestrians to sit and rest. Reduced carriageway

			<p>to be provided at all times to mitigate any risks.</p> <p>Short term temporary impact when existing controlled crossing facility will need to be closed whilst equipment is replaced, alternative provisions will be provided.</p> <p>Temporary relocation of bus stops may be required during part of the works and may require pedestrians to walk slightly further to access the bus stop but can be mitigated by phasing works to provide new bus stop facility prior to removal of existing one. Temporary impact to bus users whilst they become accustomed to new location of stop.</p>	<p>width of King Street to a single lane of 3.5m will provide a shorter distance for pedestrians to cross and encourage lower vehicle speeds making this a safer experience for all pedestrians, particularly the more vulnerable groups.</p> <p>Taxi bays relocated to St James car park, providing a safer waiting area for older pedestrians and parents with young children.</p> <p>Permanent relocated bus stop will have improved access facilities, including a new bus shelter and be located closer to the controlled crossing of King Street.</p> <p>Improved way finding signs will improve the</p>
--	--	--	---	--

			<p>Taxi bays are being permanently relocated from King Street to St James car park.</p> <p>Temporary impact whilst users become accustomed to the new location</p>	<p>user experience when navigating through the site.</p> <p>New and improved paving will remove trip hazards present within the existing paving assisting all pedestrians but particularly older pedestrians.</p> <p>Rationalisation of street furniture to remove unnecessary street clutter to enhance the experience of pedestrians.</p> <p>The new water misting feature will provide some excitement and fun for children, enhancing their health and wellbeing.</p>
Disability	No Impact	No Impact	Short term temporary impact during construction as	HIGH FAVOURABLE Improved width of footways along King

			<p>temporary closures of footway areas will be required and pedestrians may be required to walk on temporary footway surfaces which could impact on pedestrians with mobility issues, wheelchair users, blind and partially sighted people. Appropriate smooth/level surfaces to be provided at all times to mitigate any risks.</p> <p>Short term temporary noise impacts may be caused during construction, which may cause anxiety for groups with sensory concerns such as people with autism.</p> <p>Short term temporary impact when existing controlled crossing facility will need to be closed whilst</p>	<p>Street will provide a safer environment for all pedestrians.</p> <p>Additional seating areas will provide greater opportunities for users with mobility issues to sit and rest.</p> <p>Reduced carriageway width of King Street to a single lane of 3.5m will provide a shorter distance for users to cross and encourage lower vehicle speeds making this a safer experience for disabled users.</p> <p>Relocated taxi bays to St James car park, providing a safer waiting area and easier access points for disabled users.</p> <p>Permanent relocated bus stop will have improved access</p>
--	--	--	--	---

			<p>equipment is replaced, alternative provisions will be provided but short-term temporary changes may impact on blind or partially sighted people.</p> <p>Temporary relocation of bus stops may be required during part of the works and may require pedestrians to walk slightly further to access the bus stop but can be mitigated by phasing works to provide new bus stop facility prior to removal of existing one.</p> <p>Temporary impact to bus users whilst they become accustomed to new location of stop.</p> <p>Taxi bays are being permanently relocated from King Street to St James car park.</p> <p>Temporary impact whilst users become</p>	<p>facilities, including a new bus shelter and be located closer to the controlled crossing facility of King Street</p> <p>New and improved paving will remove trip hazards present within the existing paving assisting users with mobility issues, wheelchair users, blind and partially sighted people.</p> <p>Rationalisation of street furniture to remove unnecessary street clutter and obstructions to enhance the experience of all users.</p> <p>The new water misting feature will provide some excitement and fun for all users and children, enhancing</p>
--	--	--	--	---

			accustomed to the new location.	their health and wellbeing. It could help with sensory stimulation
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 temporary impact during construction as temporary closures of footway areas will be required and pedestrians may be required to walk on temporary footway surfaces which could affect young and older pedestrians. Appropriate smooth/level surfaces	HIGH FAVOURABLE Improved width of footways along King Street will provide a safer environment for all pedestrians. Additional seating areas will provide greater opportunities for users to sit and rest. Reduced carriageway

			<p>to be provided at all times to mitigate any risks.</p> <p>Short term temporary impact when existing controlled crossing facility will need to be closed whilst equipment is replaced, alternative provisions will be provided.</p> <p>Temporary relocation of bus stops may be required during part of the works and may require pedestrians to walk slightly further to access the bus stop but can be mitigated by phasing works to provide new bus stop facility prior to removal of existing one. Temporary impact to bus users whilst they become accustomed to new location of stop.</p> <p>Taxi bays are being</p>	<p>width of King Street to a single lane of 3.5m will provide a shorter distance for users to cross and encourage lower vehicle speeds making this a safer experience for users.</p> <p>Relocated taxi bays to St James car park, providing a safer waiting area and easier access points for users.</p> <p>Permanent relocated bus stop will have improved access facilities, including a new bus shelter</p> <p>New and improved paving will remove trip hazards present within the existing paving assisting users.</p> <p>Rationalisation of street furniture to remove unnecessary</p>
--	--	--	--	---

			permanently relocated from King Street to St James car park. Temporary impact whilst users become accustomed to the new location	street clutter and obstructions to enhance the experience of all users.
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 - Full Equality Analysis /Impact Assessment

A full Equality Analysis/Impact Assessment is not required at this stage

Part 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Age, Disability, and Pregnancy and Maternity	<p>Construction works impact for older people – noise, dust, access restrictions during footway/road closures</p> <p>Temporary access to public transport (particularly young and old) during construction</p> <p>Maintaining access to businesses and shops</p>	<p>The detailed design 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 non-motorised users (NMU) and those with disabilities. Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <p>Engagement with the local community will be carried out during the design stage and ahead of the construction phase to ensure that any specific requirements for the local community can be planned for in order to</p>	<p>Design to be compliant with DMRB and DfT Guidance on Inclusive Mobility.</p> <p>Appointment of competent contractor through robust procurement exercise and close supervision during construction will adherence to required construction phasing and practices</p>	Barry Stiff	During design phase and construction phase	Minimal

		<p>minimise disruption.</p> <p>Works shall be phased in such a way that use of temporary surfaces are minimised, access to all shops and businesses are maintained during opening hours and that the new bus stop is provided before the existing one is removed.</p> <p>Contract specification will stipulate requirements for phasing of work and safe practices.</p>				
--	--	---	--	--	--	--

Have the actions been included in your business/ service plan?

No – The actions will be monitored at regular design/progress meetings throughout the project and updated as required.

Date Document Updated 11/01/2021

This document is available in other formats. Please contact diversityinfo@Kent.gov.uk or telephone on 03000 415 762

