

EQIA Submission – ID Number

Section A

EQIA Title

Rennie Drive Junction Improvement

Responsible Officer

Michael Sawyer - GT TRA

Type of Activity

Service Change

No

Service Redesign

No

Project/Programme

Project/Programme

Commissioning/Procurement

No

Strategy/Policy

No

Details of other Service Activity

No

Accountability and Responsibility

Directorate

Growth Environment and Transport

Responsible Service

Highways

Responsible Head of Service

Haroon Chughtai - GT TRA

Responsible Director

Simon Jones - GT CDO

Aims and Objectives

The current arrangement has Fastrack Vehicles forced to do an extended routing between the Fastrack bridge and the Littlebrook Power Station Site, doubling back on themselves at the Sainsbury's roundabout, adding to journey times. Improvements to the road will reduce this journey time and increase overall service reliability. Furthermore, Amazon LCY3, located at the Littlebrook site, is currently responsible for 1200 to 1500 Fastrack passenger journeys a day, with this peaking at 1800 trips when Amazon has its highest employment levels. With other major employers due to open alongside Amazon, including Coca-Cola and Ikea, the number of passenger trips to the area is expected to grow significantly in the coming years. Therefore, the scheme aims to increase the reliability of these services, making trips to these key employment centres easier. Lastly, the scheme will also provide an alternative route if the Dartford Crossing is forced to close. This closure has the knock-on effect of delaying bus services in the area. The implementation of an additional Busway will reduce the risk of these services getting caught up in congestion around the Dartford Crossing. Overall, the objectives of this scheme can be summarised as followed:

- 1) Support economic growth by improving journey time and reliability of Fastrack services
- 2) Maintain a reliable Fastrack network in conjunction with the increase in passenger numbers over the coming years.
- 3) Provide Fastrack services with a specific Busway to reduce the chance that they are caught up in congestion induced by the Dartford Crossing.

Section B – Evidence

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

Yes

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

Yes

Is there national evidence/data that you can use?

Yes

Have you consulted with stakeholders?

Yes

Who have you involved, consulted and engaged with?

Dartford Borough Council (DBC)
Sainsbury's
Bridge Management Company
Amazon

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

No

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

No

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

Disability:

- The junction improvement is expected to increase the reliability of services going to and from the Littlebrooks power station which will increase regional connectivity to those who use public transport as their main form of transport such as disabled people. This will also allow residents in Dartford to connect better with the rest of North Kent, improving regional connectivity.
- The changes to the junction layout will also prevent buses from doubling back on one another which will decrease journey times.
- the junction improvement will also allow for more reliable services to key employment hubs in the area. This in turn improves the employment opportunities for people across Kent, including disabled people who rely more on public transport to access employment.
- Lastly, the provision of a separate busway from the rest of the road system will reduce the amount these services affected by the closure of the Dartford crossing, further decreasing journey times, and offering attractive alternatives to private car use within Dartford.

Age:

- The junction improvement is expected to increase the reliability of services going to and from the Littlebrooks power station which will increase regional connectivity to those who use public transport as their main form of transport such as Older people and School age children.
- The changes to the junction layout will also prevent buses from doubling back on one another which will decrease journey times.

- the junction improvement will also allow for more reliable services to key employment hubs in the area. This in turn improves the employment opportunities for people across Kent, including elderly people and young adults who are more likely to use public transport in order to attend employment.
- Lastly, the provision of a separate busway from the rest of the road system will reduce the amount these services affected by the closure of the Dartford crossing, further decreasing journey times, and offering attractive alternatives to private car use within Dartford.

Ethnicity:

- The junction improvement is expected to increase the reliability of services going to and from the Littlebrooks power station which will increase regional connectivity to those who use public transport as their main form of transport such as minority ethnic people.
- The changes to the junction layout will also prevent buses from doubling back on one another which will decrease journey times.

the junction improvement will also allow for more reliable services to key employment hubs in the area. This in turn improves the employment opportunities for people across Kent, including minority ethnic people who are more likely to use public transport in order to attend employment.

Pregnancy and maternity:

- The junction improvement is expected to increase the reliability of services going to and from the Littlebrooks power station which will increase regional connectivity to those who use public transport as their main form of transport such as pregnant women. This will also allow residents in Dartford to connect better with the rest of North Kent, improving regional connectivity.
- The changes to the junction layout will also prevent buses from doubling back on one another which will decrease journey times.

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

- Route closure (Mid): KCC may have to close Rennie Drive for some of the duration of the construction period. The closure of this road is expected to have effects on all age groups. For example, the closure of the route will prevent young adults from accessing the business park which could impact their ability to access their jobs at the Littlebrook Power Station site. The closure of this road will also have an impact on elderly people because this demographic is more likely to use public transport (NTS 2021). This, therefore, puts them at a greater risk of being impacted by the closure of this road during the construction period.
- Diversionary routes (Mid): Closure of the route will also likely increase congestion as an alternative route will need to be established for the duration of the construction phase. This will likely cause more stress for people of all ages – especially should they not be familiar with the area. In addition to this, the Fastrack services which usually run through the area will be diverted – causing increased congestion.
- Fall Risks (Mid): The proposed site of the construction works may influence nearby walking routes as materials and machinery nearby may cause pavements to be uneven. This poses a potential fall risk to residents, and especially to elderly residents, who may become seriously hurt by such a fall.
- Environmental pollutants (Low): Construction will potentially cause raised amounts of noise and dust to be added to the local environment which can cause anxiety for residents.

Mitigating Actions for Age

- Diversionary routes: Diversionary routes will be established in place of the regular road routes to give traffic and bus services alternative routes to reach their destinations. These routes will be well-signed so that residents are aware that they is an option. These alternative routes will also be outlined in the

engagement period for residents. The goal of this is to eliminate confusion and delays which residents may experience along this route. In addition to this, construction sites and diversion routes will follow health and safety regulations with ramps being used to increase safety in the area.

- Safety Audits: A safety audit will take place at both the design and construction phases. NMU audits will be undertaken to ensure due consideration is given to all road users. A further audit will be taken to ensure that the construction site and diversion routes follow health and safety guidelines.

- Public engagement: A public engagement via letter drop will take place to spread awareness of the scheme and its impacts on the local community. Part of this will be alerting residents to possible uneven terrain and environmental pollutants.

Responsible Officer for Mitigating Actions – Age

Graham Killick

20. Negative impacts and Mitigating actions for Disability

Are there negative impacts for Disability?

Yes

Details of Negative Impacts for Disability

- Route Closure (Mid): KCC may have to close Rennie Drive for some of the duration of the construction period. The closure of this road is expected to have effects on all groups, however, KCC expects disabled people to be more susceptible to the negative impacts of closing the routes. This is because the closure of the route will likely affect the mobility of disabled people in the area and lead to less connectivity and longer journey times in the short term.

- Diversionary routes (Mid): Closure of the route will also likely increase congestion as an alternative route will need to be established for the duration of the construction phase. This is likely to cause congestion along routes which will affect journey times. In addition to this, the Fastrack services which usually run through the area will be diverted – causing increased congestion.

- Unfamiliar environments (Mid): Diversionary routes will also cause more stress for disabled residents because unfamiliar routes can cause confusion for residents which have sensory disorders or others who are not well-suited to unfamiliar environments.

- Fall Risks (Mid): The proposed site of the construction works may influence nearby walking routes as materials and machinery may cause pavements to be uneven. This poses a potential fall risk to residents with sensory and mobility issues because it may not be apparent enough that the pavement has been made uneven. This creates a real risk of injury for these members of the public.

- Environmental pollutants (low): Construction will potentially cause raised amounts of noise and dust to be added to the local environment which can cause anxiety for residents.

Mitigating actions for Disability

- Diversionary routes: Diversionary routes will be established in place of the regular road routes to give traffic and bus services alternative routes to reach their destinations. These routes will be well-signed so that residents are aware that they are an option. These alternative routes will also be outlined in the consultation period for residents to minimise confusion for residents who struggle with unfamiliar surroundings. In addition to this, construction sites and diversion routes will follow health and safety regulations with access to services kept clear with ramps where required.

- Safety Audits: A safety audit will take place at both the design and construction phases. NMU audits will be undertaken to ensure due consideration is given to all road users. A further audit will be taken to ensure that the construction site and diversion routes follow health and safety guidelines.

- DMRB compliance: KCC will ensure that designs are being carried out in accordance with the Design Manual for Roads and Bridges. This ensures that guidance based on current legislation for non-motorised users and those with disabilities is given during the design phases.

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

- Public engagement: A public engagement via letter drop will take place to spread awareness of the scheme and its impacts on the local community. Part of this will be alerting residents to possible uneven terrain and environmental pollutants.

Responsible Officer for Disability

Graham Killick

21. Negative Impacts and Mitigating actions for Sex

Are there negative impacts for Sex

No

Details of negative impacts for Sex

Not Applicable

Mitigating actions for Sex

Not Applicable

Responsible Officer for Sex

Not Applicable

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

Are there negative impacts for Gender identity/transgender

No

Negative impacts for Gender identity/transgender

Not Applicable

Mitigating actions for Gender identity/transgender

Not Applicable

Responsible Officer for mitigating actions for Gender identity/transgender

Not Applicable

23. Negative impacts and Mitigating actions for Race

Are there negative impacts for Race

Yes

Negative impacts for Race

- Route closure (Mid): KCC may have to close Rennie Drive for some of the duration of the construction period which is likely to cause delays for those attending jobs at businesses in the Littlebrook's Site including those of non-British ethnicities. For example, the closure of the route will prevent people from differing ethnicities from accessing the business park which could impact their ability to access their jobs at the Littlebrook Power Station site. This group has been identified within the National Travel Survey as a group that relies on public transport to attend employment. Therefore, KCC expects this protected group to be affected by this scheme.

- Diversionary routes (Mid): Closure of the route will also likely increase congestion as an alternative route will need to be established for the duration of the construction phase. This is likely to cause congestion along routes which will affect journey times and could impact service users' ability to reach employment centres. In addition to this, the Fastrack services which usually run through the area will be diverted – causing increased congestion.

- Environmental pollutants (low): Construction will potentially cause raised amounts of noise and dust to be

added to the local environment which can cause anxiety for residents and service users.

Mitigating actions for Race

- Diversionary routes: Diversionary routes will be established in place of the regular road routes to give traffic and bus services alternative routes to reach their destinations. These routes will be well-signaled so that residents are aware that they are an option. These alternative routes will also be outlined in the consultation period for residents to minimise confusion for residents who struggle with unfamiliar surroundings.
- Public engagement: A public engagement via letter drop will take place to spread awareness of the scheme and its impacts on the local community. Part of this will be alerting residents to possible uneven terrain and environmental pollutants.
- Safety Audits: A safety audit will take place at both the design and construction phases. NMU audits will be undertaken to ensure due consideration is given to all road users. A further audit will be taken to ensure that the construction site and diversion routes follow health and safety guidelines.

Responsible Officer for mitigating actions for Race

Graham Killick

24. Negative impacts and Mitigating actions for Religion and belief

Are there negative impacts for Religion and belief

No

Negative impacts for Religion and belief

Not Applicable

Mitigating actions for Religion and belief

Not Applicable

Responsible Officer for mitigating actions for Religion and Belief

Not Applicable

25. Negative impacts and Mitigating actions for Sexual Orientation

Are there negative impacts for Sexual Orientation

No

Negative impacts for Sexual Orientation

Not Applicable

Mitigating actions for Sexual Orientation

Not Applicable

Responsible Officer for mitigating actions for Sexual Orientation

Not Applicable

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

- Route Closure (Mid): KCC may have to close Rennie Drive for some of the duration of the construction period. The closure of this road is expected to have effects on all groups; however, pregnant women and new mothers will be impacted by route closures as these groups rely on public transport to move around. The route closing will therefore have a specific effect on this group which needs consistent public transport routes to maintain their connectivity.

- Diversionary routes (Mid): Closure of the route will also likely increase congestion as an alternative route will need to be established for the duration of the construction phase. This is likely to cause congestion along routes which will affect journey times. In addition to this, the Fastrack services which usually run through the area will be diverted – causing increased congestion.

- Environmental pollutants (low): Construction will potentially cause raised amounts of noise and dust to be added to the local environment which can cause anxiety for residents.
- Fall Risks (Mid): The proposed site of the construction works may influence nearby walking routes as materials and machinery may cause pavements to be uneven. This poses a potential fall risk to residents with mobility issues, such as pregnant women, which can lead to injury not only to the mother but to the child they are carrying.

Mitigating actions for Pregnancy and Maternity

- Diversionary routes: Diversionary routes will be established in place of the regular road routes to give traffic and bus services alternative routes to reach their destinations. These routes will be well-signed so that residents are aware that they are an option. These alternative routes will also be outlined in the consultation period for residents to minimise confusion for residents who struggle with unfamiliar surroundings. In addition to this, construction sites and diversion routes will follow health and safety regulations with access to services kept clear with ramps where required.
- Public engagement: A public engagement via letter drop will take place to spread awareness of the scheme and its impacts on the local community. Part of this will be alerting residents to possible uneven terrain and environmental pollutants.
- Safety Audits: A safety audit will take place at both the design and construction phases NMU audits will be undertaken to ensure due consideration is given to all road users. A further audit will be taken to ensure that the construction site and diversion routes follow health and safety guidelines.
- DfT Inclusive mobility compliance: The design will meet recommended guidance from the Department for Transport on inclusive mobility, the Kent Design Guide, and associated standard details.

Responsible Officer for mitigating actions for Pregnancy and Maternity

Graham Killick

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

No

Negative impacts for Carer's responsibilities

Not Applicable

Mitigating actions for Carer's responsibilities

Not Applicable

Responsible Officer for Carer's responsibilities

Not Applicable