

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