

## EQIA Submission – ID Number

### Section A

**EQIA Title**

Ebbsfleet Development Company - Highway Landscaping Enhancement

**Responsible Officer**

Robin Hadley - GT TRA

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

Andrew Loosemore - 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 and Transportation

**Responsible Head of Service**

Andrew Loosemore - GT TRA

**Responsible Director**

Haroona Chughtai - GT TRA

### Aims and Objectives

**Overview:**

KCC Highways Soft Landscape Team are working with Ebbsfleet Development Corporation (EDC) to enhance the habitat and planting at ten highway verge and roundabout sites across Ebbsfleet Garden City..

**Background:**

The scheme aims to demonstrate Kent County Council's (KCC) and Ebbsfleet Development Corporation's (EDC) commitment to high quality, sustainable placemaking across Ebbsfleet Garden City. The project proposes to deliver an exemplar approach to design and maintenance of green infrastructure and the creation of ecological value at key gateways into the Garden City, to include roundabouts, verges and along primary road environments. The project is championed and funded by Ebbsfleet Development Corporation but will be delivered in partnership with KCC, with KCC leading the delivery of the landscaping improvements on highway land to ensure that the proposals are to adoptable standard.

The EDC Landscaping scheme fully supports the priorities of Framing Kent's Future, namely Environmental step change and providing infrastructure for communities. The scheme will improve access for our

residents to green and natural environmental in urban areas, and works with partners to deliver quality biodiversity Net Gain across Ebbsfleet. This further supports continuing work to establish new trees across the county to deliver Plan Tree's ambitions of 1.5 million trees and a 19% canopy cover over the next ten years to support the recovery of wildlife, provide nature-based climate solutions, and enrich people's lives.

KCC, as the highway authority, has control over the landscape asset. As such, through acting as the delivery arm for EDC, KCC have ensured there will be no ongoing financial burden to KCC through the maintenance of these sites.

The project aims to implement a model approach for designing and maintaining green infrastructure at key entry points to the Garden City. This initiative will enhance the biodiversity of verges and landscaped areas, contributing to a positive image and identity for the Garden City.

#### Aims and Objectives of the project:

The objectives of the Highway Landscape Enhancement Project are to:

1. Enhance the biodiversity of verges and landscaped areas, contributing to a positive image and identity for the Garden City.
2. Work with wildlife stakeholder partners to deliver and maximise the quality of verges for wildlife within 10 sites in Ebbsfleet.
3. Provide an exemplar method for creating and developing a model approach for designing and maintaining green infrastructure that can be used across Kent.
4. Create green corridors for wildlife to connect within and outside of Ebbsfleet Garden City improving connectivity for species such as the Shrill Carder Bee.
5. Support vibrant regeneration of the area by inspiring local engagement and awareness of the value of highway verges.

#### Summary of equality impact:

Equality & Diversity Screening highlights four protected groups as being particularly affected by the proposed scheme: Age, Disability, Pregnancy & Maternity and Carer Responsibility. Medium level, negative (but temporary) impacts have been identified. However, the scheme results in high level positive outcomes for the group. The negative impacts generated by the proposed scheme come from the short construction period whereas the positive outcomes identified are longer term benefits for the protected groups.

At this point no further investigation or analysis has been undertaken however, the proposed engagement exercises will connect with local stakeholders and any feedback received will be noted and this document updated, as necessary.

#### Adverse Impact:

The adverse effects of the proposed scheme that would have the potential to affect the mobility of vulnerable groups are temporary. Although construction may disrupt journeys for these groups during the construction period, it should not stop journeys being made, as alternative locations and timings will be put in place and advertised. These adverse impacts are far outweighed by the positive impact of the schemes once completed.

Once the schemes are complete the adverse effects will be removed. The improved environment will provide an enhanced travelling experience. With advanced notice and information about the works publicised appropriately any possible adverse effects can be minimised.

#### Positive impact:

The positive impacts from this scheme are wide ranging and will have long lasting effects on every user group in this assessment on some level. The scheme aims to improve the local biodiversity of the area and

its connectivity across Ebbsfleet and will deliver positive enhancements to the network

## 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?**

Stakeholder engagement has taken place through a workshop held on 24th February. Further stakeholder and public engagement will taken place as needed throughout detailed design.

Cabinet Committee consultation planned: June 2025

Following the recent changes following County Council elections views will be sought and included within the Record of Decision if requested by the Local Members.

**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**

No

**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**

The positive effects of maintaining the asset for increased biodiversity will impact the whole population.

Locally positive impacts include:

1. Enhanced landscape management for biodiversity leading to a greater sense of place for protected groups and awareness of management, creating safer environments. The project will provide for coherent planting across the ten sites to provide some uniformity.
2. Following implementation, the maintenance regime will involve less time involved for teams on site reducing disruption to the highway.
3. Increased biodiversity for all groups through the planting of new street trees and underplanting with wildflowers/bulbs etc. bringing a range of environmental benefits including carbon sequestration, water interceptions, cooling effects from trees as well as reducing pollution etc

<b>Negative impacts and Mitigating Actions</b>
19.Negative Impacts and Mitigating actions for Age
<b>Are there negative impacts for age?</b>
Yes
<b>Details of negative impacts for Age</b>
Walking routes are used frequently by older people and young people (particularly to and from school) . Improvements to highway verges may impact these groups during the constructionm phase of the project.
<b>Mitigating Actions for Age</b>
The construction phase of the project may require Traffic Management and temporary footpath or road diversions. These will be mitigated for at the time and traffic Management regulations followed with diversion routes to reduce this impact.
<b>Responsible Officer for Mitigating Actions – Age</b>
Robin Hadley
20. Negative impacts and Mitigating actions for Disability
<b>Are there negative impacts for Disability?</b>
Yes
<b>Details of Negative Impacts for Disability</b>
During the construction phase there may be reduced access to footways and roads.
<b>Mitigating actions for Disability</b>
The construction phase of the project may require Traffic Management and temporary footpath or road diversions. These will be mitigated for at the time and traffic Management regulations followed with diversion routes to reduce this impact.
<b>Responsible Officer for Disability</b>
Robin Hadley
21. Negative Impacts and Mitigating actions for Sex
<b>Are there negative impacts for Sex</b>
No
<b>Details of negative impacts for Sex</b>
Not Applicable
<b>Mitigating actions for Sex</b>
Not Applicable
<b>Responsible Officer for Sex</b>
Not Applicable
22. Negative Impacts and Mitigating actions for Gender identity/transgender
<b>Are there negative impacts for Gender identity/transgender</b>
No
<b>Negative impacts for Gender identity/transgender</b>
Not Applicable
<b>Mitigating actions for Gender identity/transgender</b>
Not Applicable
<b>Responsible Officer for mitigating actions for Gender identity/transgender</b>
Not Applicable
23. Negative impacts and Mitigating actions for Race
<b>Are there negative impacts for Race</b>
No
<b>Negative impacts for Race</b>
Not Applicable

<b>Mitigating actions for Race</b>
Not Applicable
<b>Responsible Officer for mitigating actions for Race</b>
Not Applicable
<b>24. Negative impacts and Mitigating actions for Religion and belief</b>
<b>Are there negative impacts for Religion and belief</b>
No
<b>Negative impacts for Religion and belief</b>
Not Applicable
<b>Mitigating actions for Religion and belief</b>
Not Applicable
<b>Responsible Officer for mitigating actions for Religion and Belief</b>
Not Applicable
<b>25. Negative impacts and Mitigating actions for Sexual Orientation</b>
<b>Are there negative impacts for Sexual Orientation</b>
No
<b>Negative impacts for Sexual Orientation</b>
Not Applicable
<b>Mitigating actions for Sexual Orientation</b>
Not Applicable
<b>Responsible Officer for mitigating actions for Sexual Orientation</b>
Not Applicable
<b>26. Negative impacts and Mitigating actions for Pregnancy and Maternity</b>
<b>Are there negative impacts for Pregnancy and Maternity</b>
Yes
<b>Negative impacts for Pregnancy and Maternity</b>
During the construction phase there may be reduced access to footways and roads.
<b>Mitigating actions for Pregnancy and Maternity</b>
The construction phase of the project may require Traffic Management and temporary footpath or road diversions. These will be mitigated for at the time and traffic Management regulations followed with diversion routes to reduce this impact.
<b>Responsible Officer for mitigating actions for Pregnancy and Maternity</b>
Robin Hadley
<b>27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships</b>
<b>Are there negative impacts for Marriage and Civil Partnerships</b>
No
<b>Negative impacts for Marriage and Civil Partnerships</b>
Not Applicable
<b>Mitigating actions for Marriage and Civil Partnerships</b>
Not Applicable
<b>Responsible Officer for Marriage and Civil Partnerships</b>
Not Applicable
<b>28. Negative impacts and Mitigating actions for Carer's responsibilities</b>
<b>Are there negative impacts for Carer's responsibilities</b>
Yes
<b>Negative impacts for Carer's responsibilities</b>
During the construction phase there may be reduced access to footways and roads.
<b>Mitigating actions for Carer's responsibilities</b>
The construction phase of the project may require Traffic Management and temporary footpath or road diversions. These will be mitigated for at the time and traffic Management regulations followed with

diversion routes to reduce this impact.

**Responsible Officer for Carer's responsibilities**

Robin Hadley