

## EQIA Submission – ID Number

### Section A

**EQIA Title**

A226 Galley Hill Reinstatement

**Responsible Officer**

Abigail Roscoe - 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 Transportation

**Responsible Head of Service**

Tim Read - GT TRA

**Responsible Director**

Haroona Chughtai - GT TRA

### Aims and Objectives

**Overview:**

The A226 Galley Hill scheme is a proposed strategic reinstatement scheme that is a strategic priority for the local highway network within the Ebbsfleet area (Dartford and Gravesham border). The scheme is a complex structural engineering project which aims to address the significant highway and utility infrastructure damage caused by the collapse of the underlying chalk spine on 10th April 2023.

Restoration of the route is vital for the successful delivery of key strategic housing allocations and the reinstatement of the sustainable transport Fastrack bus network. As part of the Kent Resilient Network, the scheme is also crucial for the efficient management of highway network flows and will become increasingly important with the potential delivery of Lower Thames Crossing

**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 either the collapse itself or the 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 national and local groups from the identified protected groups and any feedback received will be noted and this document updated, as necessary.

#### Adverse Impact

The adverse effects of the proposed scheme which affect the mobility of vulnerable groups are temporary. The cliff collapse itself has resulted in the complete disruption of journeys for all user groups, specifically vulnerable individuals who rely more heavily on public transport. Although the construction period may further disrupt journeys for these groups, it should not stop journeys being made, as alternative locations and timings have already been put in place and advertised. These adverse impacts are far outweighed by the positive impact on mobility once the schemes are completed and in use.

Once the schemes are complete, the adverse effects for the majority of vulnerable people will be removed. The possible adverse effects on mental health, including increased anxiety/panic attacks, loneliness, depression, and stress, could take longer to reduce. However, the improved environment should provide an improved travelling experience, which could help recovery times. With advanced notice and information about the works publicised appropriately, the possible adverse effects can be minimised. The action plan sets out steps to mitigate against the possible temporary impact of the scheme.

#### 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 is to improve the highway infrastructure, enable the reinstatement of the Fastrack bus routes and enhance connectivity across Ebbsfleet for all user groups.

## 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?**

Since the collapse, KCC has kept stakeholders informed and updated on the closure. KCC has set up a public webpage with regular updates to reflect the status of the project including changes to the Arriva and Fastrack bus timetables and routing. Further to this the KCC Strategic Resilience Manger and his team have attended multiple public meetings and are continuing to meet with Ebbsfleet Development Corporation, Swanscombe Town Council and local district and county members to provide updates.

No formal public consultation has taken place to date. It is anticipated that this project will become a planned scheme and therefore public engagement will form part of the design process following the option selection process. The most appropriate level of consultation will be formalised as part of the business case

**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

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
- Race

#### Age:

Bus 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 public transport and therefore, increase its use for learning, education, leisure, and health.

The scheme will improve connections (both public transport and private transport) across the Garden City meaning that those with decreased mobility will be able to travel more directly and easily. This will increase access to the service and subsequently increase access to vital hub locations, such as Ebbsfleet International Station.

Improvements in infrastructure aim to improve the user experience, leading to increased use, improved traffic safety, reduced fear of crime and increased confidence to make independent journeys for school, social, recreation and travel to essential services.

Clear, signed routes help avoid confusion in new areas often experienced by young or older people.

#### Disability:

Works will include improvements to pavements and highway surfaces. This will improve connections across the Garden City meaning that those with decreased mobility will be able to travel more directly and easily.

Public transport routes are often frequently used by disabled people with severe disabilities as private cars are not suitable for use by some disabilities. Improvements to access and facilities will increase confidence in the routes and use for learning, education, leisure, and health.

Clear, signed routes help avoid uncertainty in new areas often experienced by disabled people.

#### Gender:

Improving the route and widening the footway may increase perceptions of safety leading to increased confidence when travelling for employment, learning, health, and social activities.

**Pregnancy and maternity:**

Schemes will include improvements to pavements, pedestrian crossings, and highway surfaces. Therefore, there will be a decreased risk of falls or injury, that may disproportionately impact pregnant women. Widening footways will also benefit parents with prams and pushchairs.

**Race:**

Walking for Everyone (Livings Streets, 2022) states that ethnic minorities were likely to make less trips by car. Improved public transport connections through the reopening of the A226 Galley Hill route will improve commuting infrastructure for pedestrians that could be covered under the protected trait "race".

**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**

It is noted that many of the negative impacts on those with protected characteristics have already occurred due to the unforeseen collapse of the cliff. This has resulted in the complete closure of the route for all vehicles, but principally this has impacted the Fastrack bus routes, on which many people with protected characteristics rely. This is the case for all identified negative impacts.

The collapse and the construction to reinstate the spine has resulted in the temporary closure, & diversion of footpaths for users, this has resulted in excessively long pedestrian diversions utilising uneven footway surfaces which could affect young and older pedestrians. Similarly bus services have been rerouted, with some bus stops no longer being served.

Pedestrians, public transport and road users have had 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.

**Mitigating Actions for Age**

Safety audits 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.

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 highway safely during the construction works.

Construction sites and diversion routes to follow health and safety regulation.

**Responsible Officer for Mitigating Actions – Age**

Abigail Roscoe

**20. Negative impacts and Mitigating actions for Disability**

**Are there negative impacts for Disability?**

Yes
<b>Details of Negative Impacts for Disability</b>
<p>The collapse and construction has resulted in temporary closures of the entire route including footways for pedestrians &amp; cyclists, and bus routes.</p> <p>This has temporarily disrupted access to essential services for disability groups meaning alternative routes have been required. These routes are on average longer and more congested.</p> <p>Construction works can be noisy – causing confusion and anxiety for some disabled people.</p>
<b>Mitigating actions for Disability</b>
<p>Safety audits will be completed at the construction stage. NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>The design will meet all statutory requirements including the Equality Act 2010, with all good practices in mind.</p> <p>The design will meet recommended guidance from the Department for Transport on inclusive mobility, the Kent Design Guide and associated standard details. 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 highway safely during the construction works.</p> <p>Construction sites and diversion routes to follow health and safety regulations with access to services kept clear with ramps where required.</p>
<b>Responsible Officer for Disability</b>
Abigail Roscoe
<b>21. Negative Impacts and Mitigating actions for Sex</b>
<b>Are there negative impacts for Sex</b>
Yes
<b>Details of negative impacts for Sex</b>
<p>One walking diversion route has diverted pedestrians from a lit busy road to an unlit Public Right of Way. Women may feel less safe walking this route at night in comparison to men. Diversions that lead individuals to less familiar or underlit streets could disproportionately affect women’s feeling of safety when using pedestrian infrastructure during construction.</p>
<b>Mitigating actions for Sex</b>
<p>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 users can access and use the highway safely during the construction works.</p> <p>Ensure appropriate, lit diversion routes are chosen and well signed during the construction works. Alternative lit routes have been identified but these are significantly longer for pedestrians while the cliff remains collapsed.</p>
<b>Responsible Officer for Sex</b>
Abigail Roscoe
<b>22. Negative Impacts and Mitigating actions for Gender identity/transgender</b>
<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
<b>23. Negative impacts and Mitigating actions for Race</b>
<b>Are there negative impacts for Race</b>
Yes
<b>Negative impacts for Race</b>
<p>Walking for Everyone (Livings Streets, 2022) states that ethnic minorities are less likely to make trips by car. As such footpath closures and diversions due to the collapse and during construction could have a disproportionate effect on ethnic minority groups during daily trips or commutes by increasing required distance to walk or reduce areas in which roads can be crossed.</p> <p>Some minority groups may be first generation and thus may not be completely fluent in English which could have a disproportionate effect if no arrangements consider language barrier in public information.</p>
<b>Mitigating actions for Race</b>
<p>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 users can access and use the highway safely during the construction works. Materials will be made available in other languages based on data of the local population.</p> <p>Provisions to reduce pedestrian impact will be considered when any road/footpath closures are required.</p> <p>Additional traffic management has already been put in place on the eastern side of the collapse to further highlight the road closure, as previously those not fluent in English (residents and foreign lorry drivers) had had to reverse and turn around due to not understanding road signage.</p>
<b>Responsible Officer for mitigating actions for Race</b>
Abigail Roscoe
<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>
There is a possible increased risk of falls during work if pregnant women are walking longer and unfamiliar routes due to the diversion put in place.
<b>Mitigating actions for Pregnancy and Maternity</b>
Construction sites and diversion routes to follow health and safety regulations. Diversion routes to be lit, as necessary, and well signed with ramped access to services as required
<b>Responsible Officer for mitigating actions for Pregnancy and Maternity</b>
Abigail Roscoe
<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>
No
<b>Negative impacts for Carer's responsibilities</b>
Not Applicable
<b>Mitigating actions for Carer's responsibilities</b>
Not Applicable
<b>Responsible Officer for Carer's responsibilities</b>
Not Applicable