

**Kent County Council  
Equality Impact Assessment (EqIA)**

**Directorate/ Service:** Transportation in Highways, Transport and Waste

**Name of decision, policy, procedure, project or service:** Kent County Council's decision to accept Levelling Up Funding for the Dover Border Access Improvement Project (DBAIP).

**Responsible Owner/ Senior Officer:** Joseph Ratcliffe

**Version:** 1

**Author:** Mark Welch

**Introduction:** This is an assessment of the impact of a decision to accept government grant funding for the DBAIP, to deliver improvements to the Port of Dover border controls to increase throughput and reduce disruptions. These changes aim to result in reduced traffic management and queuing on the public highway which has adverse impacts on residents, businesses and visitors to Dover and the wider area.

**Summary and recommendations of equality analysis/impact assessment.**

**Context**

KCC submitted a successful bid in August 2022 to the Levelling Up Fund round 2, for the purpose of improving Port of Dover border controls to reduce on-highway congestion, queuing, and the need for traffic management. Details on the basis for that bid were provided to the ETCC in September 2022. The proposal is known as the Dover Border Access Improvement Project (DBAIP), having previously been reported to ETCC under the name "Dover Access Improvements". The proposal is seeking to utilise a £20m grant from the Levelling Up Fund.

Dover District is classed as a Level 1 (1 being the highest rating for need) Priority Area in the Levelling Up Fund. In January 2023 the government announced that the bid has been successful, and funding would be awarded subject to business case development and due diligence by KCC.

### **Summary of equality impact**

This EqIA is for KCC's decision to accept government grant funding from the Levelling Up Fund to deliver the DBAIP. The adverse impacts experienced across a large swathe of Dover and more widely from traffic management required for the Port of Dover means that it is anticipated that delivery of the DBAIP will lead to positive impacts on protected groups, by reducing the likelihood of the need for traffic management. These findings are supported by Social Distribution Impacts analysis reported to government as part of the DBAIP Full Business Case.

### **Adverse Equality Impact Rating Low**

#### **Approval by:**

#### **Responsible Owner**

Name: Joseph Ratcliffe  
Job Title: Transport Strategy Manager

Date: 30.05.2026

#### **Head of Service**

Name: Tim Read  
Job Title: Head of Transportation

Date: 30.05.2026

**Assessment**

Protected Group	Please provide a <b>brief</b> commentary on your findings. Fuller analysis should be undertaken in Part 2.			
	High negative impact	Medium negative impact	Low negative impact	High/Medium/Low Positive Impact Evidence
<b>Age</b>	None	None	None	Overall, by reducing the likelihood of traffic management requirements associated with the Port of Dover generated traffic, both users of the Port and local communities should experience reduced disruptions and delays which otherwise have an adverse effect on their quality of life. Our Social Distributional Impacts analysis accident assessment also concludes that the DBAIP is anticipated to have a Slight Beneficial impact on children below 16 years and a neutral impact on those above the age of 70, by improving the management and flow of traffic. Past disruptions have reported significant impacts on school coach parties. Overall we conclude a medium positive impact on this group.
<b>Disability</b>	None	None	None	As above, this group could benefit from having less disrupted and delayed journeys on the public road network and through the Port. Past disruptions have reported significant impacts on users

				including those with specific and sensitive needs including those with particular disabilities. We conclude a medium positive impact on this group.
<b>Sex</b>	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group, although sex is likely to be a less distinguishing factor concerning the extent to which people are affected by traffic delays and disruption that the project aims to reduce. We conclude a low positive impact on this group.
<b>Gender identity/ Transgender</b>	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group. There is a very small proportion of people in this protected group in Dover which means the probability that the group would experience benefit from the project is reduced. We conclude a low positive impact on this group.
<b>Race</b>	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group. We conclude a low positive impact on this

				group.
<b>Religion and Belief</b>	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group. We conclude a low positive impact on this group.
<b>Sexual Orientation</b>	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group. We conclude a low positive impact on this group.
<b>Pregnancy and Maternity</b>	None	None	None	As above, this group could benefit from having less disrupted and delayed journeys on the public road network and through the Port. Past disruptions have reported significant impacts on users including those with specific and sensitive needs including those in pregnancy and maternity stage following birth. We conclude a medium positive impact on this group.
<b>Marriage and Civil Partnerships</b>	None	None	None	As above. There is nothing about this particular protected group that drives a different conclusion to the above answer for the previous protected group, although sex is likely to be a less

				distinguishing factor concerning the extent to which people are affected by traffic delays and disruption that the project aims to reduce. We conclude a low positive impact on this group.
<b>Carer's Responsibilities</b>	None	None	None	As above, this group could benefit from having less disrupted and delayed journeys on the public road network and through the Port. Past disruptions have reported significant impacts on users including those with specific and sensitive needs including those with carer responsibilities who could find it more difficult to reach those they are responsible or are travelling with those they care for. Owing to the potential volume of carers in Dover given national and Kent wide trends, we conclude a medium positive impact on this group.

## **Equality Analysis /Impact Assessment data and evidence**

### **Protected groups**

It is anticipated that no protected characteristic groups will be negatively impacted by KCC's decision to receive government grant funding to commission delivery of the DBIAP project. The below evidence and data have been used to support reaching this conclusion, covered in further detail at the end of this note.

### **Information and Data used to carry out your assessment**

As of 2025, the estimated population of Kent is 1,610,300<sup>1</sup>. Going forward the population growth for Kent is expected to rise due to natural increase (more births than deaths) and more people moving into Kent than leaving.

Analysis of 2021 census data about equality and diversity in Kent was undertaken to better understand the demographics of the Kent population and the impact of KCC's decision will have. This information has been reviewed in relation to the updated Proposal to Government following the close of the consultation.

The focus has been placed on Dover residents. It is important to note that users of the Port (thereby vehicle occupants) would also be beneficiaries of the DBAIP. No published demographic data is available on the UK passport holders passing through the Port, or for non UK-passport holders. Nonetheless, given millions of people pass through the Port each year for a range of reasons from logistics, business trips to leisure and vacations, it is reasonable to assume all the protected groups will be represented by the vehicle occupants and stand to receive positive impacts from the DBAIP.

Equality and diversity data from Kent Analytics District Profiles and Census 2021 shows that:

- The total population in Dover was 119,800.
- Within Dover district there were 58,300 males and 61,500 females – 48.7% and 51.3% as a proportion of the total district population.
- Dover has above average proportions of its total population of male and females over the age of 55, compared to the Kent average, with all age groups below the age of 55 being below the Kent average for males and females.
- 94.9% of Dover residents are White, compared to 5.1% Black and Minority Ethnic (BAME) residents.
- Concerning religion, 49.6% of Dover residents are Christians, with 42.4% having no religion. Other faiths included 0.5% being Bhuddist, 0.6% Hindu, 0.1% Jewish, 0.6% Muslim, 0.1% Sikh, 0.6% other religion, and 5.5% not answering this Census question.
- Concerning disability, 22,834 residents stated they have a disability out of 96,132 that answered, equating to a proportion of 23.8%.

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<sup>1</sup> [Population data - Kent County Council](#)

- Concerning gender identity, in Dover 336 people stated in the Census that they have a gender identity different from their sex registered at birth, equating to 0.004% of those that answered this part of the Census.
- On sexual orientation, of the total population 3% stated they were Lesbian, Gay, Bisexual or Other (LGB+). The proportion is significantly higher than average amongst lower age groups of with 16 to 24 year olds having a proportion of 6.8%, whilst above the age of 45 years, the proportion was always lower than the District average, with the proportion declining as age increases.
- Regarding marriage and civil partnership, 46% of Dover residents were in a marriage of civil partnership, and 33.1% never having been so. Of the remainder, 7% were widowed or a surviving civil partnership partner, whilst 2.5% were separated by still in the legal partnership. The remainder – 11%, were divorced.
- Carers statistics are not reported in Census. Carers can be both registered and unregistered and paid and unpaid. The organisation Carers UK estimated that by 2022 the number of carers in the UK had reached 10.6 million, equivalent to 1 in 5 people. In Dover that would equate to 23,282. The Kent Public Health Observatory reports that in 2021, 135,893 people were providing unpaid care in Kent.

### **Analysis**

There are clearly high proportions of Dover's population that would fall into some of the protected groups and therefore which would have a higher likelihood of experiencing the beneficial impacts arising from the DBAIP.

### **JUDGEMENT**

- **Protected groups are likely to experience benefit from the DBAIP. No adverse impacts are likely to arise** – therefore no significant potential for discrimination and all opportunities to promote equality have been taken.

**Internal Action Required**

**YES/NO**