

KCC – Highways Transportation and Waste (HTW).

Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service:

Green Corridors 3

Brief description of policy, procedure, project or service

The Green Corridors 3 project aims to enhance the quality, accessibility and connectivity of pedestrian and cycle routes within Ebbsfleet Garden City.

Up to 20 small-scale improvements and 2 large-scale improvements to existing footways and or cycleways and the creation of up to 6 new ones, with an anticipated overall cost of approximately £7.4m (made up of, Design fees, Risk, Construction costs and Additional Fees such as traffic management and surveys).

Aims and Objectives

Currently the Garden City has excellent regional and international connectivity, but on a local level, new villages and communities of the Garden City are segregated by the lack of walking and cycling infrastructure connecting them. Many areas of Ebbsfleet Garden City are still disjointed and lacks a comprehensive network of local transport connections which are required to ensure the area grows sustainably. This lack of connectivity acts as a barrier to movement, particularly for pedestrians and cyclists who already live within the Garden City.

The principle behind the Green Corridors project is to aid the creation of a mass walking and cycling culture which produces net gains in public realm, improvements to the quality of life for residents and improved resident satisfaction, whilst making routes more safe to use, appealing and less polluted from traffic. This program of works will work alongside other EDC projects, such as Active Travel, Wayfinding and Cycle Hubs, with the aim of connecting developments to usable walking and cycling infrastructure within a full connected network.

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This project will fill in some of the remaining gaps of the network following from two previous phases of green corridors. With Springhead bridge, dedicated cycle routes, Springhead Park and Ebbsfleet Green housing developments all aiming to be nearing full occupation in the next 2 years there is a need to link all these developments with connections of appropriate quality. This project will contribute further to the EDC's 40% sustainable transport mode share target and lead to better journey quality and most notably improved health, as a result of active travel.

JUDGEMENT

Set out below the implications you have found from your assessment for the relevant Protected Groups. If any negative impacts can be justified, please clearly explain why.

- **No major change** - no potential for discrimination and all opportunities to promote equality have been taken

I have found the Adverse Equality Impact Rating to be **Low**

GET Document Control


Revision History

Version	Date	Authors	Comment
V0.1	02/09/2020	Peter Smith (EDC)	
V1 (this should be assigned to the version the Director signs off)			

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Tim Read		Head of Service	07/09/2020

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Simon Jones		Director	
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Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqlA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age	none	none	none	Low favourable impact by improving connectivity throughout the area.
Disability	none	none	none	Medium favourable impact due to enhanced pedestrian facilities
Sex	none	none	none	none
Gender identity/ Transgender	none	none	none	none

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Race	none	none	none	none
Religion and Belief	none	none	none	none
Sexual Orientation	none	none	none	none
Pregnancy and Maternity	none	none	none	Low positive impact due to improved connectivity to facilities and through improved pedestrian routes
Marriage and Civil Partnerships	none	none	none	none
Carer's Responsibilities	none	none	none	Low positive impact due to improved connectivity to facilities and through improved pedestrian routes