

## **KCC - Growth, Environment and Transport Directorate (GET)**

### **Equality Analysis / Impact Assessment (EqIA) template**

#### **Name of decision, policy, procedure, project or service**

A2500 Lower Road/Barton Hill Drive Junction Improvement and the A2500 Lower Road Improvement

#### **Brief description of policy, procedure, project or service**

The proposed scheme, which is an important strategic corridor, is located on the A2500 near Minster on the Isle of Sheppey within the district of Swale. The A2500 is the main link between the A249 with it links to the national road network and the east of the Isle of Sheppey.

The scheme will provide additional highway capacity to allow for the strategic growth of the Swale District area. The scheme includes the following:

- Provision of a new roundabout junction between the A2500 Lower Road and Barton Hill Drive
- Improvement of the A2500 Lower Road between the A249 at Cowstead Corner and Barton Hill Drive
- Provision of a new pedestrian and cycle link along the A2500 between Cowstead Corner and Barton Hill Drive

The recent allocation of local growth funding and national productivity infrastructure funding from Central Government and developer contributions has now made the scheme possible.

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# GET Document Control



## Revision History

Version	Date	Authors	Comment
V0.1	20/04/2018	Richard Shelton	Amended drafted using latest template
V0.2	23/04/2018	Richard Shelton	Amended to incorporate comments from Akua Agyepong
V1	23/04/2018	Richard Shelton	Issued for Sign off
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 concerning the highway improvements of the A2500, Lower Road, Minster. 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	24/4/18
Roger Wilkin		Director	24/4/2018

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## **Part 2 - Full Equality Analysis /Impact Assessment**

### **From the screening grid, identify the Protected Groups impacted**

The proposed project will impact only three of the Protected Groups, age, disability and carers. The key issues are the potential conflict of crossing the A2500 Lower Road and the new junction.

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

The district population database has been reviewed to assess the impact on older and younger people and people with disabilities. Findings from the Kent District Profile database show that in Swale, 35,700 people are aged 60+ and 13,684 older people (aged 60+) and 3,159 young people have a long-term health problem or disability. Of those with a disability, 20 young people are recorded as having a visual impairment. There are no visual impairment statistics for older people.

### **Who have you involved consulted and engaged with?**

Engagement work is underway, with meetings having been held with local and district councillors, and the local parish council to provide information and to keep them updated on progress of the scheme.

Regular contact is made with The Lower Road Campaign Group <http://lowerroad.co.uk/the-road> to keep them fully informed of the scheme developments.

An initial engagement exercise will take place with the general public, local businesses and other key stakeholders at the conclusion of the outline design, to share details of the proposed design. Part of this engagement process will be to target the groups identified within this assessment.

### **Analysis**

The proposals will impact positively on three of the Protected Groups, age, disability and carers. The scheme will improve crossing points on the A2500 Lower Road and the new junction.

Due to the rural setting of the road there are limited desire lines for pedestrians within these Protected Groups to need to cross the new road.

Lower road is a rural road with no current provision for pedestrian or cyclists. There is a desire to provide connectivity between the residential areas of Minsler and Thistle Hill with the retail and employment areas of Neat's Court and Queenborough. The provision of the dedicated footway/ cycleway will provide a benefit to the users of the protected groups by giving a safer route for users.

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## Part 3 - Action Plan

Protected Characteristic	Issues Identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Access to and use of the highway network by all user groups and those with disabilities and mobility problems	Designs to be in accordance with current guidelines and best practice	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 and Department of Transport (DoT) Guidance on Inclusive Mobility first published 15 December 2005.  Regular design review with the designers.  NMU audits will be undertaken to ensure due consideration is given to all road users	Compliant design with the DMRB and DoT Guidance on Inclusive Mobility.  Accepted NMU Audit	Richard Shelton	Phase 1 design completed December 2017  Phase 2 design in September 2018	Integral to the project budget.
Access to and use of the highway network by users with disabilities and mobility problems	The need to engage with Kent Association for the Blind, Guide Dogs for the Blind, and other local forums once an outline design layout for the scheme has been produced to	Write to Kent Association for the Blind, Guide Dogs for the Blind requesting comments/meeting to discuss the scheme  Other Local groups to be consulted: • Age Uk Sheppey – <a href="http://www.ageuk.org.uk/sheppey">www.ageuk.org.uk/sheppey</a>	Receive comments and where appropriate / practical, these will be accommodated in the design	Richard Shelton	Initially during the consultation process in Dec 2017 And then as the detailed design stage develops in 2018	Unknown at this stage but likely scale of any changes could be accommodated within current project budget

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Access to and use of the highway network by all users, including those with disabilities and mobility problems	The need to advise all users of the A2500 Lower Road and Barton Hill Drive, of proposed traffic management and restrictions on use of any parts of the route during the construction phase of the project	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.	Richard Shelton	At appropriate times between 2018 to 2020 (Provisional Construction period)	Included within current project budget
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**Have the actions been included in your business/ service plan? Yes**  
**Next Steps**

1. Having completed Part 3, then
  - a. Delete any red text
  - b. please complete the Judgement and the Summary RAG Rating above, and
  - c. Submit this form to your Head of Service and Director for sign off.
  - d. Once they have both signed, please send to [GETcsp@kent.gov.uk](mailto:GETcsp@kent.gov.uk) and [diversityinfo@kent.gov.uk](mailto:diversityinfo@kent.gov.uk) with the title of the project clearly stated along with 'Final EqLA'. It will then be logged and published on the KCC Intranet as well as available to external customers upon request.
2. If the activity will be subject to a Cabinet decision, the EqLA must be submitted to Democratic Services [democratic.services@kent.gov.uk](mailto:democratic.services@kent.gov.uk) along with the relevant Cabinet report.
3. The original signed hard copy and electronic copy should be kept with your team for audit purposes

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