

KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA) template

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

Manston Green – Junction Improvement

Brief description of policy, procedure, project or service

The proposed highway improvement scheme will involve the construction of a new roundabout at the A256 Haine Road/Manston Road junction, realignment of the eastern arm of Manston Road and improvements to the other three arms of the roundabout.

Aims and Objectives

The principal aim of the new infrastructure is to support and enable the Manston Green housing development to come forward. This will deliver 785 new dwellings and a primary school. It is also a key part of the Thanet Transport Strategy, which seeks to serve the development of 17,140 units within the emerging Thanet Local Plan.

The new junction will aim to reduce existing traffic congestion at the junction as well as building in future resilience into the junction to cater for traffic growth during the current Local Plan period.

The new junction and the realignment of the eastern arm of Manston Road will remove the current unconventional staggered junction/roundabout layout concerting the junction into a traditional four arm roundabout, improving the overall safety of the junction.

Date Document Updated 08/07/2020

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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.

Following the completion of the Part 1 Screening Assessment, the judgement that has been identified is:

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

The project will provide temporary low negative impacts during construction where it will be necessary to close Manston Road to facilitate construction safely. This may impact on an existing bus service, but every effort will be made to keep a service running at key times. Liaison with the bus operator will be carried out during the design and implementation stages. There are no existing pedestrian facilities in the vicinity of the scheme and no additional facilities are expected to be provided as part of the final scheme. There are no properties within the footprint of the scheme, although there are some at the periphery of the site and access will be maintained at all times to these properties.

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

GET Document Control



Revision History

Version	Date	Authors	Comment
V0.1	16 June 2020	Barry Stiff	Draft for issue to Equality & Diversity Team
V1 (this should be assigned to the version the Director signs off)	06 July 2020	Barry Stiff	For Issue

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 July 2020
Simon Jones		Director	07 July 2020

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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 EqIA will be returned to you unsigned			
	High Negative Impact	Medium Negative Impact	Low Negative Impact	High/Medium/Low Favourable Impact
Age	No Impact	No Impact	Short term temporary impact to the existing bus services that operate along Manston Road as the road will need to be closed for short periods during construction. Other construction works are either off-line or traffic flows can be maintained	No Impact

Disability	No Impact	No Impact	Short term temporary impact to the existing bus services that operate along Manston Road as the road will need to be closed for short periods during construction. Other construction works are either off-line or traffic flows can be maintained	No Impact
Sex	No Impact	No Impact	No Impact	No Impact
Gender identity/ Transgender	No Impact	No Impact	No Impact	No Impact
Race	No Impact	No Impact	No Impact	No Impact
Religion and Belief	No Impact	No Impact	No Impact	No Impact
Sexual Orientation	No Impact	No Impact	No Impact	No Impact
Pregnancy and Maternity	No Impact	No Impact	Short term temporary impact to the existing bus services that operate along Manston Road as the road will need to be closed for short periods during	No Impact

			construction. Other construction works are either off-line or traffic flows can be maintained	
Marriage and Civil Partnerships	N/A	N/A	N/A	N/A
Carer's Responsibilities	No Impact	No Impact	Short term temporary impact to the existing bus services that operate along Manston Road as the road will need to be closed for short periods during construction. Other construction works are either off-line or traffic flows can be maintained	No Impact

Part 2 - Full Equality Analysis /Impact Assessment

A full Equality Analysis/Impact Assessment is not required at this stage

Part 3 - Action Plan

Document the range of options and identify the effects of each. Identify the option(s) chosen and document the reasons for this.

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Age	<p>Construction works impact for older people – noise, dust, access restrictions during road closures</p> <p>Restricted access to public transport (particularly young and old) during construction</p>	<p>The scheme is currently at outline stage.</p> <p>It should be noted that there are no current pedestrian facilities within the area of the scheme, and it is not expected that new facilities will need to be provided.</p> <p>The detailed design will be carried out in accordance with:</p> <ul style="list-style-type: none"> the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. Department of Transport 	<p>NMU audits will be undertaken if required and results fed back into the design process.</p>	Barry Stiff	During design phases	Minimal

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		<p>Guidance on Inclusive Mobility first published 15 December 2005.</p> <p>Although there are no existing pedestrian facilities, NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>Engagement with the local community will be carried out ahead of the construction phase to ensure that any specific requirements for the local community can be planned for in order to minimise disruption.</p>				
Disability	<p>Impact for users with disabilities from noise, dust, access restrictions during road closures</p> <p>Restricted access to public transport during construction</p>	<p>The scheme is currently at outline stage.</p> <p>It should be noted that there are no current pedestrian facilities within the area of the scheme, and it is not expected that new facilities will need to be provided.</p> <p>The detailed design</p>	<p>NMU audits will be undertaken if required and results fed back into the design process.</p>	Barry Stiff	During design phases	Minimal

		<p>will be carried out in accordance with:</p> <ul style="list-style-type: none"> • the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. • Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <p>Although there are no existing pedestrian facilities, NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>Engagement with the local community will be carried out ahead of the construction phase to ensure that any specific requirements for the local community can be planned for in order to minimise disruption.</p>				
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<p>Pregnancy and Maternity</p>	<p>Maintaining vehicle access to properties during construction</p>	<p>The scheme is currently at outline stage.</p> <p>It should be noted that there are no current pedestrian facilities within the area of the scheme, and it is not expected that new facilities will need to be provided.</p> <p>The detailed design will be carried out in accordance with:</p> <ul style="list-style-type: none"> • the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. • Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <p>Although there are no existing pedestrian facilities, NMU audits will be undertaken to ensure due</p>	<p>NMU audits will be undertaken if required and results fed back into the design process.</p>	<p>Barry Stiff</p>	<p>During design phases</p>	<p>Minimal</p>
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		<p>consideration is given to all road users.</p> <p>Engagement with the local community will be carried out ahead of the construction phase to ensure that any specific requirements for the local community can be planned for in order to minimise disruption.</p>				
Carer's Responsibilities	Maintaining vehicle access to properties during construction	<p>The scheme is currently at outline stage.</p> <p>It should be noted that there are no current pedestrian facilities within the area of the scheme, and it is not expected that new facilities will need to be provided.</p> <p>The detailed design will be carried out in accordance with:</p> <ul style="list-style-type: none"> the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and 	NMU audits will be undertaken if required and results fed back into the design process.	Barry Stiff	During design phases	Minimal

		<p>those with disabilities.</p> <ul style="list-style-type: none"> • Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <p>Although there are no existing pedestrian facilities, NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>Engagement with the local community will be carried out ahead of the construction phase to ensure that any specific requirements for the local community can be planned for in order to minimise disruption.</p>				
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Have the actions been included in your business/ service plan?

No – The actions will be monitored at regular design meetings throughout the project and updated as required.