

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

Directorate/ Service: Highways & Transportation

Name of decision, policy, procedure, project or service: A20 London Road/Hall Road/Mills Road Junction Improvement.

Responsible Owner/ Senior Officer: Russell Boorman

Version: v01 – 17/2/20

Author: Russell Boorman

Pathway of Equality Analysis: E&T Cabinet Committee

Summary and recommendations of equality analysis/impact assessment.

- **Context**

A20 London Road/Hall Road/Mills Road junction is a traffic signal-controlled skew crossroads junction. Hall Road has a 7.5 tonne weight limit and is the secondary access to Aylesford village. Mills Road serves Quarry Wood Industrial Estate and is the only access. A20 London Road is a dual carriageway to the east and locally divided to the west. Mills Road is a wide single carriageway and Hall Road a conventional single carriageway. A 40mph limit applies to the junction and its approaches. The signals include pedestrian phases on both sides of the A20 and the Mills Road arms of the junction with a Zebra crossing of Hall Road to the north of the junction. There are bus stops with full or partial laybys.

The A20 is the main route for traffic heading to and from Maidstone and connecting with M20 Junction 5 at Coldharbour.

The congestion at the junction during peak periods is a major constraint on the efficient operation of the junction.

- **Aims and Objectives**

The objective is to increase the capacity of the junction and to maintain the ability of pedestrian to move safely in a controlled manner around the junction and to access the bus stops.

The proposed improvement scheme is to remove the traffic signals and to convert the junction into an elongated roundabout with dedicated signal-controlled pedestrian crossings on both sides of the A20 and the Mills Road arms of the junction.

An additional approach lane will be provided on Mills Road together with an additional lane on the roundabout gyratory area between Mills Road and A20 west.

An additional bus layby will be provided on the A20 eastbound approach opposite the existing layby on the A20 westbound exit.

The area is highly constrained and in providing additional traffic capacity without traffic signal control there will be slight trade off with the controlled pedestrian crossing points being located slightly further back along the approach arms.

- **Summary of equality impact**

This is a highway improvement scheme that will have limited adverse impact. Although pedestrians will be required to walk slightly further, this will be balanced by dedicated controlled crossing points and a close alignment with bus laybys on the A20 west side exit and approach arms. Any impact would be mitigated through good design practice and assessment through non-motorised user (NMU) audits.

Adverse Equality Impact Rating Low

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment concerning **A20 London Road/Hall Road/Mills Road Junction Improvement**.

I agree with impact rating and the actions to mitigate any adverse impact(s) that has /have been identified.

Head of Service

Signed: Tim Read

Job Title: Head of Transportation Date: 1/3/20

DMT Member

Signed: Simon Jones

Job Title: Director of Highways & Transportation Date: 1/3/20

Part 1 Screening

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?

Protected Group	Please provide a brief 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
Age	No impact	No impact	Short term impact during construction from noise and dust. Slightly longer walking distance to pedestrian crossings after completion.	Improved capacity and junction operation should help make air quality cleaner. Pedestrians will have dedicated signal-controlled crossings.
Disability	No Impact	No impact	Short term impact during construction from noise and dust. Slightly longer walking distance to pedestrian crossings after completion.	Improved capacity and junction operation should help make air quality cleaner. Pedestrians will have dedicated signal-controlled crossings.
Gender	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

Protected Group	Please provide a <u>brief</u> 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
Sexual Orientation	No impact	No impact	No impact	No impact
Pregnancy and Maternity	No impact	No impact	Short term impact during construction from noise and dust. Slightly longer walking distance to pedestrian crossings after completion.	Improved capacity and junction operation should help make air quality cleaner. Pedestrians will have dedicated signal-controlled crossings.
Marriage and Civil Partnerships	No impact	No impact	No impact	No impact
Carer's Responsibilities	No impact	No impact	No impact	No impact

Part 2

Equality Analysis /Impact Assessment

Protected groups

Generally, the benefits of the scheme are greater than the negative impacts for the protected groups.

Information and Data used to carry out your assessment

- All aspects of the highway will be assessed and designed to meet current design standards of the Design Manual for Roads and Bridges (DMRB) with consideration given to how the route is used by all users. and non-motorised user (NMU) audits will be used to feedback into the design.
- The district population database has been reviewed to assess the demographic of older and younger people and people with disabilities in the area.
- Video CCTV surveys have been used to identify pedestrian movements and desire lines.

Who have you involved consulted and engaged?

The scheme is a major junction improvement but mainly confined within the existing highway boundary. Other than general users of A20 London Road, the primary impacts and beneficiaries will be to firms, their staff and visitors to the commercial and superstore retail units within Quarry Wood Industrial Estate

Public consultation by KCC is planned in Winter 2021. Information will be shared with stakeholders via the KCC website, postcard distribution, social media, emails and posters. All consultation material will be available in accessible Word and PDF formats. Hard copies and alternative formats are available on request. Regular communication will take place during the construction period.

Analysis

Where practicable the scheme design will take account of feedback from the consultation.

Adverse Impact,

It is considered that the adverse impact on the protected groups is limited to age, disability and maternity groups and is low and mainly limited to short term construction phase aspects.

Positive Impact:

The scheme helps to reduce congestion and provide improved and more reliable improves journey times. Greater capacity should help mitigate reducing air quality.

JUDGEMENT

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

Internal Action Required YES/NO

There is potential for adverse impact on some groups and the scheme design has taken those aspects into account.

(Complete the Action Plan- please include dates for monitoring and review)

Equality Impact Analysis/Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age	<p>Construction works impact for older people – noise, dust, changing layouts</p> <p>Longer distance to pedestrian crossings</p>	<p>The detailed design of the scheme 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>NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>A review will be carried out before the detailed design is completed to ensure that enough consideration has been given to both young and old people.</p>	NMU audits will be undertaken during the detailed design stage and results fed back in before the detailed design is completed.	RB	During detailed design phase.	Minimal
Disability	As under 'Age'	As under 'Age'	As under 'Age'	As	As under	As under

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
				under 'Age'	'Age'	'Age'
Gender reassignment	None	None				
Marriage and civil partnership	None	None				
Pregnancy and Maternity	As under 'Age'	As under 'Age'	As under 'Age'	As under 'Age'	As under 'Age'	As under 'Age'
Race	None	None				
Religion or belief	None	None				
Gender	None	None				
Sexual orientation	None	None				

Have the actions been included in your business/ service plan? Yes – information has been included in the Design Brief.