

# **A63 Castle Street Improvements, Hull Environmental Statement**

**Appendix 14.1**

**PEOPLE AND COMMUNITIES – SOCIO ECONOMIC PROFILE**

**TR0100016/APP/6.3  
HE514508-MMSJV-EGN-S0-RP-LE-000020  
6 September 2018**

# A63 Castle Street Improvements, Hull

## Environmental Statement

### Appendix 14.1 Socio economic profile

Revision Record						
Rev No	Date	Originator	Checker	Approver	Status	Suitability
P01.1	23.03.18	K Field	R Davies	J Beard	Draft	
P01.2	15.06.18	K Field	R Davies	J Beard	Draft	
P02	31.07.18	A Blake	R Davies	J Beard	Shared	P04
P03	06.09.18	A Blake	R Davies	J Beard	Shared	P04

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# 1. Socio economic profile

## 1.1 Age profile

1.1.1 The area within 250m of the Scheme Site will be referred to as the Local Impact Area (LIA) as defined in Chapter 14 People and Communities. This includes all areas under temporary use including construction compounds and storage areas. Wider socio-economic and community effects will be considered within a Wider Impact Area (WIA) which has been defined as the Hull County Council (HCC) boundary. The LIA and WIA are illustrated on Volume 2 Figure 14.1.1.

1.1.2 The LIA has a higher proportion of the population that are working age (16-64 years) at 74.6% in comparison with Hull (65.7%), the regional (62.8%) and national (63.1%) averages, as seen in Table Error! No text of specified style in document..1 below. Hull has a population of 260,000, of which 170,900 (65.7%) are of working age (16-64 year olds)<sup>1</sup>. This is slightly higher than the national and regional averages (both at 63%).

**Table Error! No text of specified style in document..1: Working age population (16-64 years)**

Area	Working Age Population	Total population	Percentage
Local Impact Area	4,539	6,081	74.6%
Kingston Upon Hull	170,890	260,240	65.7%
Yorkshire and the Humber	3,407,808	5,425,741	62.8%
England	34,856,126	55,268,067	63.1%

Source: ONS (2016) mid-year population estimates

1.1.3 The LIA has a medium working age population density of 20 to 30 people per hectare, particularly the areas around Mytongate Junction and Garrison Side. Dairycoates, to the west of the LIA, has a low working age population density of under 10 people per hectare; however, this is an industrial area with an overall low population density. This is illustrated in Volume 2, Figure 14.1.2 Population density: All usual residents – 2016 and Figure 14.1.3 Population density: All usual residents working age 16-64 years – 2016.

### Children (under 16 years)

1.1.4 The LIA has a much lower proportion of children (under 16 years) at 13.0% in comparison with Hull (19.5%) and the regional (19%) and national (19.1%) averages, as seen in Table Error! No text of specified style in document..2 below.

<sup>1</sup> ONS Mid year population estimates 2016

**Table Error! No text of specified style in document..2: Proportion of the population under 16**

Area	Population under 16	Total Population	Percentage
Local Impact Area	791	6,081	13.0%
Kingston Upon Hull	50,829	260,240	19.5%
Yorkshire and the Humber	1,028,481	5,425,741	19.0%
England	10,529,100	55,268,067	19.1%

Source: Mid-year population estimates 2016

- 1.1.5 Volume 2, Figure 14.1.4 Population density: All usual residents under 16 years - 2016 illustrates that the LIA has a very low density of children, at under six people per hectare. Density of children is higher to the north west of the LIA, north of Dairycoates, at over 12 people per hectare.

**Population over 65 years**

- 1.1.6 The LIA has a lower proportion of older people (over 65 years) at 12.3% in comparison with Hull (14.8%) and the regional (14.8%) and national (18.2%) averages, as seen in Table Error! No text of specified style in document..3 below.

**Table Error! No text of specified style in document..3: Population of over 65s**

Location	Population over 65 years	Total population, 2016	%
LIA	751	6,081	12.3%
Kingston upon Hull	38,521	260,240	14.8%
Yorkshire and The Humber	989,452	5,425,741	18.2%
England	9,882,841	55,268,067	17.9%

Source: ONS (2016) mid-year population estimates

- 1.1.7 Volume 2, Figure 14.1.5: Population density: All usual residents over 65 years - 2016 illustrates that the LIA has a very low density of people over 65 years old, with under three people per hectare. This figure is comparable with other areas situated along the River Humber, such as Drypool and Garrison Side.

**1.2 Employment rate**

- 1.2.1 Between July 2016 and June 2017, 70% of Hull’s population was in employment, lower than regional (72.9%) and national (74.6%) averages<sup>2</sup>. At 7%, levels of unemployment in Hull is higher in comparison to the regional and national averages (both at approximately 5%). Table Error! No text of specified style in document..4 below presents the employment and unemployment rates (16-64 years) for Hull.

<sup>2</sup> ONS Labour Market Profile, Employment and unemployment (Jul 2016-Jun 2017)

**Table Error! No text of specified style in document..4 Employment and unemployment rates of the working age population**

Location	Employment rate - aged 16-64			Unemployment rate - aged 16-64		
	Employment rate	Working age population	%	Unemployment rate	Economically active population	%
LIA	-	-	-	-	-	-
Kingston upon Hull	117,500	167,000	70.4	10,900	128,400	8.5
Yorkshire and The Humber	2,461,700	3,375,900	72.9	131,900	2,593,600	5.1
England	25,811,100	34,597,600	74.6	1,266,800	27,078,000	4.7

Source: Annual Population Survey, Jul 2016 - Jun 2017

1.2.2 Volume 2, Figure 14.1.6 Employment density illustrates employment distribution.

**Population claiming Jobseekers Allowance**

1.2.3 The proportion of Jobseekers Allowance (JSA) claimants in the LIA (6.4%) is nearly double that of Kingston upon Hull (3.3%) and is also much higher than the regional (1.8%) and national (1.3%) averages.

**Table Error! No text of specified style in document..5: Population claiming Jobseekers Allowance**

Area	Population 16-64	JSA Claimants	JSA Claimants %
LIA	4,539	291	6.4%
Kingston upon Hull	170,890	5,721	3.3%
Yorkshire and the Humber	3,407,808	60,290	1.8%
England	34,856,126	452,781	1.3%

Source: ONS (2016) Jobseekers Allowance

1.2.4 Volume 2, Figure 14.1.7 Jobseekers allowance claimants density illustrates the distribution of JSA claimants in Hull.

1.2.5 Within the LIA, density of JSA claimants is relatively low with under two claimants per hectare. The area north of the LIA is characterised by higher densities of JSA claimants relative to the rest of the district, with three and above claimants per hectare.

**1.3 Employment sectors**

1.3.1 Hull has a higher proportion of employment in sectors such as manufacturing (15.1%) and administration and support services (12.5%), in comparison to the

national average (8.0% and 9.2% respectively)<sup>3</sup>. In contrast, at 31%, Hull has a much lower proportion of Standard Occupational Classification (SOC) group 1-3 employees - managers, directors and senior officials, professional occupations, and associate professional and technical occupations - compared to the national average (46%)<sup>4</sup>. Table Error! No text of specified style in document..6 indicates the percentages and figures of sector employment.

**Table Error! No text of specified style in document..6: Employment sectors**

Sector	LIA (%)	Kingston upon Hull (%)	Yorkshire and The Humber (%)	England (%)
Agriculture, forestry & fishing	0	0.1	0.8	0.6
Mining, quarrying & utilities	0.3	1	1.2	1.1
Manufacturing	10.3	15.1	10.3	8
Construction	2.4	5	4.8	4.5
Motor trades	1.4	2.1	2.3	1.8
Wholesale	6.8	5	4.7	4.1
Retail	14.9	10	9.1	9.4
Transport & storage	5.6	4.2	5.4	5
Accommodation & food services	6.5	4.2	6.2	7.3
Information & communication	4.4	2.1	2.7	4.4
Financial & insurance	1.9	0.8	2.9	3.6
Property	0.8	1	1.3	1.7
Professional, scientific & technical	6.9	4.2	6.5	9
Business administration & support services	22.3	12.5	8.9	9.2
Public administration & defence	3.8	4.2	4.3	4
Education	2.0	9.2	9.9	9
Health	5.4	15.1	14.4	12.8
Arts, entertainment, recreation & other services	4.4	4.2	4.2	4.5

Source: ONS Business Register and Employment Survey 2016

<sup>3</sup> ONS Labour Market Profile, Employee Jobs (2016)

<sup>4</sup> ONS Labour Market Profile, Employment by occupation (Jul 2016-Jun 2017)

## 1.4 Education

1.4.1 Hull also has a significantly lower proportion of people with higher level qualifications (31.3% with NVQ level 4 and above) than national (37.9%) and regional (31.3%) averages<sup>5</sup>.

1.4.2 Table Error! No text of specified style in document..7 indicates the percentage of the population with higher level qualification.

### Table Error! No text of specified style in document..7: Proportion of population with higher level qualifications

Location	Number of people with NVQ 4+	Total population	% with NVQ4+ - aged 16-64
LIA	-	-	-
Kingston upon Hull	49,600	168,000	29.6
Yorkshire and The Humber	1,051,600	3,363,800	31.3
England	13,040,700	34,436,300	37.9

Source: Annual Population Survey, Jan 2016 - Dec 2016

Volume 2, Figure 14.1.8 illustrates the density of Hull residents with NVQ level 4 or above qualifications.

## 1.5 Deprivation

1.5.1 Table Error! No text of specified style in document..8 shows the population figures and percentages in each of the deprivation quintiles. In the LIA, the majority (85.8%) of the population is in the most deprived quintile, significantly higher in comparison to 53% in Hull, 28% in the regional area and 20% nationally. No residents in the LIA live in the least deprived quintile.

### Table Error! No text of specified style in document..8: Population located in the IMD quintiles

	Most deprived quintile	Second most deprived quintile	Third most deprived quintile	Fourth most deprived quintile	Least deprived quintile
LIA	5,218 (85.8%)	45 (0.7%)	773 (12.7%)	45 (0.7%)	-
Kingston Upon Hull	137,569 (53%)	58,099 (22%)	40,091 (15%)	21,773 (8%)	1,463 (1%)
Yorkshire and the Humber	1,520,868 (28%)	1,011,792 (19%)	974,180 (18%)	1,049,082 (19%)	834,654 (15%)
England	11,092,197	11,257,117	11,002,467	10,819,928	10,614,618

<sup>5</sup> ONS annual population survey, Qualifications (Jan 2016-Dec 2016)

	(20%)	(21%)	(20%)	(20%)	(19%)
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Source: Adapted from the DCLG (2015) Index of Multiple Deprivation

1.5.2 Volume 2, Figure 14.1.9 illustrates the density of indices of multiple deprivation.

## 1.6 Summary

1.6.1 In summary, the LIA has a relatively low population density, with a high proportion of the population being of working age. The area is an area of deprivation with a higher proportion of JSA claimants compared to the wider area and the national average. 85.3% of Lower Super Output Areas (LSOAs) in the LIA are located in the most deprived quintile based on the Indices of Multiple Deprivation<sup>6</sup>. Despite this there are a large number of businesses operating in the LIA, largely due to its central urban location in the city.

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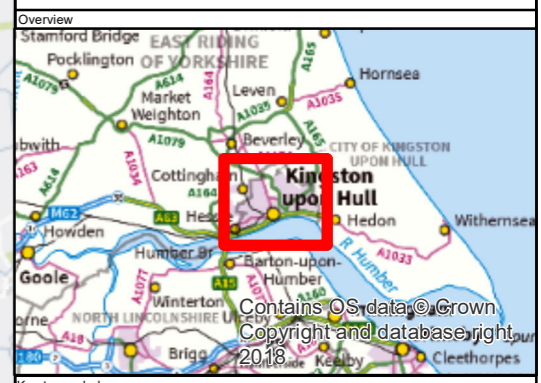
<sup>6</sup> DCLG (2015) Index of Multiple Deprivation



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Notes  
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Key to symbols

- Local Impact Area
- Wider Impact Area - Kingston upon Hull
- C - Permanent Land Take Boundary
- C - Permanent Rights Boundary
- C - Temporary Land Take Boundary
- C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

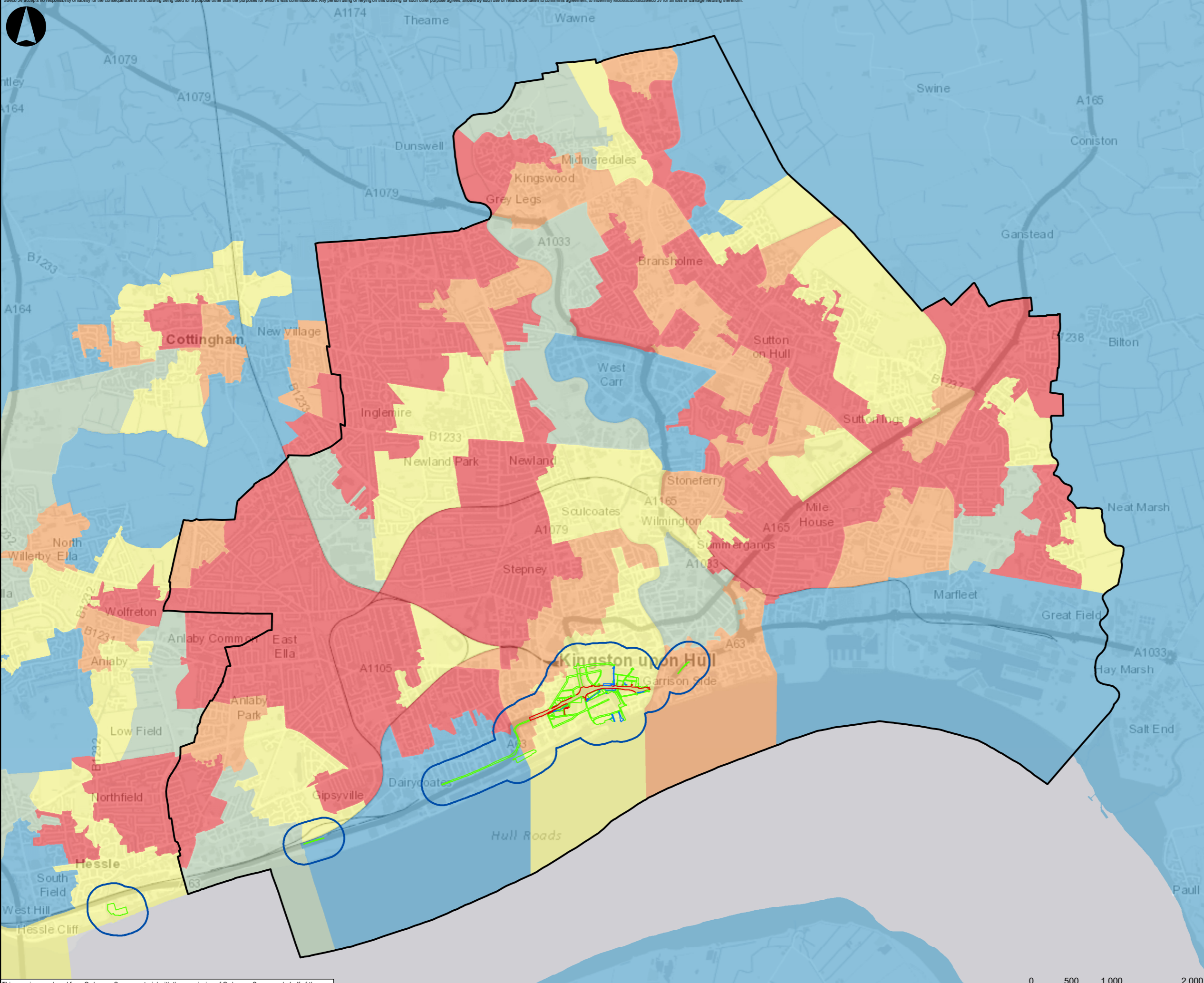
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Client					
Drawing Status			Suitability		
SHARED			S4		
Project Title					
A63 CASTLE STREET IMPROVEMENTS, HULL					
Drawing Title					
VOLUME 2 FIGURE 14.1.1 THE LOCAL IMPACT AREAS (LIA) AND WIDER IMPACT AREA (WIA)					
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Drawing Number	Originator	Volume	Project Ref. No.		
514508	MMSJV	GEN	514508		
Location	Type	Role	Number	Revision	
S0	DR	GI	000001	P03	

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Notes  
 Source: Sweco, September 2018  
 Site Boundary: Sweco, September 2018  
 Population: MYE 2016



- Key to symbols
- Population per Hectare**
- >=40**
  - >=30 to <40**
  - >=20 to <30**
  - >=10 to <20**
  - <10**
- Local Impact Area**
- Wider Impact Area - Kingston upon Hull**
- C - Permanent Land Take Boundary**
- C - Permanent Rights Boundary**
- C - Temporary Land Take Boundary**
- C - Temporary Land Take Boundary**

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
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 Suitability: S4

Project Title  
**A63 CASTLE STREET IMPROVEMENTS, HULL**

Drawing Title  
**VOLUME 2 FIGURE 14.1.2  
 POPULATION DENSITY:  
 ALL USUAL RESIDENTS - 2016**

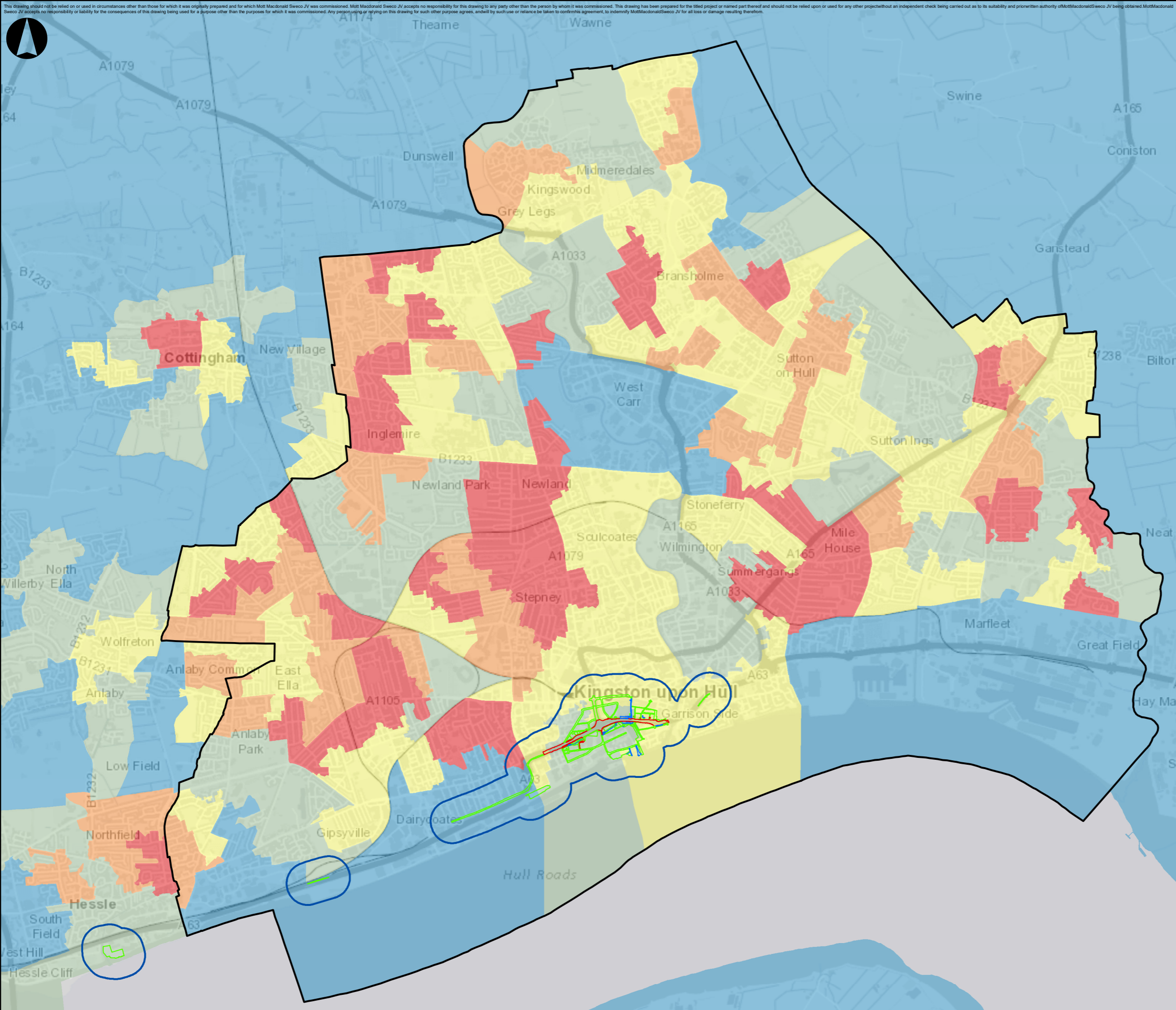
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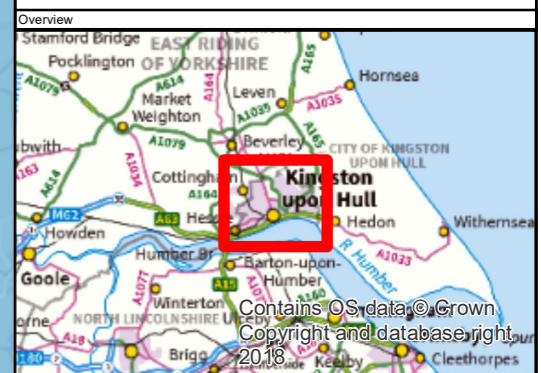
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Notes  
 Source: Sweco, September 2018  
 Population: MYE 2016



Key to symbols

**Population per Hectare**

- >=40
- >=30 to <40
- >=20 to <30
- >=10 to <20
- <10

Local Impact Area

Wider Impact Area - Kingston upon Hull

C - Permanent Land Take Boundary

C - Permanent Rights Boundary

C - Temporary Land Take Boundary

C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
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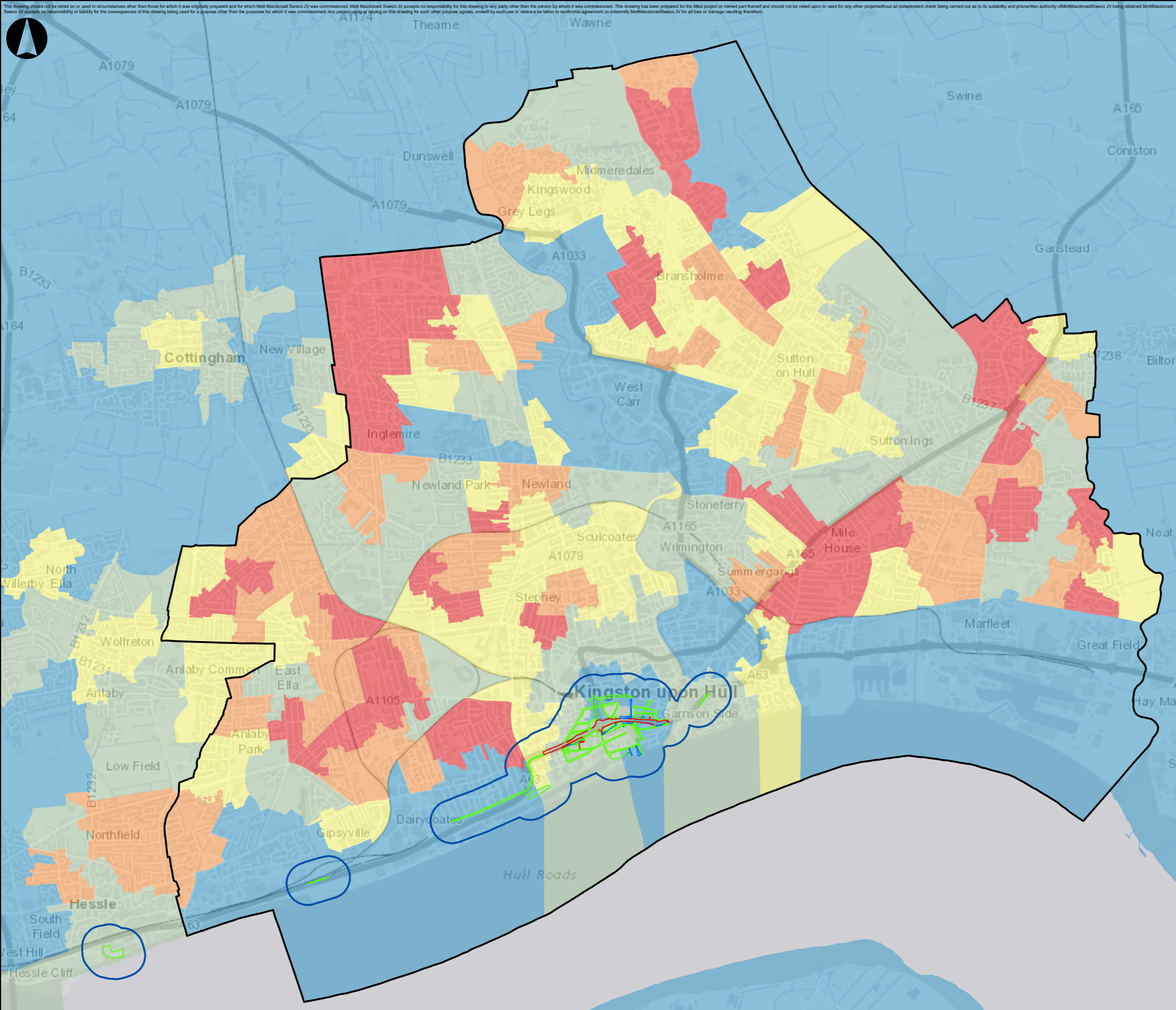
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**VOLUME 2 FIGURE 14.1.3  
 POPULATION DENSITY: ALL USUAL RESIDENTS  
 WORKING AGE 16-64 YEARS - 2016**

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Original Size	Date	Date	Date	Date
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Location	Type	Role	Revision
S0	DR	GI	P03

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**Notes**  
 Source: Site Boundary: Sweco, September 2018  
 Population: MYE 2016

**Overview**  
 Stamford Bridge  
 Pocklington OF YORKSHIRE  
 Market Weighton  
 Leven  
 Beverley  
 Hornsea  
 CITY OF KINGSTON UPON HULL  
 Kingston upon Hull  
 Barton-upon-Humber  
 Humber  
 Winterton  
 NORTH LINCOLNSHIRE U  
 Cleethorpes  
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**Key to symbols**

**Population per Hectare**

- $\geq 12$
- $\geq 9$  to  $< 12$
- $\geq 6$  to  $< 9$
- $\geq 3$  to  $< 6$
- $< 3$

Local Impact Area

Wider Impact Area - Kingston upon Hull

C - Permanent Land Take Boundary

C - Permanent Rights Boundary

C - Temporary Land Take Boundary

C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

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Project Title: A63 CASTLE STREET IMPROVEMENTS, HULL

Drawing Title: VOLUME 2 FIGURE 14.1.4 POPULATION DENSITY: ALL USUAL RESIDENTS UNDER 16 YEARS - 2016

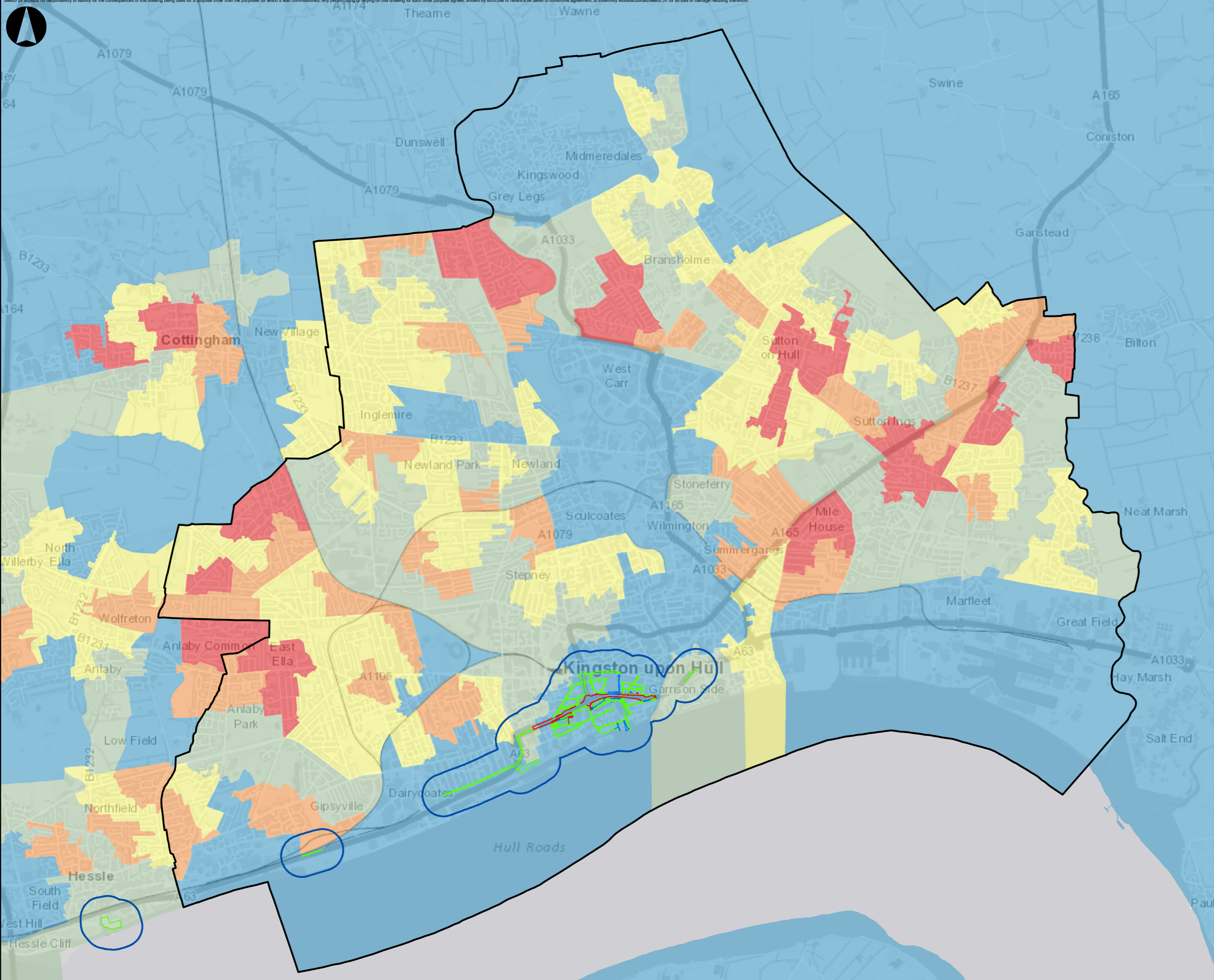
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Notes  
 Source: Site Boundary: Sweco, September 2018  
 Population: MYE 2016



Key to symbols

**Population per Hectare**

- $\geq 12$
- $\geq 9$  to  $< 12$
- $\geq 6$  to  $< 9$
- $\geq 3$  to  $< 6$
- $< 3$

Local Impact Area

Wider Impact Area - Kingston upon Hull

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C - Permanent Rights Boundary

C - Temporary Land Take Boundary

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3	03/09/18	Updated with new boundaries	CR	CW	AS
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1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

**Mott MacDonald Sweco**

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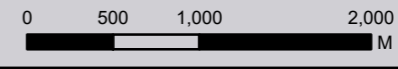
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**A63 CASTLE STREET IMPROVEMENTS, HULL**

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**VOLUME 2 FIGURE 14.1.5  
 POPULATION DENSITY:  
 ALL USUAL RESIDENTS OVER 65 YEARS - 2016**

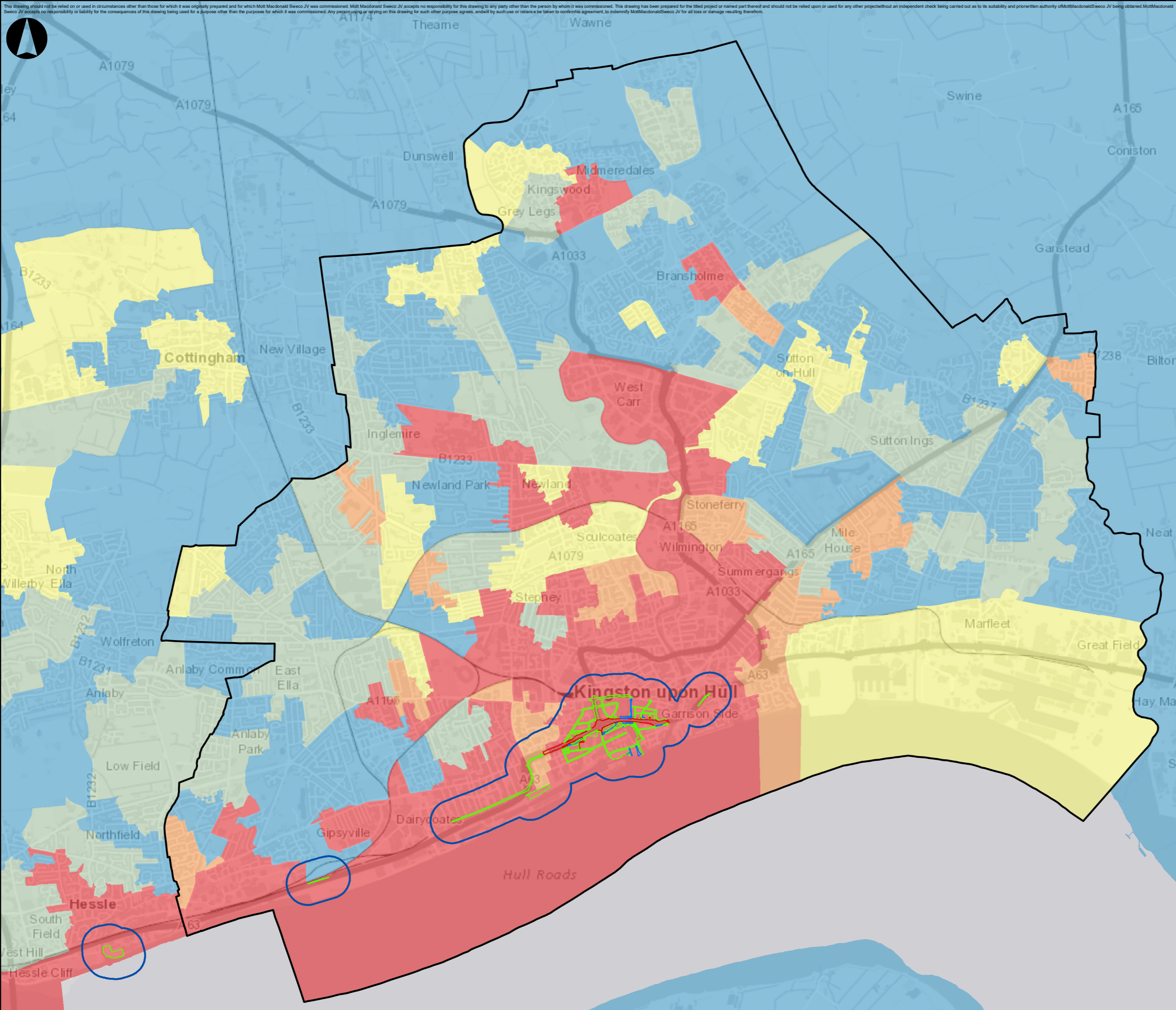
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**Key to symbols**

**Employment per Hectare**

- >20
- 15 to <20
- 10 to <15
- 5 to <10
- <5

Local Impact Area

Wider Impact Area - Kingston upon Hull

C - Permanent Land Take Boundary

C - Permanent Rights Boundary

C - Temporary Land Take Boundary

C - Temporary Land Take Boundary

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2	10/07/18	Updated with new boundaries	CR	MM	AS
1	05/06/18	Updated with new boundaries	CR	MM	AS
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**VOLUME 2 FIGURE 14.1.6 EMPLOYMENT DENSITY**

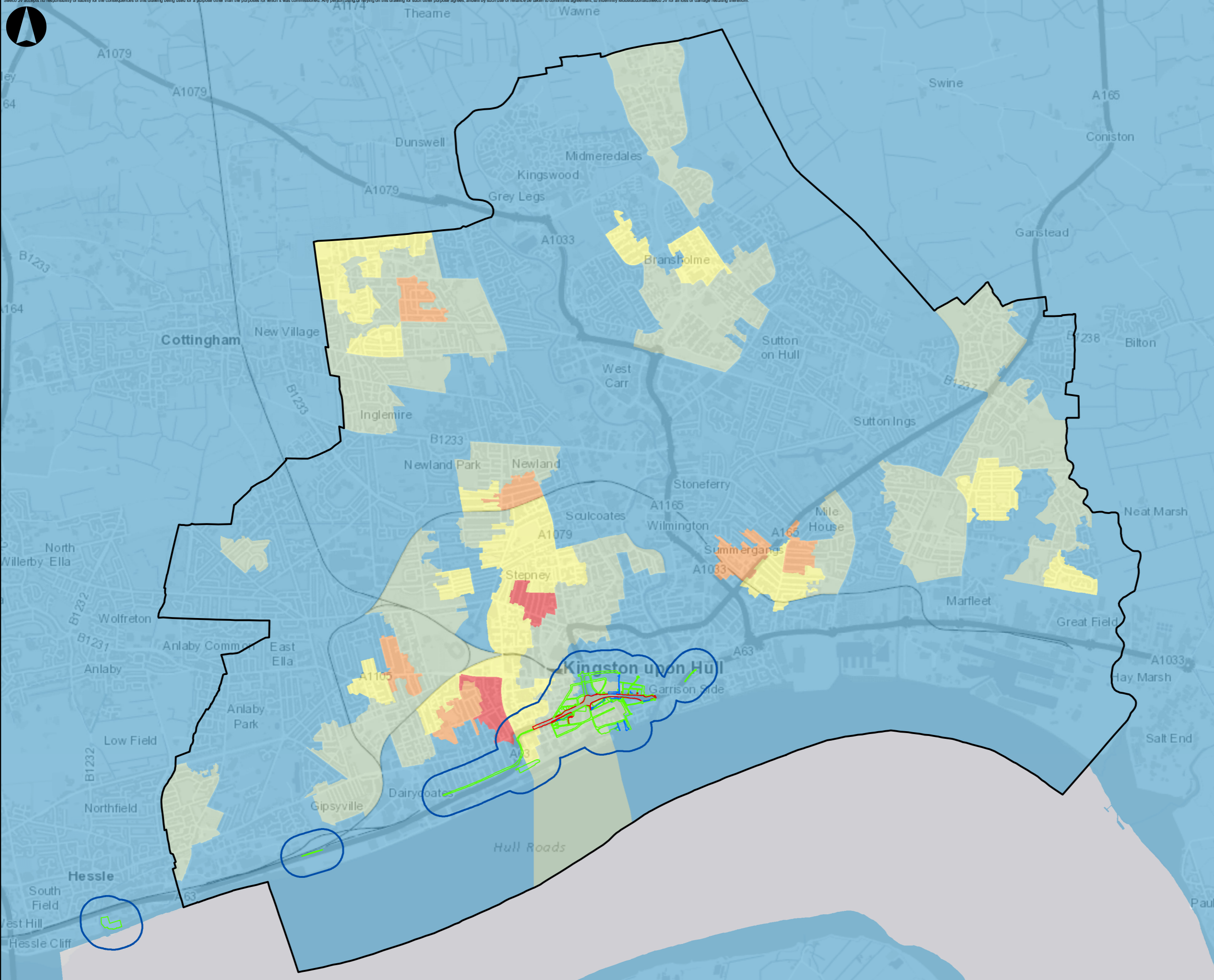
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Drawing Number	514508	Originator	MMSJV - GEN	Volume	000006	Project Ref. No.	514508
Location	S0	Type	DR - GI	Role	000006	Revision	P03

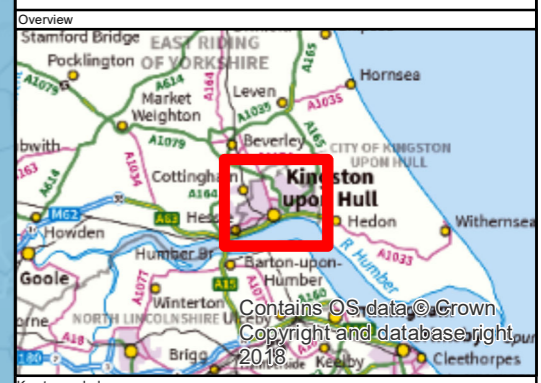
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Notes  
 Source:  
 Site Boundary: Sweco, September 2018  
 JSA: Jobseekers Allowance 2016



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Key to symbols

**Jobseekers Allowance claimants per hectare**

- >4
- 3-4
- 2-3
- 1-2
- <1

Local Impact Area

Wider Impact Area - Kingston upon Hull

C - Permanent Land Take Boundary

C - Permanent Rights Boundary

C - Temporary Land Take Boundary

C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

**Mott MacDonald Sweco**



Drawing Status: SHARED  
 Suitability: S4

Project Title: A63 CASTLE STREET IMPROVEMENTS, HULL

Drawing Title: VOLUME 2 FIGURE 14.1.7 JOBSEEKERS ALLOWANCE CLAIMANTS DENSITY

Scale	1:6,000	Designed	CR	Drawn	CR	Checked	MM	Approved	NH
Original Size	A3	Date	03/09/18	Date	03/09/18	Date	03/09/18	Date	03/09/18

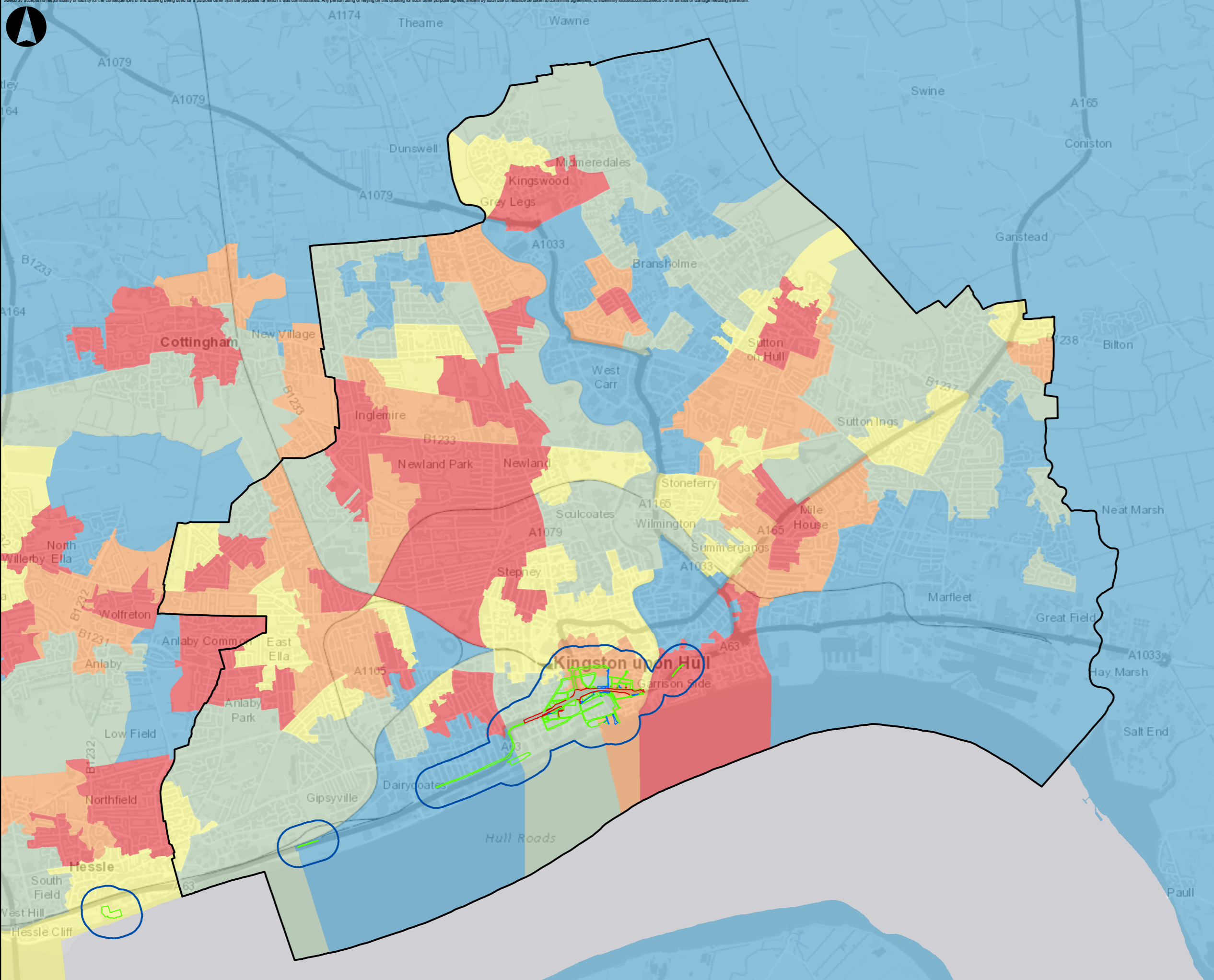
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Location	Type	Role	Number	Revision
S0	- DR - GI	-	000007	P03

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Notes  
 Source:  
 Site Boundary: Sweco, September 2018



- Key to symbols
- NVQ Level 4 and above qualification per Hectare**
- >8
  - 6 to <8
  - 4 to <6
  - 2 to <4
  - <2
- Local Impact Area
  - Wider Impact Area - Kingston upon Hull
  - C - Permanent Land Take Boundary
  - C - Permanent Rights Boundary
  - C - Temporary Land Take Boundary
  - C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

**Mott MacDonald Sweco**



Client: **highways england**

Drawing Status: **SHARED**      Suitability: **S4**

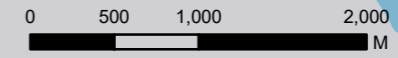
Project Title: **A63 CASTLE STREET IMPROVEMENTS, HULL**

Drawing Title: **VOLUME 2 FIGURE 14.1.8 QUALIFICATION DENSITY: NVQ LEVEL 4 AND ABOVE**

Scale	Designed	Drawn	Checked	Approved
1:6,000	CR	CR	CW	AS
Original Size	Date	Date	Date	Date
A3	03/09/18	03/09/18	03/09/18	03/09/18

Drawing Number	Originator	Volume	Project Ref. No.
514508	MMSJV	GEN	514508
Location	Type	Role	Revision
S0	DR	GI	P03

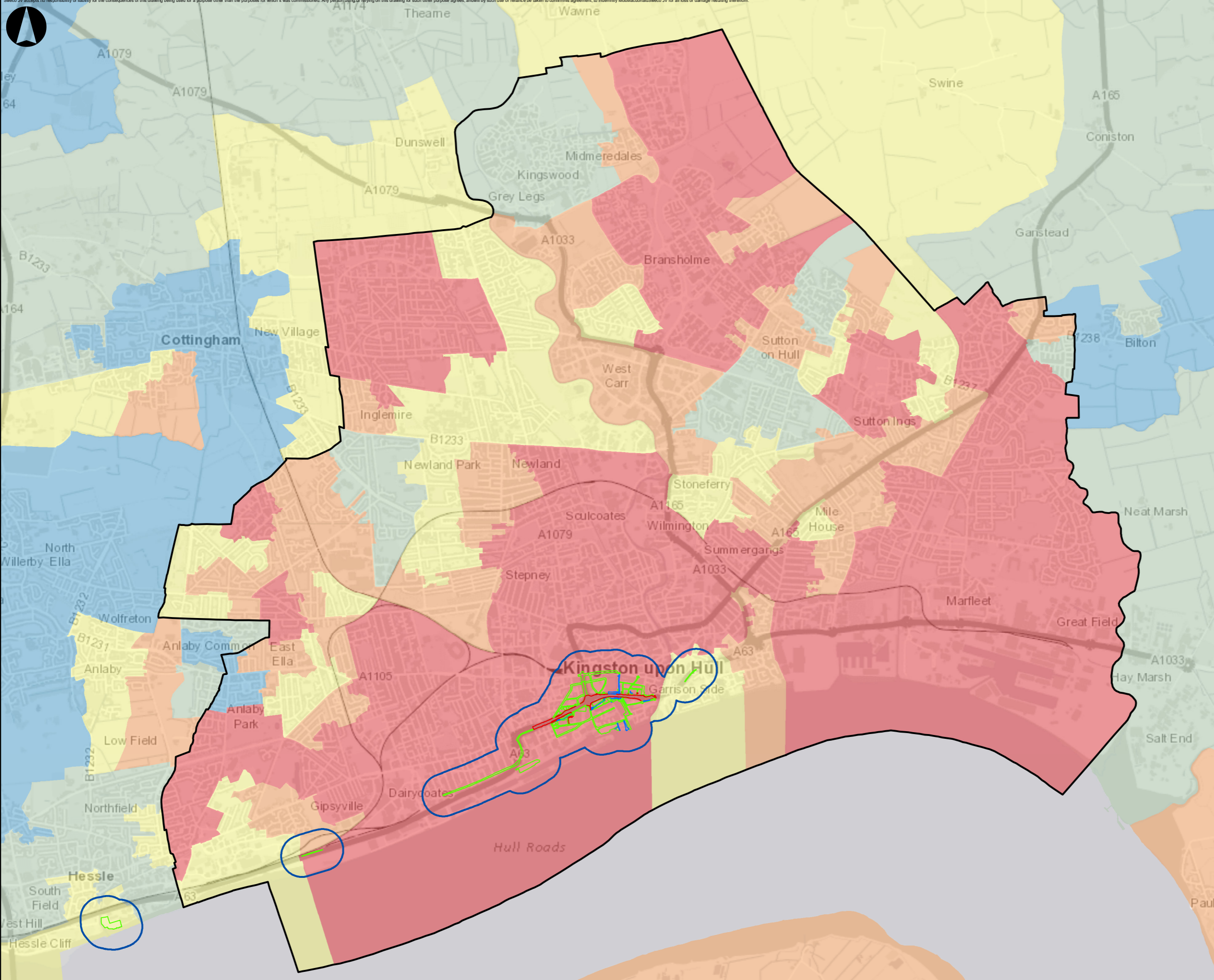
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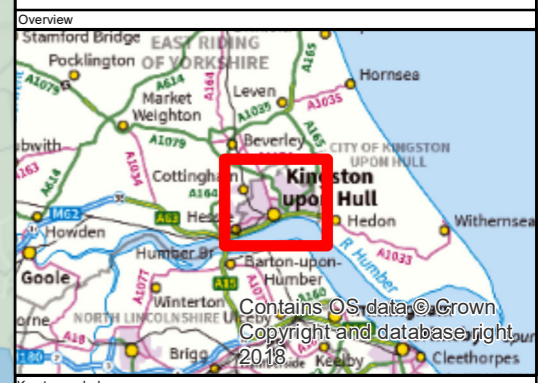
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Notes  
 Source: Sweco, September 2018  
 Deprivation: IMD 2015



Key to symbols

**IMD Deprivation Quintile**

- Most deprived quintile
- Second most deprived quintile
- Third most deprived quintile
- Fourth most deprived quintile
- Least deprived quintile
- Local Impact Area
- Wider Impact Area - Kingston upon Hull
- C - Permanent Land Take Boundary
- C - Permanent Rights Boundary
- C - Temporary Land Take Boundary
- C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

**Mott MacDonald Sweco**

Client

Drawing Status: SHARED  
 Suitability: S4

Project Title  
 A63 CASTLE STREET IMPROVEMENTS, HULL

Drawing Title  
 VOLUME 2 FIGURE 14.1.9 DEPRIVATION QUINTILES

Scale	1:6,000	Designed	CR	Drawn	CR	Checked	CW	Approved	AS
Original Size	A3	Date	03/09/18	Date	03/09/18	Date	03/09/18	Date	03/09/18

Drawing Number	HE PIN	Originator	Volume	Project Ref. No.
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Location	Type	Role	Number	Revision
S0	-	DR - GI	- 000009	P03

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# **A63 Castle Street Improvements, Hull Environmental Statement**

**Volume 3, Appendix 14.2**

**PEOPLE AND COMMUNITIES – EQUALITY IMPACT ASSESSMENT**

**TR010016/APP/6.3**

**Mp7a**

**HE514508-MMSJV-EGN-S0-RP-LE-000021**

**6 September 2018**

<b>Document Title</b>	A63 Castle Street Improvements Chapter 14 People and communities Appendix 14.2 Equality Impact Assessment Report MP7a [HE514508-MMSJV-EGN-S0-RP-LE-000021]
<b>Author</b>	Katy Field
<b>Owner</b>	MMSJV for Highways England
<b>Distribution</b>	MP Representative for the Agency Diversity Group (for approval) and Integrated Project Team
<b>Document Status</b>	RFC

### Revision History

Version	Date	Description	Author	Signature
P01.1	26/01/2018	Equality Impact Assessment	Katy Field	KF
P01.2	06/06/2018	Equality Impact Assessment	Annabel Blake	AB
P01.3	31/07/2018	Equality Impact Assessment	Annabel Blake	AB
P02	29/08/2018	Equality Impact Assessment	Annabel Blake	AB
P03	06/09/2018	Equality Impact Assessment	Annabel Blake	AB

### Reviewer List

Version	Name	Role	Signature
P01.1	Roz Davies	Senior Consultant	RD
P01.2	Roz Davies	Senior Consultant	RD
P01.3	Roz Davies	Senior Consultant	RD
P02	Roz Davies	Senior Consultant	RD
P03	Roz Davies	Senior Consultant	RD

### Approvals

Version	Name	Role	Signature
P01.1	James Beard	Technical Specialist	JB
P01.2	James Beard	Technical Specialist	JB
P01.3	James Beard	Technical Specialist	JB
P02	James Beard	Technical Specialist	JB
P03	James Beard	Technical Specialist	JB

<b>Name of Practice/Policy</b>	A63 Castle Street Improvements	<b>Proposed or Current</b>	Proposed
<b>Person Completing the Assessment</b>		Katy Field / Annabel Blake	
<b>Directorate</b>		Major Projects	
<b>Date</b>	6 September 2018	<b>Reference No</b>	MP7a

**A: In this section, outline the aims, purpose, desired benefits and expected outcomes of the practice/policy, identifying the customers, staff or stakeholders involved or affected.**

### **Introduction**

This Equality Impact Assessment (EqIA) provides an analysis of the proposals for the redevelopment of the A63 Castle Street Improvements, Hull (the Scheme) by Highways England. It has been undertaken to support Highways England in meeting its statutory requirements under the Public Sector Equality Duty (PSED - part of the Equality Act 2010). The EqIA helps to support good decision making and ensure that the design and location of the new junction is implemented with equality, diversity and inclusion (EDI) principles in mind.

### **Purpose**

The Scheme comprises approximately 1.5km of dual carriageway, running between the Ropery Street junction and the Market Place and Queen Street junctions (indicated by the red Scheme Site Boundary in figure one below). This section of the Scheme carries around 50,000 vehicles per day, making it one of the busiest sections of road in the East Riding of Yorkshire. As a result, the road experiences high levels of congestion, particularly at peak times.

The Scheme has the following key objectives:

- Improved access to the Port of Hull
- Congestion relief
- Improved safety
- Improved connections between the city centre to the north and developments and tourist and recreational facilities to the south

### **Approach**

The following approach was taken to assess how the Scheme would affect people with protected characteristics. This was conducted in accordance with Highways England guidance to conduct EqIAs<sup>1</sup>. The guidance provides information on how to deliver an EqIA that enables decision makers to give 'due regard' to their equality duty in the decisions they take with regards:

<sup>1</sup> Highways Agency (2011) 'Guide to Equality Impact Assessments'

- Step one involved desk-based research and demographic analysis, along with the use of GIS software. These were used to gain an overall understanding of the local area in terms of the built environment and demography
- Step two involved a screening process which was carried out in order to detect the likelihood of specific impacts on certain protected characteristic groups
- The Equality, Diversity and Inclusion Tool (EDIT) was used in step three as a tool to understand if there are any high-density areas of protected characteristic groups in the surrounding area
- Step four provided a full analysis of the impacts and their duration and was supported using secondary literature sources

Consultation was carried out by Highways England to gain feedback from the public on the options for the Scheme, see Consultation Report (document reference TR010016/APP/5.1). Further targeted stakeholder consultation was undertaken to support this EqIA. A disability confidence stakeholder workshop was carried out in June 2015 by MM. This was in order to give Highways England and its supply chain partners for Castle Street the confidence to improve how they engage with and respond to needs of partners.

## **The Scheme**

The layout of the Scheme is illustrated at Environmental Statement Volume 2, Figures 2.5.1 to 2.5.7 Scheme Proposals.

The activities involved in the Scheme include:

- Lowering the level of the road by approximately 7m into an underpass at Mytongate Junction and raising Ferensway and Commercial Road by approximately 1m creating a grade separated (split level) junction
- Widening the eastbound carriageway to three lanes between Princes Dock Street and Market Place, with the nearside lane being marked for local weaving traffic
- Removing the existing signal controlled pedestrian crossings on the Scheme
- Providing an iconic bridge over the Scheme for pedestrians, cycles and disabled users south of Princes Quay Shopping Centre. See Figure 14.2.2 A63 Castle Street Improvements - Princes Quay Bridge for more details.
- Providing a bridge over the Scheme for pedestrians, cycles and disabled users at Porter Street. See Figure 14.2.3 Porter Street Bridge for more details.
- Upgrading an existing route that runs from Market Place under the Scheme using High Street to allow pedestrians, cycles and disabled users to cross underneath the Scheme
- Restricting access to the Scheme by closing some junctions and restricting movements on some side roads to improve safety
- Changes and enhancements to existing highways to maintain access to all properties
- Localised diversion of statutory utilities that currently cross beneath the existing Scheme

## **Local Area**

The Scheme is situated in Hull city centre, and as such, is surrounded by numerous businesses, community facilities and residential properties. To the north of the Scheme lies the heart of Hull city centre, with transport links (including Hull Paragon Interchange), major retail outlets and historic buildings.

The Humber, waterfront, docks and Fruit Market area (a key area of redevelopment) can be found to the south of the Scheme, and contain many of Hull's key tourist attractions including The Deep, in addition to shops, offices and some residential properties.

The River Hull, industrial land and the Port of Hull are located to the east of Castle Street.

There are also plans for significant housing development in areas to the west of Hull, such as Kingswood, Newington, and St Andrews, as well as plans for the construction of 3,200 residential dwellings in the city centre.

## **Objectives and Benefits of the Scheme**

The overall Scheme objectives are as follows:

- **Reduce traffic congestion** particularly through the Mytongate and Market Place junctions
- **Support economic growth** by improving access to and from the Port of Hull and other areas of economic growth
- **Improve safety** for both road users and the local community by reducing interaction between pedestrians and vehicles
- **Reduce severance** between the city centre and the waterfront area

## **Customers, Staff, and Stakeholders**

The Scheme would affect a wide range of motorised users (such as car drivers and their passengers, and Heavy Goods Vehicles (HGV) drivers and non-motorised users (NMUs) (such as pedestrians and cyclists), as well as residents and communities adjacent to the Scheme.

Three public consultations have been undertaken in 2009, 2013/2014 and 2017. The latest round of formal public consultation on the Scheme took place from 16 January 2017 until 13 February 2017. This included a two-day public exhibition held at The Royal Hotel on Ferensway, Hull on 27th and 28th January. During the 2017 consultation process, approximately 6,744 leaflets and questionnaires were distributed to enable the public and other interested parties to register their comments on the Scheme.

In addition to the main public consultations, additional targeted consultation exercises have been carried out with other stakeholders such as local businesses, land owners, developers, local authorities, service providers, Hull Access Improvement Group (HAIG), the Environment Agency, Marine Management

Organisation, Hull City Council, Historic England, Holy Trinity Church, Diocese of York and Natural England.

Examples of targeted consultations include:

- **Market Place consultation:** consultation on the improvement of the existing route via High Street as an alternative to providing a pedestrian, cycle and disabled user bridge at the Market Place and Queen Street junctions
- **Princes Quay Bridge consultation:** consultation on options for Princes Quay Bridge
- **Temporary Land and Drainage Route Consultation:** consultation on the location of temporary site compounds during construction and the drainage outfall route for the Mytongate Junction pumping station
- **Extended Scheme Consultation:** consultation on alterations to the Scheme route at the western end of the Scheme to enable tie-in with the existing road layout
- **Public Open Space Consultation:** consultation to propose the site of the Myton Centre as an area of public open space, to replace public open space lost at Trinity Burial Ground
- **Consultation on Trinity Burial Ground:** methodology for the clearance of human remains, archaeology and **landscaping** treatment of the retained area of Trinity Burial Ground
- **Consultation on proposed works in the Old Town area:** The engagement activities have supported the identification of potential direct and indirect, positive and negative impacts of the Scheme on groups with characteristics protected under the Equality Act 2010 and PSED



<b>B: SCREENING (Stage 1)</b>  <b>Questions considered to establish impacts from the outset for new or changing policies/practices</b>	Sex	Religion or Belief	Age	Disability	Race	Sexual Orientation	Gender Re-assignment (include transsexual and transgender)	Pregnancy and Maternity	Marriage and Civil Partnership
1: Is there any indication or evidence that different groups have different needs, experiences, issues or priorities in relation to the practice/policy?	Y	Y	Y	Y	Y	N	N	Y	N
2: Is there evidence or an indication of higher or lower uptake by different groups?	N	N	N	N	N	N	N	N	N
3: Do people have different levels of access? Are there social or physical barriers to participation (e.g. language, format, physical access)?	Y	N	Y	Y	N	N	N	Y	N
4: Is there an opportunity to advance equality or foster good relations by altering the policy/practice?	Y	Y	Y	Y	Y	Y	N	Y	Y
5: Is there an opportunity to advance equality or foster good relations by working or engaging with other organisations or the wider community?	Y	Y	Y	Y	Y	Y	N	Y	Y
6: Is there stakeholder (staff, Trade Unions or public) concern about the policy/practice in terms of actual, perceived or potential discrimination against a particular group?	N	N	Y	Y	N	N	N	N	N
7: Is there potential for, or evidence that any part of this policy/practice may adversely affect equality of opportunity for all or may harm good relations between different groups?	N	N	N	N	N	N	N	N	N
8: Is there any potential for, or evidence that any part of the policy/practice could discriminate indirectly or directly? (Consider those who implement it on a daily basis).	N	N	Y	Y	N	N	N	N	N

### **C: The rationale behind the rating (at section B), and details of the evidence utilised to inform the screening decision.**

The EqIA evidence review findings are set out in this report. Of the percentage of equality groups in the local area, the Scheme has the potential to impact a number of the groups identified above. An overview of the evidence from the review, supporting the screening analysis in section B, is listed below. Where appropriate, relevant demographic data has been taken either from Office for National Statistics (ONS) 2016 mid-year population estimates or ONS 2011 Census data, depending on data availability. It should be noted that a demographic breakdown of road users is not available at present. As part of the socio-demographic profile of the Scheme, maps illustrating this demographic data were created, and may be found in the Socio-demographic profile (included at the end of this document).

#### **Age: Children (under 16 years of age)**

- Children (under 16 years of age) make up 20% of the population of Hull, which is in line with the national average (19%)<sup>2</sup>.
- Walking accounts for around a third of trips made by children<sup>3</sup>. As children are disproportionately represented amongst pedestrians they are potentially more likely to be impacted by the removal of at-grade pedestrian crossings.
- Children are more likely to be affected by respiratory problems than the wider population<sup>4</sup>. However, after an overall assessment of air quality impacts, the effects are likely to be neutral.
- The loss of open space (for example at Trinity Burial Ground, a designated public open space) may impact children. Kingston upon Hull is the third most deprived local authority area in England<sup>5</sup> and children living in deprived areas are nine times less likely to be able to access green space than those living in less deprived areas<sup>6</sup>.

#### **Age: Young people (16-24 years old)**

- Young people (16-24 years old) make up 13% of the population of Hull, which is slightly higher than the national average of 11%<sup>7</sup>.

---

<sup>2</sup> ONS 2016 Annual Population Survey Mid-Year Estimate

<sup>3</sup> Department of Transport, Local Area Walking and Cycling Statistics: England, 2013/14  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/437001/local-area-walking-and-cycling-statistics-england-2013-14.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437001/local-area-walking-and-cycling-statistics-england-2013-14.pdf)

<sup>4</sup> Asthma UK, Pollution, available at: <https://www.asthma.org.uk/advice/triggers/pollution/>

<sup>5</sup> See: Department for Communities and Local Government, English Indices of Deprivation, 2015  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/465791/English\\_Indices\\_of\\_Deprivation\\_2015\\_-\\_Statistical\\_Release.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/465791/English_Indices_of_Deprivation_2015_-_Statistical_Release.pdf)

<sup>6</sup> Quoted in King's Fund, Access to green and open spaces and the role of leisure services Available online at:  
<https://www.kingsfund.org.uk/projects/improving-publics-health/access-green-and-open-spaces-and-role-leisure-services>

<sup>7</sup> ONS 2016 Annual Population Survey Mid-Year Estimate

- Improvements to the Scheme are likely to increase access to employment opportunities, which may have a disproportionately positive impact on young people. For young people aged 16-24, the proportion of Job Seekers Allowance (JSA) claimants in Hull is 4%, compared to the national average of 2%<sup>8</sup>.
- Young people are more likely to be users of non-motorised forms of transport; Department for Transport (DfT) statistics indicate that 94% of 16-24 year olds cycle or walk at least once a month compared to 87% of the general population<sup>9</sup>. Therefore, improvements to the cycle and pedestrian provision along the Scheme could have a disproportionate beneficial impact upon younger people.

### **Age: Older people (aged 65 years and older)**

- The proportion of older people (over 65 years of age) in Hull is 15%, lower than the national average of 18%<sup>10</sup>.
- Older people are more likely to be affected by respiratory problems than other sections of the population<sup>11</sup>. However, after an overall assessment of air quality impacts, the effects are likely to be neutral.
- The 2015 National Travel Survey<sup>12</sup> found that the proportion of people with mobility difficulties increases with age<sup>13</sup>. The installation of new bridges as part of the Scheme may create routes with steeper gradients and additional walking distances for pedestrians, which could particularly impact on older people with age-related mobility impairments.
- However, removing at-grade crossings would reduce pedestrian interaction with traffic, which could improve safety and disproportionately benefit older people.

### **Disability**

- 20% of Hull's population has a long-term illness or disability that limits their daily activities, which is slightly higher than the national average of 18%<sup>14</sup>.

<sup>8</sup> ONS claimant count by sex and age

<sup>9</sup> Department for Transport, *Walking and cycling levels demographic breakdown: England*, available at <https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-levels-demographic-breakdown-england-cw020>

<sup>10</sup> ONS 2016 Annual Population Survey Mid-Year Estimate

<sup>11</sup> Asthma UK, Pollution, available at: <https://www.asthma.org.uk/advice/triggers/pollution/>

<sup>12</sup> Department for Transport (2015) 'National Travel Survey: England 2015' Accessed here: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/551437/national-travel-survey-2015.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/551437/national-travel-survey-2015.pdf)

<sup>13</sup> Department for Transport, *National Travel Survey: England 2015*, available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/551437/national-travel-survey-2015.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/551437/national-travel-survey-2015.pdf)

<sup>14</sup> ONS 2011 Census

- Research from the DfT indicates that of people with a disability who are able to walk, around 30% can walk no more than 50m without stopping or experiencing severe discomfort<sup>15</sup>. The removal of the at-grade crossings may disproportionately impact on those less able to manage longer walking distances or steep gradients, which may include some disabled people with mobility impairments and those using wheelchairs. However, two bridges with disabled access are being provided over the Scheme and the upgrading of the route that runs from Market Place under the Scheme to cater for pedestrians, cyclists and disabled users would help to provide crossing points for disabled users. In addition, the associated removal of traffic interaction may improve safety and as such disproportionately benefit disabled pedestrians.
- The combined usage of the pedestrian and cycle routes may impact on those with visual impairments, who often express concern at shared use routes<sup>16</sup>.
- People living with a lung disease, such as Chronic Obstructive Pulmonary Disease (COPD) for example, are more likely to have difficulties breathing<sup>17</sup>. However, after an overall assessment of air quality, the impacts are likely to be insignificant.

### **Gender reassignment**

- No demographic data is available for this protected characteristic.
- Personal security is a concern expressed by many within this group, who often feel that they have to avoid certain places for fear of being harassed<sup>18</sup>. To address personal security concerns, the Scheme aims to improve lighting along the route. At the Myton Bridge crossing, the dense vegetation would be removed to improve visibility and make the area more open.

### **Race and ethnicity**

- 10% of the population of Hull are from Black, Asian or minority ethnic groups (BAME) which includes white Irish, Gypsy and Irish Travellers and other non-

<sup>15</sup> Department for Transport, *Inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure*, available at: <http://www.ukroads.org/webfiles/TALper cent206-02per cent20Inclusiveper cent20Mobilityper cent20-per cent20Aper cent20Guideper cent20to per cent20Bestper cent20Practice.pdf>

<sup>16</sup> 86% of blind or partially sighted respondents to a Guide Dogs for the Blind Association survey were concerned about shared use pedestrian / cycle paths TNS, *Guide Dogs for the Blind Association, The impact of shared surface streets and shared use pedestrian/cycle paths on the mobility and independence of blind and partially sighted people*, available at: [https://www.guidedogs.org.uk/media/1975/1253\\_tns\\_impact\\_report\\_for\\_guide\\_dogs\\_2010.pdf](https://www.guidedogs.org.uk/media/1975/1253_tns_impact_report_for_guide_dogs_2010.pdf)

<sup>17</sup> NHS Choices (2016): 'Chronic Obstructive Pulmonary Disease'

<sup>18</sup> 51% of trans participants in the recent Scottish Trans Mental Health Study expressed concerns that they would have to avoid certain places due to the fear of being harassed. See Scottish Transgender Alliance, *Trans Mental Health and Emotional Wellbeing Study 2012*, available at: [http://www.gires.org.uk/assets/Medpro-Assets/trans\\_mh\\_study.pdf](http://www.gires.org.uk/assets/Medpro-Assets/trans_mh_study.pdf)

White British ethnic groups. This is considerably lower than the national figure of 20%<sup>19</sup>.

- Research by the DfT highlights how those from ethnic minority backgrounds are more likely to feel unsafe in the pedestrian environment than those from white backgrounds, indicating that personal security concerns are important for many within this group<sup>20</sup>. Improvements to pedestrian personal security arising from the Scheme may support additional local pedestrian trips by this group.

### **Religion and belief**

- The figure for people belonging to minority faith groups (including Buddhist, Hindu, Jewish, Muslim, Sikh and 'other' in national Census data) is 3%, considerably lower than the national average of 9%.
- 55% of Hull's population identify as Christian<sup>21</sup>.
- No evidence has been identified to suggest people from this protected characteristic group would experience disproportionate positive or negative impacts during construction or operation of the Scheme.

### **Sex and gender (including pregnancy and maternity)**

- Women make up 50% of Hull's population, which is close to the national average (51%)<sup>22</sup>.
- The removal of the at-grade crossings and their replacement with pedestrian bridges may disproportionately impact upon people with pushchairs.
- The British Social Attitudes Survey 2015 suggests that women are more likely than men to consider cycling on the road to be too dangerous (75% compared to 67%)<sup>23</sup>. Therefore, there is the potential for women to benefit from the provision of dedicated cycleways which separate motorists and cyclists.

### **Sexual orientation**

- No demographic data is available for this protected characteristic group.
- Personal security is a concern for this group; research by Stonewall indicates that one in six Lesbian, Gay, Bisexual, Transgender (LGBT) people have

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<sup>19</sup> ONS 2011 Census

<sup>20</sup> Department for Transport, Personal security issues in pedestrian journeys, available at: <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5>

<sup>21</sup> ONS 2011 Census

<sup>22</sup> ONS 2016 Mid-Year Estimate

<sup>23</sup> Department for Transport, British Social Attitudes Survey 2015: Public attitudes towards transport Available online at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/586193/british-social-attitudes-survey-2015.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/586193/british-social-attitudes-survey-2015.pdf)

experienced a homophobic hate crime over the last three years<sup>24</sup>. To address personal security concerns, the Scheme intends to improve lighting along the route. At the Myton Bridge crossing, the dense vegetation would be removed to make the area more open, improving natural surveillance and visibility.

### Equality, Diversity, and Inclusion Tool (EDIT) Findings

EDIT is designed to help Highways England scheme teams to make an informed decision about how EDI are relevant to different schemes. EDIT uses information about the Scheme local population data, equality research and any other evidence available to identify whether the scheme is likely to have an impact on EDI and what action may need to be taken to address this. EDIT provides an evidence base which can help to maximise the benefits of a scheme for Highways England's customers and local communities affected.

The overall EDIT score for the Scheme was 90% suggesting that it is highly likely that EDI issues would be an important factor in the effective delivery of the Scheme.

Findings from EDIT show that the majority of the Scheme is located in an equality 'hotspot' area and the key areas of consideration include: pedestrian or community severance, public transport usage, and changes in access to facilities and services, all of which are relevant to equality groups.

The 'equality hotspot' map for Hull is shown at Figure 14.2.1 below:

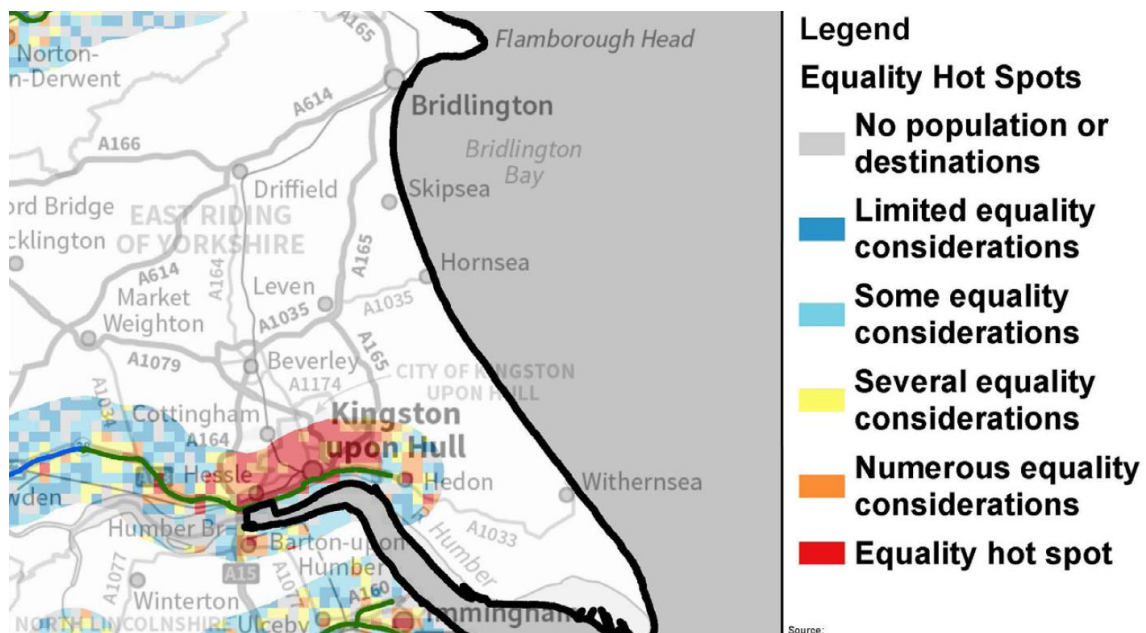


Figure 14.2.1 Equality hotspot map

The green line denotes the Scheme

<sup>24</sup> Stonewall, Homophobic Hate Crime, 2013, available at: [http://www.stonewall.org.uk/sites/default/files/Homophobic\\_Hate\\_Crime\\_2013\\_.pdf](http://www.stonewall.org.uk/sites/default/files/Homophobic_Hate_Crime_2013_.pdf)

The Scheme is also geared towards supporting development in terms of employment which could impact positively upon some social groups, particularly those represented disproportionately amongst the unemployed – such as younger people.

<b>Confirmation – Stating if a full equality impact assessment required or not</b> <b>(Appropriate Box Ticked)</b>		
<b>Yes</b>	✓	<ul style="list-style-type: none"> <li>Adjustment required to prevent potential discriminatory practice and to remove barriers to equality of opportunity</li> <li>Further evidence/consultation required to enable sound equality decision making</li> </ul> <b>Proceed to Sections D – H</b>
<b>No</b>		<ul style="list-style-type: none"> <li>The policy/practice/proposal is robust in terms of equality</li> <li>The impact on different groups is considered to be 'neutral' with no risk of discrimination or any minor impacts can be justified</li> </ul> <b>Proceed to Section E1 and Sign-off at H</b>

#### **D: ASSESSMENT**

The level of impact on protected characteristics gauged from available information, research, consultation.

<b>Equality Group</b> <b>(protected characteristics)</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>Neutral Impact</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Sex	✓			<p><b>Operational Phase: Permanent improved perceptions of safety for cyclists</b></p> <p>The new 3m wide pedestrian and cycle route along the northern side of the Scheme may encourage greater uptake of cycling amongst local residents.</p> <p>Women are more likely than men to consider it too dangerous to cycle on the road: (75% compared to 67% of men)<sup>25</sup>. By ensuring that cyclists and vehicles are</p>

<sup>25</sup> Department for Transport, 'British Social Attitudes Survey 2015: Public attitudes towards transport'. Available online at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/586193/british-social-attitudes-survey-2015.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/586193/british-social-attitudes-survey-2015.pdf)

				segregated, this may encourage more women to cycle.
Sex	✓			<p><b>Operational Phase: Permanent improved personal security</b></p> <p>The Scheme is likely to result in improvements to the pedestrian environment in terms of personal security, which could make the local area safer and more comfortable for female users.</p> <p>Women often feel less safe walking alone after dark than men<sup>26</sup>. Particular concerns expressed by women typically refer to poor lighting, subways and people loitering.</p> <p>Respondents to previous Scheme consultations also raised personal security concerns about the use of the proposed two bridges, as well as the crossing under Myton Bridge, which some respondents felt was isolated and poorly-lit.</p> <p>Designs for the bridges have sought to address these personal safety concerns, and include improved natural surveillance, lighting and reduced vegetation.</p>
<b>Equality Group (protected characteristics)</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>Neutral Impact</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Religion or belief			✓	William Booth House, located at Mytongate Junction, contains a place of worship; however, access to this facility is internal and

<sup>26</sup> Department for Transport, Personal security issues in pedestrian journeys. Available online at: <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5>



				limited only to hostel residents, so would not be affected by the Scheme. Therefore, no disproportionate impacts associated with this protected characteristic have been identified.
<b>Equality Group (protected characteristics)</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>Neutral Impact</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Age - children		✓		<p><b>Construction Phase: Temporary loss of land at Great Passage Street Pocket Park</b></p> <p>During Construction there would be a temporary loss of 88.9% of the Great Passage Street Pocket Park. Construction activities in place for this period would likely discourage users of the park. While all users of the park are likely to be affected, this is likely to disproportionately impact children as evidence suggests that busy or dangerous roads would likely deter use of green space by this group<sup>27</sup>.</p>
Age - children			✓	<p><b>Construction Phase: Neutral impacts on air quality</b></p> <p>The Scheme is currently located within a Hull City Council Air Quality Management Area (AQMA), indicating that nitrogen dioxide levels already exceed national objectives. As a result of traffic management measures during the construction</p>

<sup>27</sup> Natural England (2014): 'Monitor of Engagement with the Natural Environment: The national survey on people and the natural environment'.

				<p>phase, there is expected to be an increase in traffic flows and reductions in speed for vehicles on the A63 Hessle Road. However, the air quality impacts associated with the Construction are considered to be insignificant.</p>
Age - children	✓			<p><b>Operational Phase: Permanent improved user safety</b></p> <p>The Scheme aims to improve user safety by replacing two at-grade crossings and installing two bridges, at Porter Street and at Princes Quay, as well as upgrading the current crossing under the Myton bridge. These bridges and the Myton Bridge crossing would separate pedestrians from motorised traffic, mitigating many of the risks associated with crossing the carriageway.</p> <p>Accident records for the six-year period 2011 to 2016<sup>28</sup> shows there have been 191 Personal Injury Accidents (PIAs) along the route, of which 23 were classified as serious and 168 as slight severity. There were no fatalities. The highest number of PIA occurred in 2012 (three serious and 35 slight severity).</p> <p>Improving pedestrian safety is particularly important for children, as children are disproportionately more likely to walk than other age groups, and are more likely to be represented in accident data. Walking accounts for a</p>

<sup>28</sup> The six year study period for PIA records is between 1 January 2011 and 31 December 2016

			<p>third of all trips undertaken by children, and is the most popular method of getting to primary school<sup>29</sup>.</p> <p>Crossing the road can be hazardous for children, who may be less aware of hazards, and are more likely to cross roads impulsively and misjudge the speed of vehicles. A third of children injured whilst crossing the road reported that they did not look before stepping out<sup>30</sup>.</p> <p>Surveys of NMUs were conducted by Tracsis on behalf of MMSJV for Highways England over a four-day period in September 2016<sup>31</sup>. Surveys showed that the at-grade crossing at Porter Street was used 12 times by children, and that the crossing at Myton Bridge was used 13 times by children. At Princes Quay, the site of the proposed bridge, the current at-grade crossing was used 173 times by children, indicating that this site would particularly benefit from a separation of vehicles and child pedestrians.</p> <p>In addition, by restricting access to the Scheme from side roads (such as Dagger Lane, Fish Street, Vicar Lane and Humber Dock Street) this would also reduce the number of roads children are required to cross, thereby</p>
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<sup>29</sup> Department for Transport, National Travel Survey: England 2015, available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/457752/nts2014-01.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457752/nts2014-01.pdf)

<sup>30</sup> AA, Facts about road accidents and children, available at: [https://www.theaa.com/public\\_affairs/reports/facts\\_about\\_road\\_accidents\\_and\\_children.pdf](https://www.theaa.com/public_affairs/reports/facts_about_road_accidents_and_children.pdf)

<sup>31</sup> NMU surveys (Tracsis, 2016). See also, section 15.5 of the ES, concerning Effects on All Travellers.

				further reducing interaction between pedestrians and motorised vehicles. It would also reduce the volume of motorised vehicles along these routes, two of which are residential roads.
Age - children			✓	<p><b>Operational Phase: Impacts on air quality</b></p> <p>There is expected to be an increase in traffic along the A63 during the operational phase of the Scheme. However, the Scheme also reduces traffic congestion on several stretches of road in the AQMA. The reduced congestion and therefore improved vehicle speeds suggest that air quality impacts associated with the Operation Phase (and any beneficial or adverse equality effects that might accompany it) are considered to be insignificant and therefore neutral.</p>
Age - children		✓		<p><b>Operational Phase: Permanent reduction in open space</b></p> <p>The Scheme would remove existing public open space at William Street Park and Trinity Burial Ground to accommodate the road improvements.</p> <p>Statistics produced by the King's Fund indicate that children living in deprived areas are nine times less likely to be able to access green space<sup>32</sup>. Given that 53% of the population of Hull lives in the most deprived quintile, access to green</p>

<sup>32</sup> Quoted in King's Fund, Access to green and open spaces and the role of leisure services. Available online at: <https://www.kingsfund.org.uk/projects/improving-publics-health/access-green-and-open-spaces-and-role-leisure-services>

				<p>space for children is particularly important in this location.</p> <p>However, consultation responses indicate that neither Trinity Burial Ground nor William Street Park are particularly well-used by children. In addition, the children's play area at the William Street Park would remain unaffected once the Scheme is in operation, and replacement open space would be provided at the Myton Centre mitigating some of the impacts of reduced green space.</p>
<b>Equality Group (protected characteristics)</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>Neutral Impact</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Age - young people (16 – 24 years)		✓		<p><b>Construction Phase: Temporary impacts of construction activity and traffic on bus reliability</b></p> <p>Young people are more likely to use public transport than the wider population, so any impact on bus reliability as a result of construction work may disproportionately impact upon this group.</p> <p>2016 Road User Statistics indicate that those aged 17-20 years make more trips by bus than any other age group<sup>33</sup>. Moreover, 41% of households in Hull do not have access to a car<sup>34</sup>, a figure which is significantly higher than both the regional and national figures for lack</p>

<sup>33</sup> Department for Transport, *Road Users Statistics GB* available at: <https://www.gov.uk/government/statistics/road-use-statistics-2016>

<sup>34</sup> Nomis, 2011 Census, <https://www.nomisweb.co.uk/>

				<p>of access to private transport (both at 25%)<sup>35</sup>.</p> <p>Although the Scheme is not on a key public transport route, some consultation respondents were concerned that the construction phase would increase congestion on the surrounding local roads. They were concerned about longer tail backs to the city centre and the potential adverse impact on running times to and from the Paragon Interchange, which is located to the north of the Scheme, off Ferensway. The project team agree this is a potential issue so have actively engaged with the bus operators and will continue to do so throughout the pre-construction phase to make sure passengers are kept up to date and routes are assessed for timings based on the construction phasing. Communication is one of the most important parts of this project to make sure all stakeholders are aware of the impacts.</p>
Age - young people (16 – 24 years)	✓			<p><b>Operational Phase: Permanent increase in access for young people to employment opportunities</b></p> <p>Improvements arising from the Scheme are likely to have a positive impact on employment in the area, and particularly on young people, due to improved access to employment sites. The Scheme is identified by the Humber Strategic Economic Plan (SEP) as one of the</p>

<sup>35</sup> Department for Transport Statistics, Household car ownership by region and rural-urban classification: England, 2002/03 and 2014/15 Available online at: <https://www.gov.uk/government/collections/national-travel-survey-statistics>

				<p>three major economic corridors in the region.</p> <p>Currently, Hull has a higher than average level of JSA claimants amongst working age people (aged 16-64 years), at 3% (compared with the national average of 1%). For young people (aged 16-24), the proportion of JSA claimants is four% compared to the national average of two%.</p>
<b>Equality group (protected characteristics)</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>Neutral Impact</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Age - older people (over 65 years)			✓	<p><b>Construction Phase: Neutral impacts on air quality</b></p> <p>The Scheme is currently located within a Hull City Council Air Quality Management Area (AQMA), indicating that nitrogen dioxide levels already exceed national objectives. As a result of traffic management measures during the Construction Phase, there is expected to be an increase in traffic flows and reductions in speed for vehicles on the A63 Hessle Road. Overall, however, the air quality impacts associated with the Construction are considered to be insignificant.</p>
Age - older people (over 65 years)	✓			<p><b>Operational Phase: Permanent increase in user safety</b></p> <p>The Scheme aims to replace the existing at-grade crossings and install two bridges (catering for</p>

			<p>pedestrians, cyclists, and disabled users), at Porter Street and at Princes Quay, as well as upgrade the current crossing beneath Myton Bridge. These new bridges and upgraded underpass would reduce the potential for interaction between pedestrians and motorised vehicles, improving pedestrian safety. This is particularly important for a number of groups, including older people.</p> <p>Surveys of NMUs were conducted by Tracsis on behalf of Mott MacDonald for Highways England over a four-day period in September 2016<sup>36</sup>. This survey showed that the current at-grade crossing at Porter Street was used twice by older people, and that the crossing at Myton Bridge was used four times by older people. At Princes Dock West the crossing was used 12 times by older people and at Princes Dock East the crossing was used 62 times by older people.</p> <p>Older pedestrians are over-represented in collisions at intersections. This is due to their slower walking speed, slower reaction time and higher potential for perceptual difficulties. A recent study compared the walking speed of the older population in the UK (aged 65 and over) with the speed required to use a pedestrian</p>
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<sup>36</sup> NMU surveys (Tracsis, 2016). See also, ES Chapter 15 Effects on all travellers.



				<p>crossing<sup>37</sup>. The study found that the walking speed for older men was 0.9m per second and 0.8m per second for older women. This is slower than the 1.2m per second required to cross a pedestrian crossing in the UK.</p> <p>In addition, by restricting access to the Scheme from side roads (such as Dagger Lane, Fish Street, Vicar Lane and Humber Dock Street) this would also reduce the number of roads users (including older people) are required to cross, therefore reducing interaction between pedestrians and motorised vehicles.</p> <p>By providing alternatives to at-grade crossings and restricting access from side roads, this is likely to improve user safety for older pedestrians.</p>
Age - older people (over 65 years)			✓	<p><b>Operational Phase: Permanently altered accessibility of the built environment</b></p> <p>As already identified, the installation of the Porter Street pedestrian, cycle and disabled user bridge and Princes Quay pedestrian, cycle and disabled user bridge may create additional walking distances for pedestrians, which could particularly impact on older people with age-related mobility impairments. The 2015 National Travel Survey found that the proportion of people with mobility</p>

<sup>37</sup> Asher L., Aresu M., Falaschetti E. and Mindell J.: Most older pedestrians are unable to cross the road in time: a cross-sectional study, available at: <http://www.ssehsactive.org.uk/userfiles/Documents/olderpedestrians.pdf>

				<p>impairments increases greatly with age<sup>38</sup>.</p> <p>Mitigation proposals have been incorporated into the designs of Porter Street Bridge and Prince Quay Bridge to improve accessibility for those with reduced mobility.</p> <p>For Porter Street Bridge, the mitigation includes the following measures:</p> <ul style="list-style-type: none"> <li>• The Porter Street Bridge would be positioned as close as possible to end of Porter Street, to reduce the distance to this destination for pedestrians.</li> <li>• To reduce the number of ramps and stairs required small raised platform areas with shallow approach slopes are planned. Each approaching ramp would have eight spans with a maximum span length of 13.8m and an overall length of approximately 106m. Each stair would have two spans with a maximum span length of 7.5m and an overall length of approximately 17m<sup>39</sup>.</li> </ul> <p>For Princes Quay Bridge, the mitigation proposals include:</p> <ul style="list-style-type: none"> <li>• Seating would be provided at various points along the Princes</li> </ul>
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<sup>38</sup> It found that 30per cent of individuals aged 70+ have problems walking or using a bus, compared to only 3per cent of those aged 16-49. Department for Transport, National Travel Survey: England 2015, available at:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/551437/national-travel-survey-2015.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/551437/national-travel-survey-2015.pdf)

<sup>39</sup> Balfour Beatty, A63 Castle Street Porter Street Footbridge – Approval in Principle

				<p>Quay Bridge to provide for rest stops.</p> <ul style="list-style-type: none"> <li>• The ramped approaches would include a combination of elevated ramps, stairs and landscaped embankments and would be at a 1:21 gradient. This aligns with Inclusive Mobility<sup>40</sup>, the government's guide to best practice on improving access for disabled people and people travelling with small children.</li> <li>• These design elements would help to reduce the extent of adverse accessibility impacts for older people.</li> </ul>
Age - older people (over 65 years)	✓			<p><b>Operational Phase: Permanent enhancement of personal security</b></p> <p>During the hours of darkness, older people tend to feel particularly vulnerable, with many considering bridges and subways to be particular sources of insecurity. 35% of those aged 60 and over state that they are unlikely to walk in their neighbourhoods after dark due to safety concerns<sup>41</sup>.</p> <p>Enhanced safety and security measures have been incorporated as part of the Scheme design. Designs for Princes Quay Bridge include four portholes to let in natural light during the</p>

<sup>40</sup> Department for Transport (2005), Inclusive mobility, <https://www.gov.uk/government/publications/inclusive-mobility>

<sup>41</sup> Department for Transport, Personal security issues in pedestrian journeys, available at: <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5>

				daytime, as well as lights for after dark. For Porter Street Bridge, the design has tried to minimise the number of supporting columns to avoid unnecessary dark areas, or potential areas for anti-social behaviour. Plans are also in place to remove some of the vegetation surrounding the entrance to Myton Bridge.
Age - older people (over 65 years)			✓	<p><b>Operational Phase: Impacts on air quality</b></p> <p>As noted above, there is expected to be an increase in traffic along the A63 as a result of the Scheme. However, the Scheme also reduces traffic congestion on several stretches of roads in the AQMA. The reduced congestion and therefore improved vehicle speeds demonstrates that air quality impacts associated with the Operation Phase are considered to be insignificant.</p>
<b>Equality Group (protected characteristics)</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>Neutral Impact</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Disability				<p><b>Construction phase: negligible impacts on air quality</b></p> <p>The Scheme is currently located within a Hull City Council Air Quality Management Area (AQMA), indicating that nitrogen dioxide levels already exceed those required to meet national objectives. As a result of traffic management measures during the Construction Phase, there is expected to be an increase in traffic flows</p>

				and reductions in speed for vehicles on the A63 Hessle Road. While this may cause congestion, overall the air quality impacts associated with the Construction are considered to be insignificant.
Disability		✓		<p><b>Operational Phase: Permanently altered accessibility of the built environment</b></p> <p>The removal of the at-grade crossings and their replacement with bridges may disproportionately impact on those less able to manage longer walking distances, which may include some disabled people.</p> <p>Disabled people are as likely to make walking trips as those without disabilities (21% of trips by disabled people are via walking as opposed to 20% with no disability)<sup>42</sup>. Stakeholders noted that the required height of the Princes Quay bridge would result in lengthy ramps, with the potential to impact upon walking distances for disabled users in particular.</p> <p>Research indicates that, of people with a disability who are able to walk, around 30% can walk no more than 50m without stopping or experiencing severe discomfort and a further 20% can only manage between 50 and 200m<sup>43</sup>. The study</p>

<sup>42</sup> Department for Transport, National Travel Survey Disability and travel: 2007-2014, available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/533345/disability-and-travel-factsheet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/533345/disability-and-travel-factsheet.pdf)

<sup>43</sup> Department for Transport, Inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, available at: <http://www.ukroads.org/webfiles/TALper cent206-02per cent20Inclusiveper cent20Mobilityper cent20-per cent20Aper cent20Guideper cent20to per cent20Bestper cent20Practice.pdf>

			<p>also found that disabled people tend to find standing to rest difficult and/or painful and therefore it is important for the provision of resting points where walking distances are increased.</p> <p>During consultation, wheelchair users highlighted that, with the incorporation of viewing platforms along the Prince Quay Bridge, handrails would need to be at an appropriate level to ensure that railings would not be at head height, thus obscuring the views available from the bridge for those users.</p> <p>Mitigation has been included within the designs of Porter Street Bridge and Prince Quay Bridge to improve accessibility for those with reduced mobility (see the impacts identified for older people for further details).</p>
Disability		✓	<p><b>Operational Phase: Use of shared routes</b></p> <p>The stakeholder engagement process highlighted a number of concerns on the part of disabled people regarding the use of shared pedestrian and cycle routes on the Scheme's proposed footways and bridges. These concerns centred primarily upon the excessive speed of some cyclists and were particularly emphasised by visually impaired and hearing impaired users.</p> <p>Research commissioned by the Guide Dogs for the Blind Association with 500 blind or partially sighted participants</p>

				<p>across the UK found that almost nine of out ten respondents (86%) had concerns about the use of shared use pedestrian / cycle paths. 36% of respondents described how, as a result of using shared use pedestrian/cycle paths, they had a loss of confidence, or had become more anxious. As cyclists can travel quickly and quietly, blind and partially sighted users can often be surprised or shocked by their presence, making some more reluctant to use shared routes<sup>44</sup>. As such, consideration should be given to more formally segregated pedestrian cycle routes.</p>
<b>Equality Group (protected characteristics)</b>	<b>Positive</b>	<b>Negative</b>	<b>Neutral</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Race and ethnicity	✓			<p><b>Operational Phase: Permanent increase to personal security</b></p> <p>Personal security is a concern when using the pedestrian environment for several social groups, including people from some ethnic minority communities. Fear of hate crime is a particular concern for some members of this group.</p> <p>Research by DfT has highlighted how respondents from ethnic minority backgrounds throughout the UK were more likely to feel unsafe in the pedestrian</p>

<sup>44</sup> TNS commissioned by the Guide Dogs for the Blind Association, The impact of shared surface streets and shared use pedestrian/cycle paths on the mobility and independence of blind and partially sighted people, available at: [http://www.guidedogs.org.uk/media/1497871/TNS\\_Impact\\_Report\\_for\\_Guide\\_Dogs\\_2010.pdf](http://www.guidedogs.org.uk/media/1497871/TNS_Impact_Report_for_Guide_Dogs_2010.pdf)

				<p>environment than white respondents<sup>45</sup>.</p> <p>Enhanced safety and security measures have been incorporated as part of the Scheme design, including increased lighting and reduced vegetation. This would help to minimise potential impacts on this group.</p>
<b>Equality Group (Protected Characteristics)</b>	<b>Positive</b>	<b>Negative</b>	<b>Neutral</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Sexual orientation	✓			<p><b>Operational Phase: Permanent increased personal security</b></p> <p>Personal security when using the pedestrian environment, and particularly hate crime, are also cited as concerns for LGB people. Research conducted by Stonewall indicates that one in four LGB people feel worried about being a victim of crime because of their sexual orientation<sup>46</sup>. This research also found that LGB people in Yorkshire were more likely than those in other parts of England to alter their behaviour so as to avoid becoming the victims of crime.</p> <p>The targeted design measures focussed on lighting and surveillance already identified for other groups has helped to neutralise this potential area</p>

<sup>45</sup> Department for Transport, Personal security issues in pedestrian journeys, available at: <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5>

<sup>46</sup> Stonewall, Homophobic Hate Crime, 2013, available at: [http://www.stonewall.org.uk/sites/default/files/Homophobic\\_Hate\\_Crime\\_2013\\_.pdf](http://www.stonewall.org.uk/sites/default/files/Homophobic_Hate_Crime_2013_.pdf)



				of disadvantage for members of LGB groups.
<b>Equality Group (protected characteristics)</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>Neutral Impact</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Gender reassignment (incl. transsexual and Transgender)	✓			<p><b>Operational Phase: Permanent increase to personal security</b></p> <p>Personal security when using the pedestrian environment is cited as a concern for people who are transgender or who are undergoing gender reassignment. 38% of trans people have experienced physical intimidation; while over 80% have experienced 'silent harassment' (such as being stared at or being whispered about)<sup>47</sup>.</p> <p>Enhanced safety and security measures have been incorporated as part of the Scheme design to help neutralise this potential area of disadvantage for members of the trans community. These measures include improved lighting provision and the removal of vegetation.</p>
<b>Equality G(protected characteristics)</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>Neutral Impact</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Pregnancy and maternity		✓		<p><b>Operational Phase: Permanent alterations to the accessibility of the built environment</b></p> <p>The Scheme is intended to improve user safety by replacing at-grade crossings</p>

<sup>47</sup> Scottish Transgender Alliance Trans Mental Health and Emotional Wellbeing Study 2012, available at: [http://www.gires.org.uk/assets/Medpro-Assets/trans\\_mh\\_study.pdf](http://www.gires.org.uk/assets/Medpro-Assets/trans_mh_study.pdf)

				<p>with new bridges and an upgraded underpass. However, both of these design features can result in difficult gradients to manage for people pushing pushchairs or prams.</p> <p>The September 2016 Mott MacDonald NMU survey recorded 73 pushchair crossings at the at-grade crossing at Princes Quay (three were recorded at Myton Bridge and one at Porter Street crossings). This indicates that this is a well-used route for people with pushchairs.</p> <p>The ramped approaches would include a combination of elevated ramps, stairs and landscaped embankments and would be at a 1:21 gradient. This aligns with Inclusive <b>Mobility</b>, the government's guide to best practice on improving access to public transport.</p> <p>This has been shaped by involving HAIG, Hull CC's access officer fully in the scheme development.</p>
<b>Equality Group (Protected Characteristics)</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>Neutral Impact</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Marriage and civil partnership			✓	<p><b>Overall assessment:</b></p> <p>No disproportionate impact on this group has been identified.</p>
<b>Potential Risks Identified – Including insufficient information to make robust decisions (Appropriate Yes/No ticked)</b>				
<b>No</b>				

<p><b>Yes (Mitigating action shown in Section F)</b></p>	<p>✓</p>	<p><b>Identified risks:</b></p> <p><b>During construction</b></p> <ul style="list-style-type: none"> <li>• Reduced traffic speeds, construction-generated dust and emissions and loss of green space. This is likely to negatively impact certain protected characteristic groups such as children and older people.</li> </ul> <p><b>During operation</b></p> <ul style="list-style-type: none"> <li>• Shared use paths pedestrian and cycle are a source of concern for visually impaired users, potentially limiting their use by this group.</li> <li>• The installation of new bridges as part of the Scheme may create routes with steeper gradients and additional walking distances for pedestrians, which could particularly impact on wheelchair users and those with mobility impairments, as well as older people with age-related mobility impairments.</li> <li>• The loss of open space (for example at Trinity Burial Ground, a designated public open space) may negatively impact children</li> </ul>
--	----------	---

**E: Options: The rationale behind the decision reached.**

<p><b>E1: Proceed with the policy/practice because:</b></p> <ul style="list-style-type: none"> <li>○ the decision can be justified (At screening or in Section D)</li> <li>○ there is no reasonable alternative</li> <li>○ the Senior Reporting Officer/Programme Delivery Director is content to defend any potential challenge and is willing to sign-off in Section H</li> </ul> <p>(There are no unjustified negative impacts and the policy/practice is compliant in terms of the Equality Duty)</p>	
<p><b>E2: Make adjustments</b></p> <ul style="list-style-type: none"> <li>○ to demonstrate how activities will lead to a fair outcome</li> </ul> <p>(Ensure further evidence is gathered to ensure any barriers are removed and referenced in Sections F and G)</p> <p>(Opportunities were identified to advance equality, foster good relation and prevent discrimination)</p>	✓
<p><b>E3: Withdraw it because there is obvious detriment</b></p> <p>(Sign Off in Section H)</p> <p>(A negative impact has been identified that cannot be justified)</p>	

**F: Description of additional evidence, research and consultation undertaken, required, ongoing or captured. This is to ascertain how the policy or practice will advance equality, foster good relations and/or eliminate discrimination. Reference the evidence sources (Including how internal scoping tools such as EDIT have been utilised and, how this work has influenced other assessments such as the social aspects of environmental assessments)**

**Desk-based research**

Desk-based research was undertaken to explore the relevant aspects of the Scheme in relation to potential impacts. This involved using secondary research from sources including Highways England and DfT and other published equality literature. These have been referenced within the assessment text above. During this process, potential effects (both positive and negative) and potentially affected groups were identified (to ensure that analysis was appropriately focussed on those groups likely to be affected) for both construction and operation stages.

This information was cross-referenced with the information relating to the Scheme to ensure it reflected the specific conditions of the site.

### **Socio-demographic analysis**

A socio-demographic profile of the area was developed to further understand the equality context for the delivery to the Scheme. For each characteristic protected under the Equality Act 2010, available data was collected for the City of Hull and, for comparison, at the national level. This socio-demographic information is included at the end of this document.

### **EDIT**

EDIT was used to identify areas with high densities of those from protected characteristic groups, and travel destinations in the Scheme area, providing a better understanding of how the Scheme might affect equality groups.

The tool was then used to provoke thought about the specific need of different groups in relation to the scheme, and to encourage Highways England to reflect on the needs of all, sometimes marginalised, groups.

### **Consultation**

Three public consultations have been undertaken by Highways England in 2010, 2013 and 2017<sup>48</sup>. In addition to the main public consultations, additional targeted consultation exercises have been carried out with other stakeholders. The engagement activities have supported the identification of potential direct and indirect, positive and negative impacts of the Scheme on groups with characteristics protected under the Equality Act 2010 and PSED <sup>49</sup>.

<b>Activities to address any potential negative impacts or risks and deliver positive impacts</b>	<b>Activity and Completion dates</b>
Air quality levels should be monitored and managed in accordance with a Construction Environmental Management Plan (CEMP).	During Scheme design, and throughout construction
During the construction phase, and once the Scheme is in operation, there should be clear signage to support wayfinding and alleviate any stress or confusion caused to drivers (particularly	During Construction and Operational Phases

<sup>48</sup> An exhibition checklist was completed for identifying a venue, preparing for the exhibitions and for exhibition material. In addition to this, two risk assessments were carried out for the consultation events. See <http://share/Share/llisapi.dll?func=ll&objaction=overview&objid=46152117>

<sup>49</sup> A summary of engagement activities undertaken with local authority, other statutory consultees, landowners and within the local community is provided in the Consultation Report (document reference TR010016/app/5.1)

<p>older people). During construction, these access changes should be managed by the CEMP.</p>	
<p>If one does not already exist, a community relations strategy should be developed and monitored / kept under review. This would ensure that local residents are kept abreast of developments, including scheduling of works, details of enhancements and improvements, and other benefits of the Scheme, including improved user safety.</p>	<p>During scheme design</p>
<p>To enhance user safety and support accessibility, the introduction of a CCTV camera to monitor the High Street underpass would be considered. Lighting along the NMU routes and bridges, the removal of vegetation and the introduction of handrails (at an appropriate height) have already been integrated into the scheme as incorporated mitigations (during Detailed Design Stage).</p>	<p>During scheme design</p>
<p>The evidence gathered and work undertaken for this EqlA should be used to inform the socio-economic (people and communities) aspects of the Environmental Statement.</p>	<p>During scheme design</p>
<p>Continue to monitor and update this EqlA with further outputs (positive and negative) as a result of the initiative (throughout the Detailed Design and Operation Stages of the Scheme).</p> <p>Use the CEMP to mitigate impacts on people and communities wherever possible.</p>	<p>During scheme design, Construction and Operational Phases.</p>

<p>Ensure consultation has been undertaken with local landowners and businesses affected by the Scheme.</p>	<p>During scheme design, Construction and Operation Phases.</p>
<p>The requirement for monitoring noise of vibration levels to verify these are within limits is to be set out in contractor requirements. It is recommended that prior to works, a condition survey is undertaken for buildings especially susceptible to cosmetic or structural vibration or particularly close to the works.</p>	<p>During Construction and Operation Phases.</p>

**Where available and appropriate – Photographic evidence/link:**

Figure 14.2.2 A63 Castle Street Improvements - Princes Quay Bridge





Figure 14.2.3 A63 Castle Street Improvements - Porter Street Bridge



### **Social Demographic Profile**

The figures listed below illustrate the population densities of various protected characteristic groups living in Hull. They can be found at Volume 2.

- Overall population – Figure 14.2.4 Population density: All usual residents - 2016
- Children (aged under 16) – Figure 14.2.5 Population density: All usual residents under 16 years - 2016

- Younger people (aged 16-24 – Figure 14.2.6 Population density: All usual residents 16 – 24 years - 2016
- Older people (aged over 65) – Figure 14.2.7 Population density: All usual residents over 65 years - 2016
- Disabled people (people with a Limiting Long Term Illness) – Figure 14.2.8 Population density: LLTI - 2011
- People from Black, Asian or minority ethnic backgrounds – Figure 14.2.9 Population density: BAME - 2011
- People from minority faith groups - Figure 14.2.10 Population density: Minority faith - 2011
- People from deprived communities – Figure 14.2.11 Deprivation quintiles

**Where appropriate - Link to communication/inclusion plans, environmental assessments or EDIT exercises (For internal use only):**

Communications strategy / Communications plan:

A63 Link: <http://share/Share/llisapi.dll/overview/58776487>

PQB Link: <http://share/Share/llisapi.dll/properties/61151379>

**The Consultation Report document reference is TR010016/APP/5.1. Links:**

<http://share/Share/llisapi.dll/overview/65353184>

Annex - <http://share/Share/llisapi.dll/overview/65353080>

Building Checklist:

<http://share/Share/llisapi.dll?func=ll&objaction=overview&objid=46152117>

EDIT - <http://share/share/llisapi.dll/open/65399236>

ES Chapter 14 People and Communities document reference is TR010016/APP/6.1.

**G: Monitoring Activity**

**Detail how you will monitor the actual outcomes of the policy/practice throughout the Scheme lifecycle and explain how/when you will review them.**

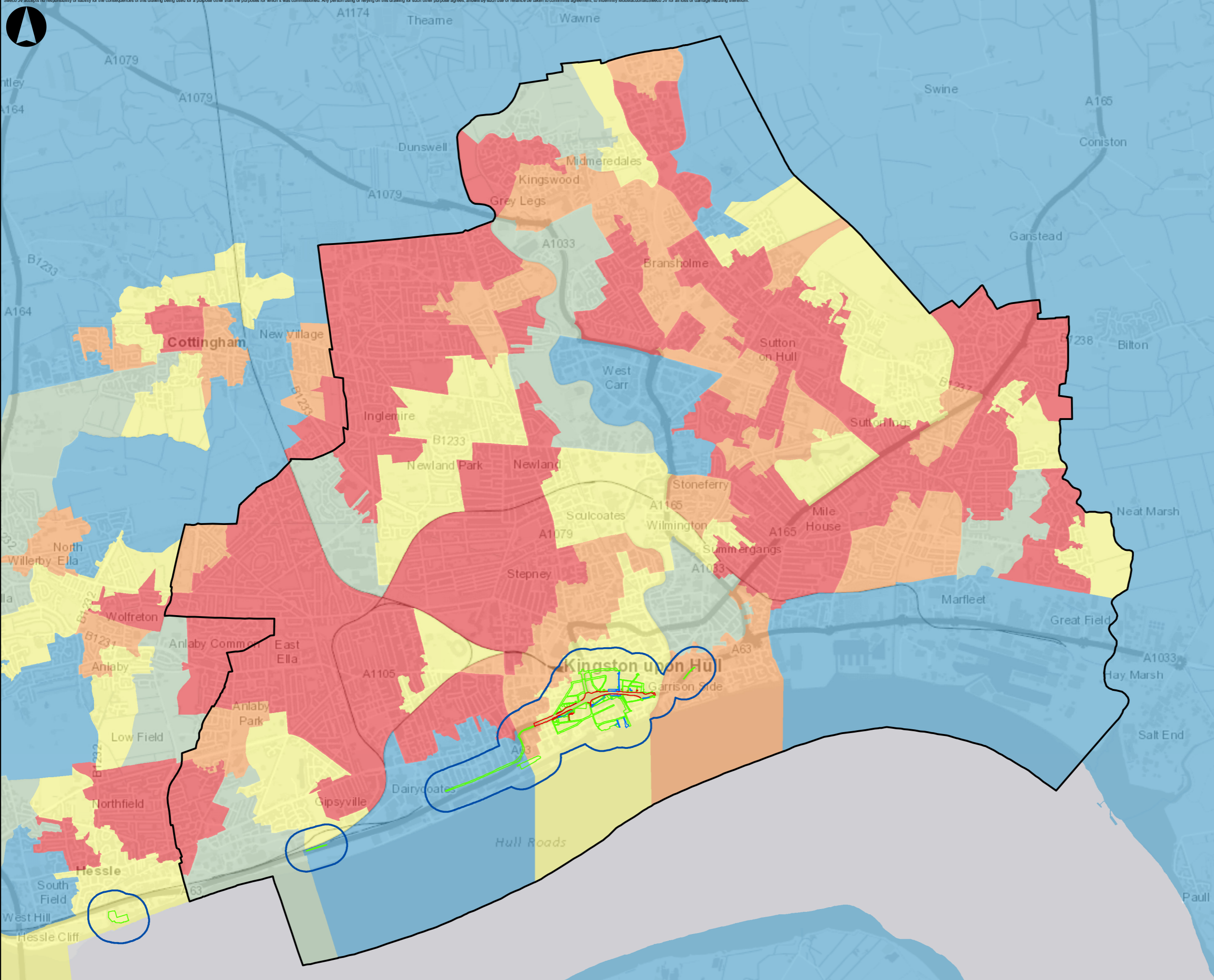
**Agreed actions to implement the findings of this assessment.**

**(For relevant schemes, this includes planned POPE reviews, Post Implementation/Investment Reviews and compliance with other internal monitoring systems such as the Project Control Framework).**

Monitoring Action	By Whom	By When

<b>Where appropriate – link to Photographic evidence:</b>		
<p><b>H: Sign-off by Highways England Senior Responsible Owner (SRO), or for Major Schemes, the Programme Delivery Director (PDD), (or the Programme Internal Sponsor or Project Sponsor if the PDD has delegated sign-off).</b></p> <p><b>(This does not have to be a physical signature but approval is required)</b></p>		
<b>Name</b>		<b>Date</b>
<b>Job Title</b>		
<b>In submitting this EqlA the senior delegate has:</b>		
<b>Approved all activity including monitoring actions</b>		
Submitted documentation to the <a href="#">Directorate's Diversity Advocate</a> (CO, NDD, PTS, MP FBS etc.) for quality assurance and registration.		<b>Ref no</b>
Representative for quality assurance and registration <a href="#">MP Representative for the Agency Diversity Group</a>		
<b>Considered the documentation as robust and suitable for publication</b>		
<b>Checked that the documentation is saved in the EqlA area of the internal filing system and is retained as a record and as part of good governance.</b>		

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**Notes**  
 Source: Sweco, September 2018  
 Site Boundary: Sweco, September 2018  
 Population: MYE 2016



**Key to symbols**

**Population per Hectare**

- $\geq 40$
- $\geq 30$  to  $< 40$
- $\geq 20$  to  $< 30$
- $\geq 10$  to  $< 20$
- $< 10$

Local Impact Area

Wider Impact Area - Kingston upon Hull

C - Permanent Land Take Boundary

C - Permanent Rights Boundary

C - Temporary Land Take Boundary

C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

**Mott MacDonald Sweco**

**Client**

**Drawing Status**  
 SHARED

**Suitability**  
 S4

**Project Title**  
 A63 CASTLE STREET IMPROVEMENTS, HULL

**Drawing Title**  
 VOLUME 2 FIGURE 14.2.4  
 POPULATION DENSITY:  
 ALL USUAL RESIDENTS - 2016

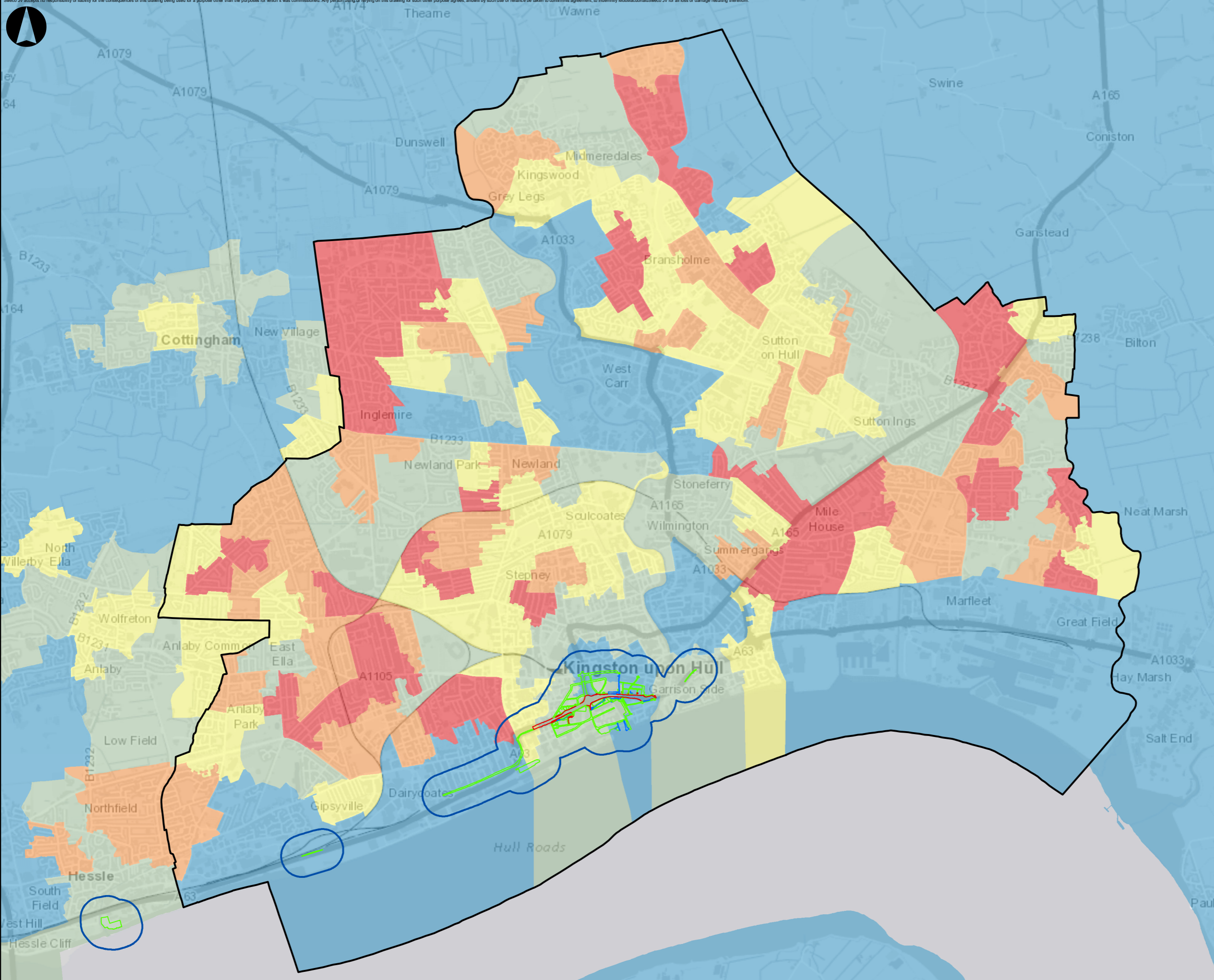
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Drawing Number HE PIN	Originator	Volume	Project Ref. No.
514508	- MMSJV - GEN	-	514508
SO	DR - GI	- 000010	Revision
Location	Type	Role	Number
			P03

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Notes  
 Source:  
 Site Boundary: Sweco, September 2018  
 Population: MYE 2016



Key to symbols

### Population per Hectare

- $\geq 12$
- $\geq 9$  to  $< 12$
- $\geq 6$  to  $< 9$
- $\geq 3$  to  $< 6$
- $< 3$

- Local Impact Area
- Wider Impact Area - Kingston upon Hull
- C - Permanent Land Take Boundary
- C - Permanent Rights Boundary
- C - Temporary Land Take Boundary
- C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

**Mott MacDonald Sweco**



Drawing Status: SHARED  
 Suitability: S4

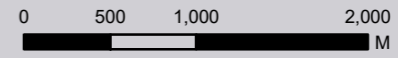
Project Title:  
**A63 CASTLE STREET IMPROVEMENTS, HULL**

Drawing Title:  
**VOLUME 2 FIGURE 14.2.5  
 POPULATION DENSITY:  
 ALL USUAL RESIDENTS UNDER 16 YEARS - 2016**

Scale	Designed	Drawn	Checked	Approved
1:6,000	CR	CR	CW	AS
Original Size	Date	Date	Date	Date
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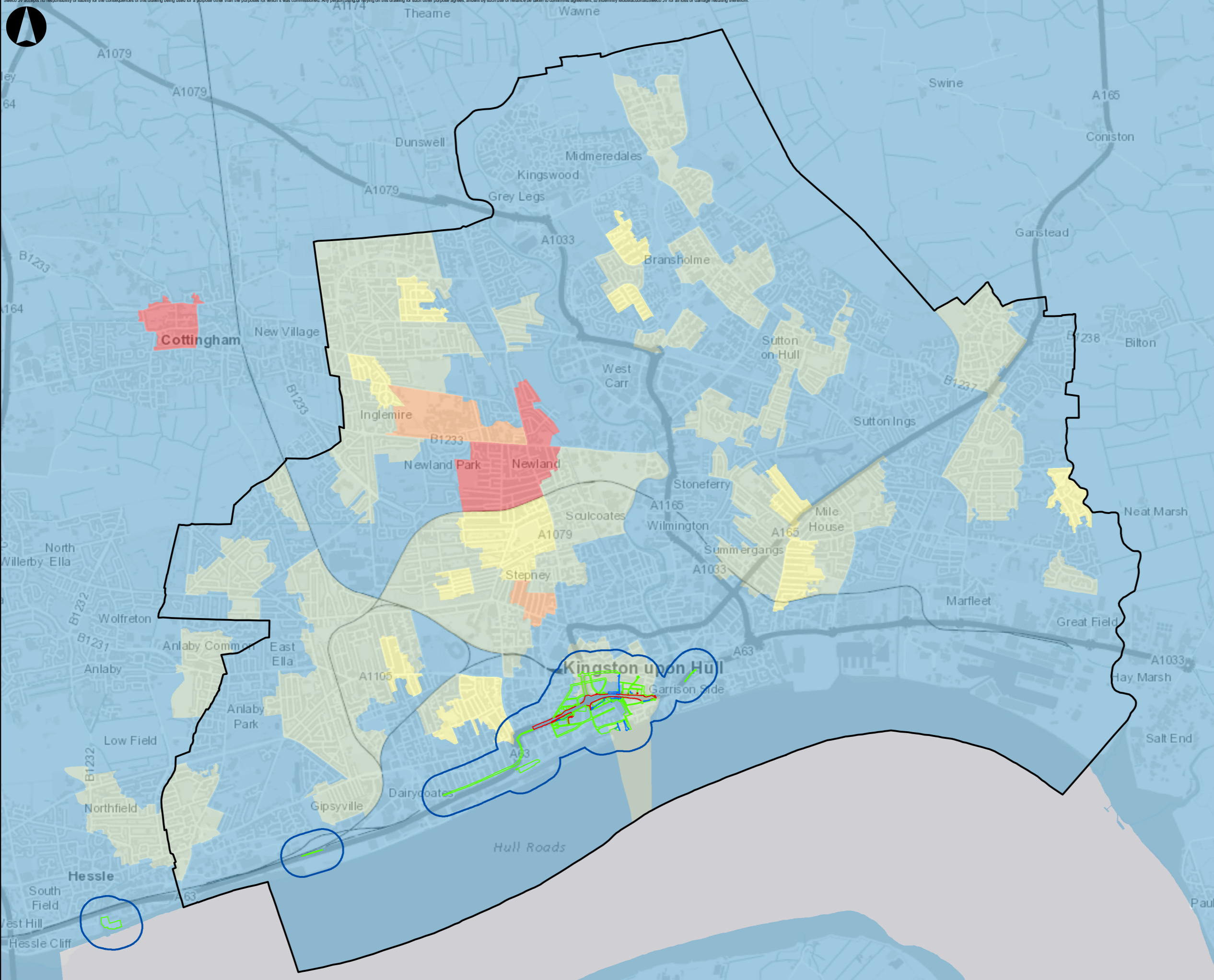
Drawing Number	Originator	Volume	Project Ref. No.
514508	MMSJV - GEN		514508
Location	Type	Role	Revision
S0	DR	GI	P03

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FILE LOCATION: P:\Birmingham\VTB\Charlotte R GIS\2017\201 A63\GIS\MXD\2018\903\_Updates\20180903\_Under16.mxd

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Notes  
 Source: Sweco, September 2018  
 Young people density: ONS MYE 2016



Key to symbols

**Population per Hectare**

- $\geq 20$
- $\geq 15$  to  $< 20$
- $\geq 10$  to  $< 15$
- $\geq 5$  to  $< 10$
- $< 5$

**Local Impact Area**

**Wider Impact Area - Kingston upon Hull**

**C - Permanent Land Take Boundary**

**C - Permanent Rights Boundary**

**C - Temporary Land Take Boundary**

**C - Temporary Land Take Boundary**

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

**Mott MacDonald Sweco**

Client

Drawing Status: SHARED  
 Suitability: S4

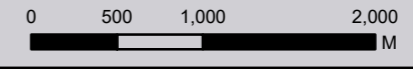
Project Title  
**A63 CASTLE STREET IMPROVEMENTS, HULL**

Drawing Title  
**VOLUME 2 FIGURE 14.2.6 POPULATION DENSITY: ALL USUAL RESIDENTS 16-24 YEARS - 2016**

Scale	1:6,000	Designed	CR	Drawn	CR	Checked	CW	Approved	AS
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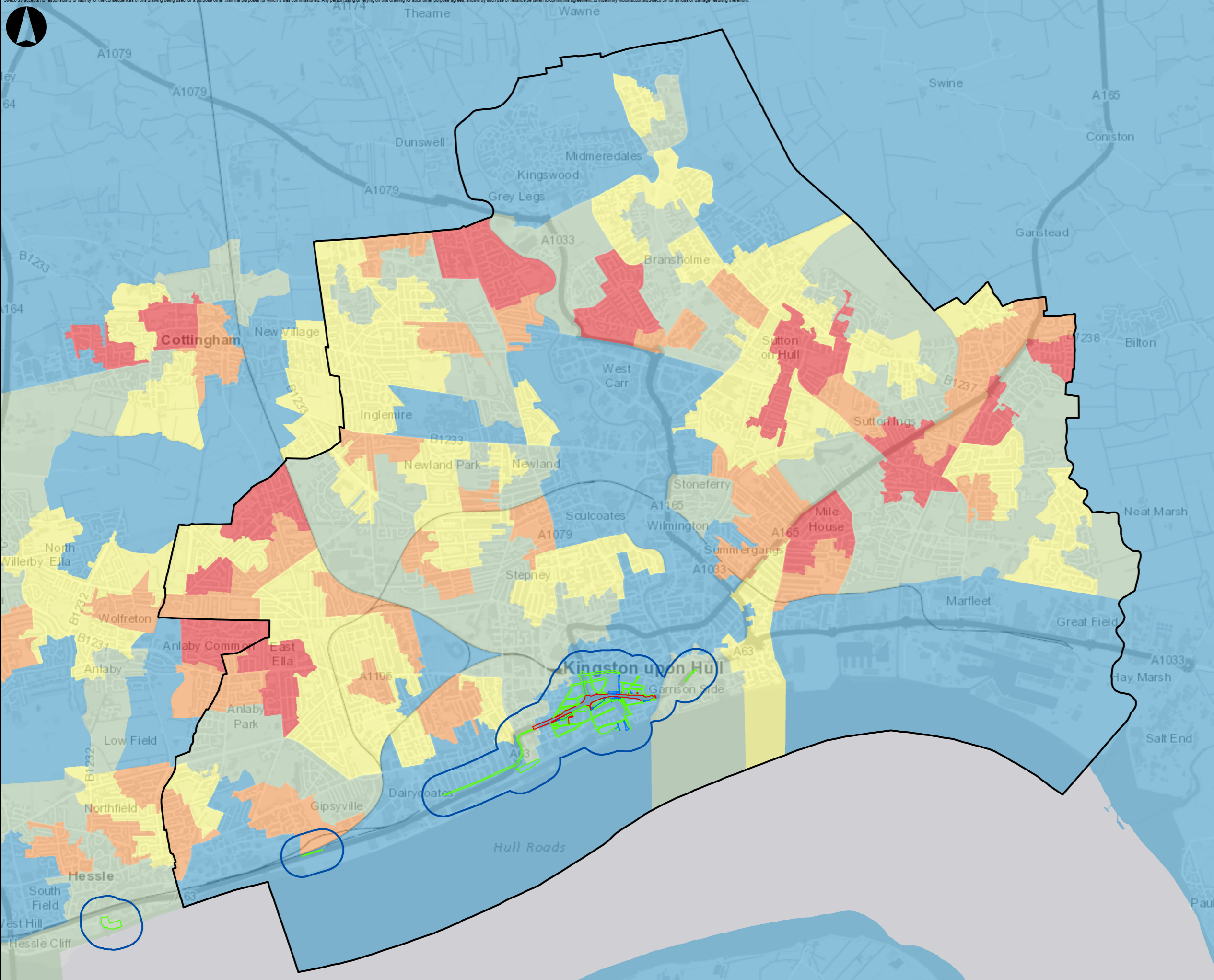
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Location	Type	Role	Number	Revision
S0	- DR - GI	-	000012	P03

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FILE LOCATION: P:\Birmingham\ITB\Charlotte R GIS\20171201 A63\GIS\MXD\20180903\_Updates\20180903\_young\_people.mxd

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Notes  
 Source: Site Boundary: Sweco, September 2018  
 Population: MYE 2016



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Key to symbols

**Population per Hectare**

- >=12
- >=9 to <12
- >=6 to <9
- >=3 to <6
- <3

Local Impact Area

Wider Impact Area - Kingston upon Hull

C - Permanent Land Take Boundary

C - Permanent Rights Boundary

C - Temporary Land Take Boundary

C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

**Mott MacDonald Sweco**



Drawing Status: SHARED  
 Suitability: S4

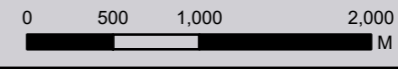
Project Title: A63 CASTLE STREET IMPROVEMENTS, HULL

Drawing Title: VOLUME 2 FIGURE 14.2.7  
 POPULATION DENSITY:  
 ALL USUAL RESIDENTS OVER 65 YEARS - 2016

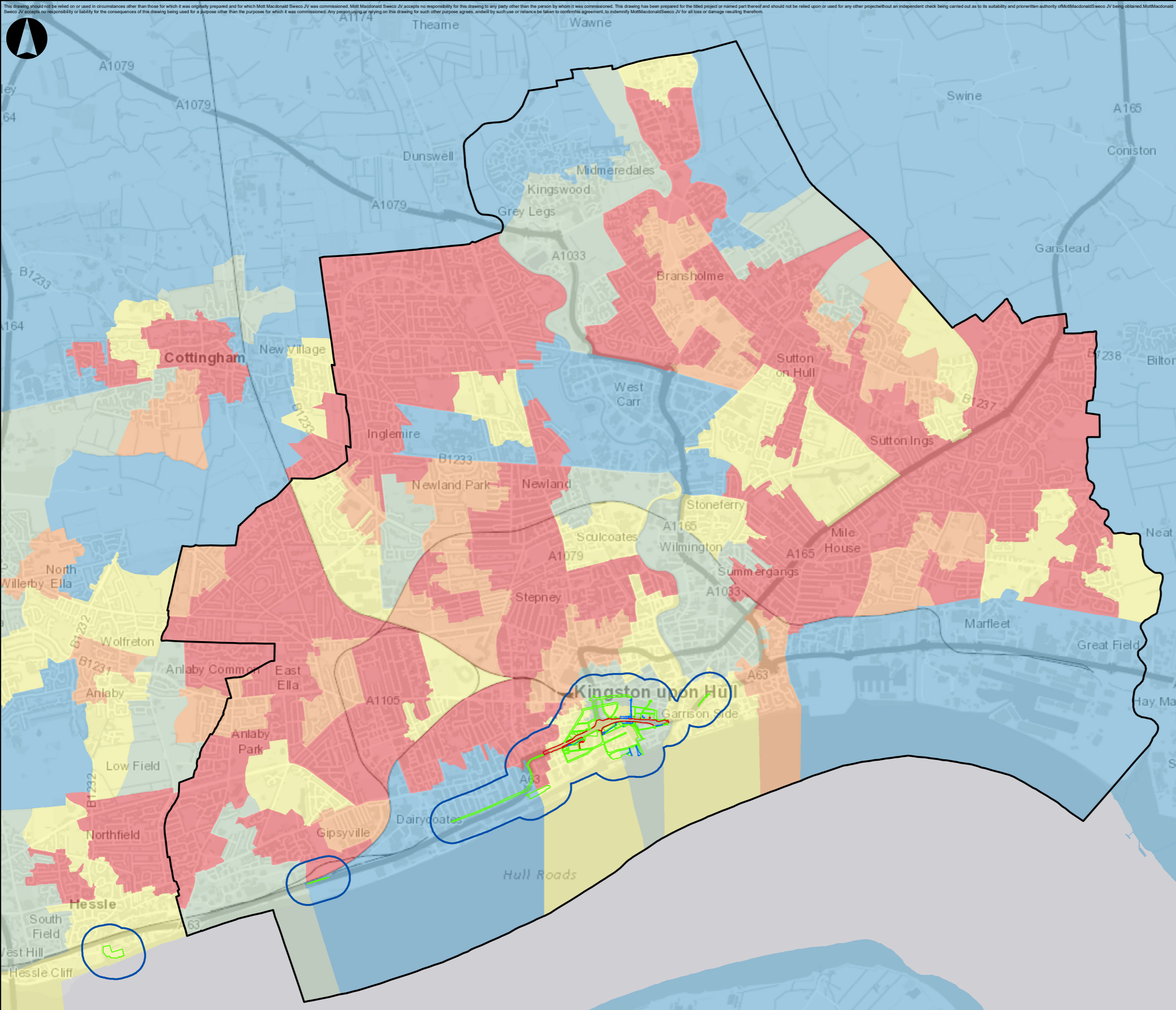
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Drawing Number	HE PIN	Originator	Volume	Project Ref. No.
514508	-	MMSJV	- GEN	514508
S0	-	DR	- GI	- 000013
Location	Type	Role	Number	Revision
				P03

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**Notes**  
 Source: Sweco, September 2018  
 LLI density: Census 2011

**Overview**

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**Key to symbols**

**Population per Hectare**

- $\geq 8$
- $\geq 6$  to  $< 8$
- $\geq 4$  to  $< 6$
- $\geq 2$  to  $< 4$
- $< 2$

**Local Impact Area**

**Wider Impact Area - Kingston upon Hull**

**C - Permanent Land Take Boundary**

**C - Permanent Rights Boundary**

**C - Temporary Land Take Boundary**

**C - Temporary Land Take Boundary**

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

**Mott MacDonald Sweco**

Client

Drawing Status	Suitability
SHARED	S4

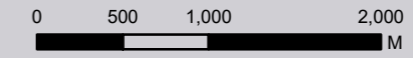
Project Title  
**A63 CASTLE STREET IMPROVEMENTS, HULL**

Drawing Title  
**VOLUME 2 FIGURE 14.2.8  
 POPULATION DENSITY: LLTI - 2011**

Scale	Designed	Drawn	Checked	Approved
1:6,000	CR	CR	CW	AS
Original Size	Date	Date	Date	Date
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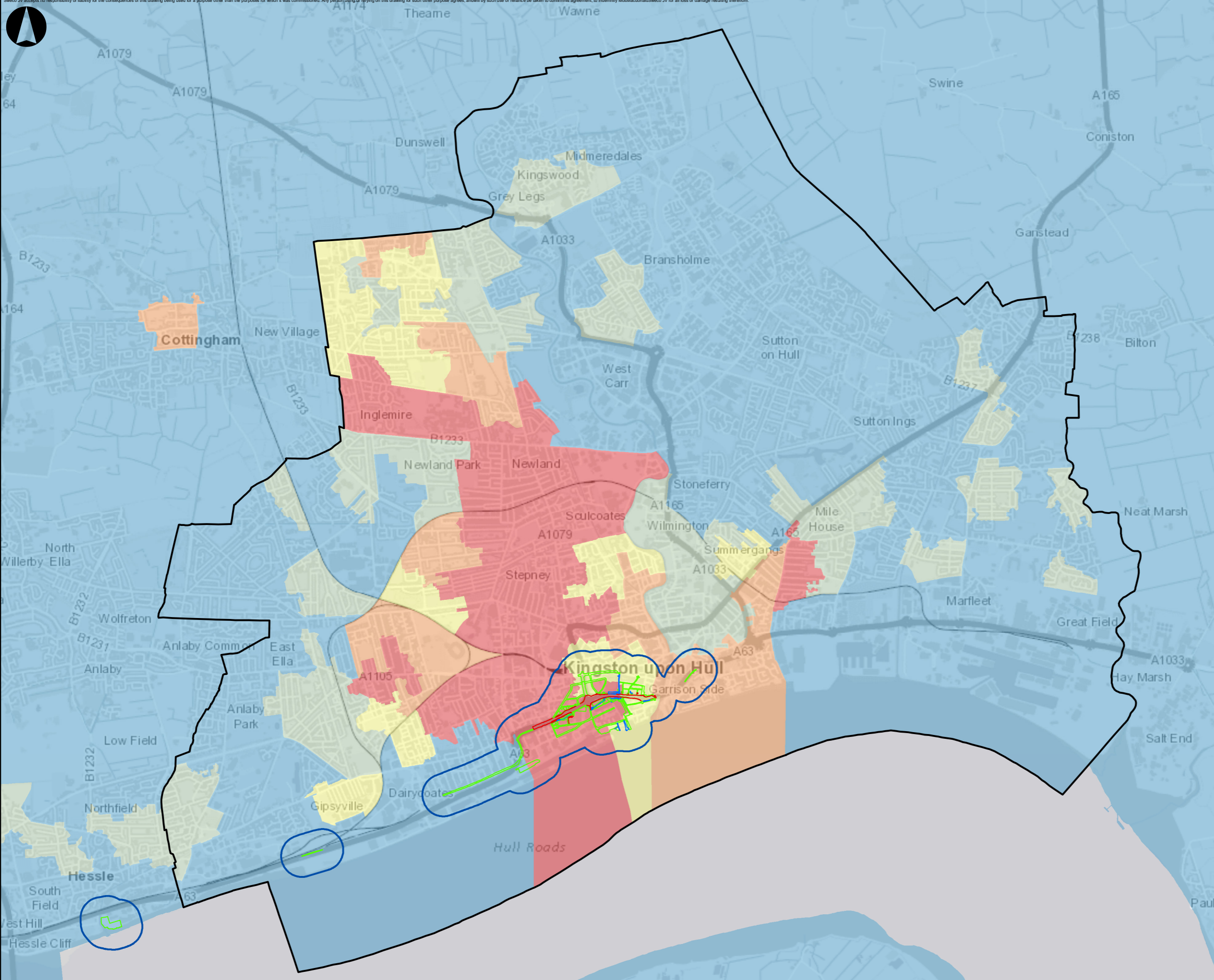
Drawing Number	Originator	Volume	Project Ref. No.
514508	MMSJV - GEN		514508
S0	DR - GI	000014	Revision
			P03

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Notes  
 Source:  
 Site Boundary: Sweco, September 2018  
 BAME density: Census 2011



Key to symbols

### Population per Hectare

- $\geq 8$
- $\geq 6$  to  $< 8$
- $\geq 4$  to  $< 6$
- $\geq 2$  to  $< 4$
- $< 2$

Local Impact Area  
 Wider Impact Area - Kingston upon Hull  
 C - Permanent Land Take Boundary  
 C - Permanent Rights Boundary  
 C - Temporary Land Take Boundary  
 C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	05/06/18	Updated with new boundaries	CR	MM	NH
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

**Mott MacDonald Sweco**

Client

Drawing Status: SHARED  
 Suitability: S4

Project Title  
**A63 CASTLE STREET IMPROVEMENTS, HULL**

Drawing Title  
**VOLUME 2 FIGURE 14.2.9  
 POPULATION DENSITY: BAME - 2011**

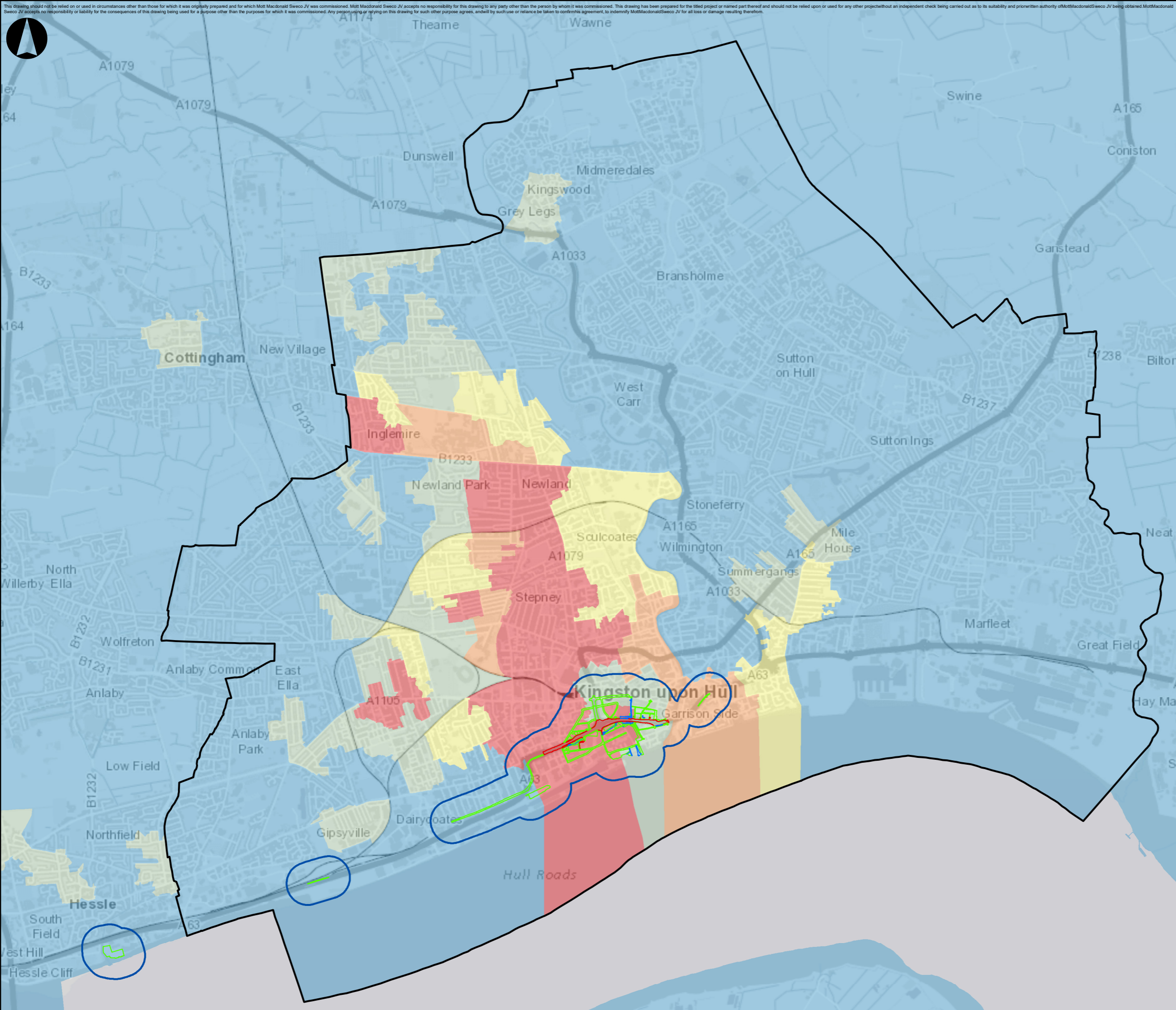
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1:6,000	CR	CR	CW	AS
Original Size	Date	Date	Date	Date
A3	03/09/18	03/09/18	03/09/18	03/09/18

Drawing Number	Originator	Volume	Project Ref. No.
514508	MMSJV	GEN	514508
Location	Type	Role	Revision
S0	DR	GI	P03
		Number	
		000015	

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Notes  
 Source: Sweco, September 2018  
 Minority faith density: Census 2011



Key to symbols

**Population per Hectare**

- >=4
- >=3 to <4
- >=2 to <3
- >=1 to <2
- <1

Local Impact Area

Wider Impact Area - Kingston upon Hull

C - Permanent Land Take Boundary

C - Permanent Rights Boundary

C - Temporary Land Take Boundary

C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	NH
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

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Drawing Status: SHARED  
 Suitability: S4

Project Title  
**A63 CASTLE STREET IMPROVEMENTS, HULL**

Drawing Title  
**VOLUME 2 FIGURE 14.2.10  
 POPULATION DENSITY: MINORITY FAITH - 2011**

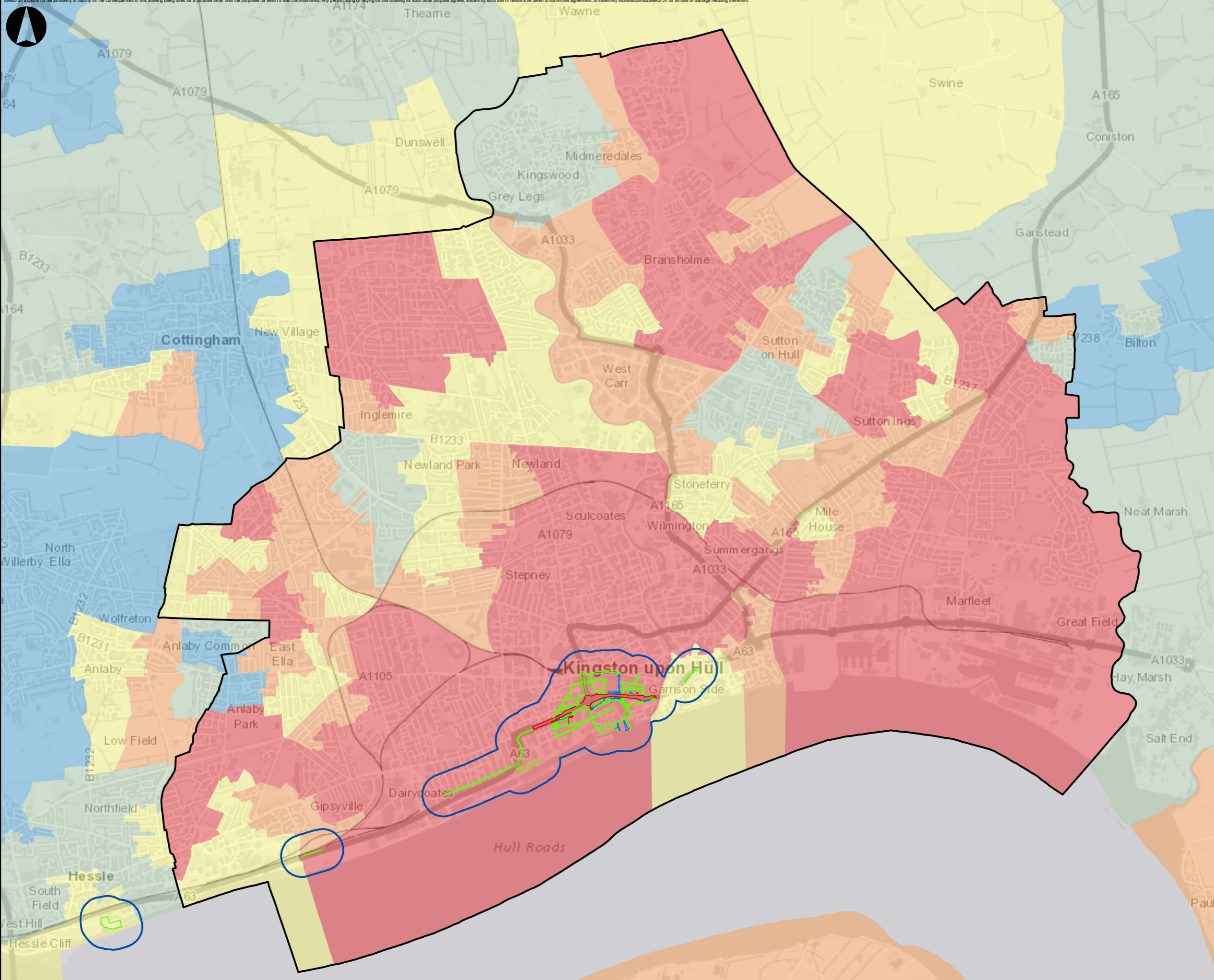
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1:6,000	CR	CR	CW	AS
Original Size	Date	Date	Date	Date
A3	03/09/18	03/09/18	03/09/18	03/09/18

Drawing Number	Originator	Volume	Project Ref. No.
514508	MMSJV	GEN	514508
Location	Type	Role	Revision
S0	DR	GI	P03
		Number	
		000016	

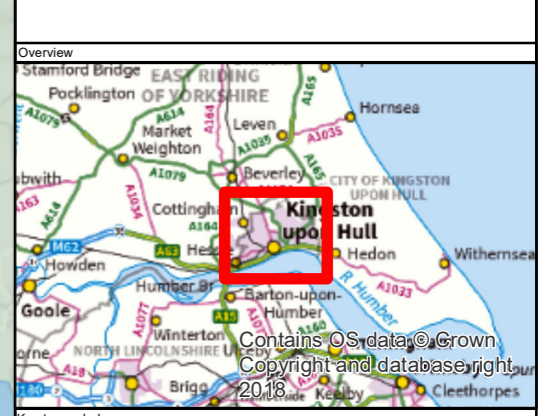
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Notes  
 Source: Sweco, September 2018  
 Deprivation: IMD 2015



Key to symbols

**IMD Deprivation Quintile**

- Most deprived quintile
- Second most deprived quintile
- Third most deprived quintile
- Fourth most deprived quintile
- Least deprived quintile
- Local Impact Area
- Wider Impact Area - Kingston upon Hull
- C - Permanent Land Take Boundary
- C - Permanent Rights Boundary
- C - Temporary Land Take Boundary
- C - Temporary Land Take Boundary

3	03/09/18	Updated with new boundaries	CR	CW	AS
2	10/07/18	Updated with new boundaries	CR	MM	AS
1	04/06/18	Updated with new boundaries	CR	MM	AS
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

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Project Title  
**A63 CASTLE STREET IMPROVEMENTS, HULL**

Drawing Title  
**VOLUME 2 FIGURE 14.2.11 DEPRIVATION QUINTILES**

Scale	1:6,000	Designed	CR	Drawn	CR	Checked	CW	Approved	AS
Original Size	A3	Date	03/09/18	Date	03/09/18	Date	03/09/18	Date	03/09/18

Drawing Number	HE PIN	Originator	Volume	Project Ref. No.
514508	-	MMSJV	- GEN	514508
Location	Type	Role	Number	Revision
S0	- DR - GI	-	000017	P03

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