

A57 Link Roads TR010034

5.6 Equality Impact Assessment

APFP Regulation 5 (2)(q)

Planning Act 2008 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



Infrastructure Planning Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

A57 Link Roads Scheme

Development Consent Order 202[x]

5.6 EQUALITY IMPACT ASSESSMENT

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1. Section A: The Scheme

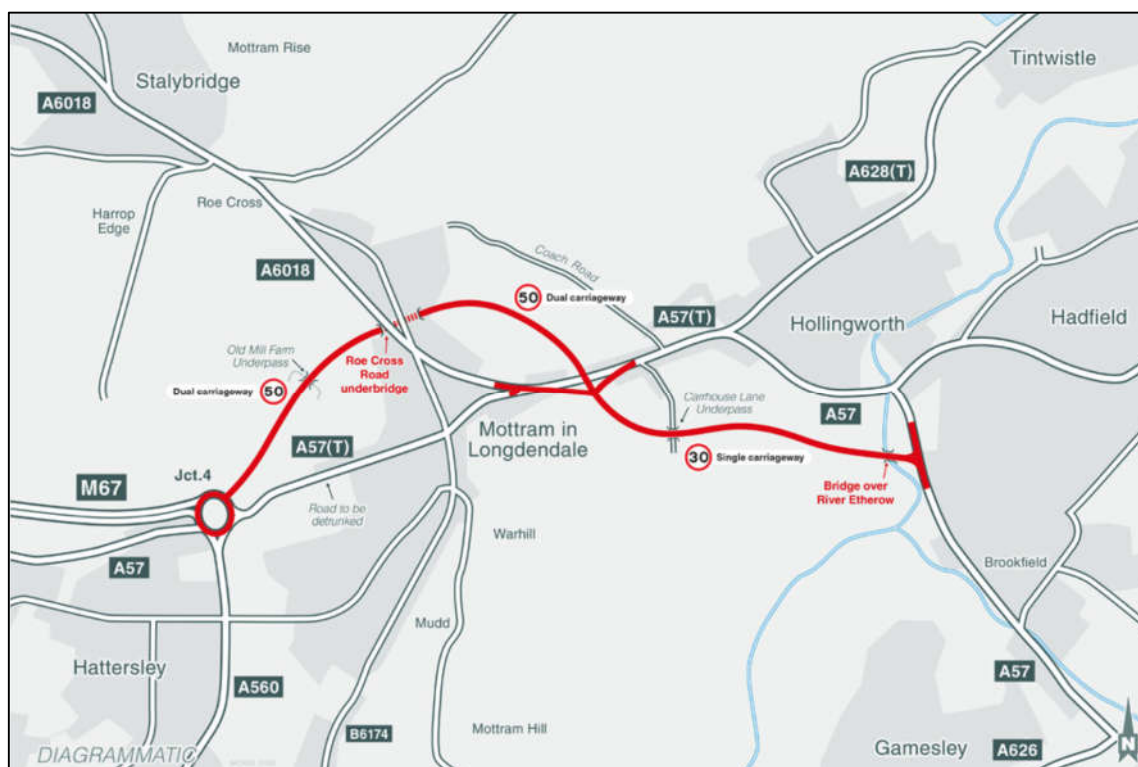
1.1 Scheme Background

1.1.1 The A57 Link Roads Scheme is part of a package of works being undertaken to address the Trans-Pennine route problems identified in the Trans-Pennine Routes Feasibility Study Stage 1 Report (February 2015), which are as follows:

- Significant delays caused by a number of junctions.
- The A57 north of Glossop suffers from congestion.
- Accident rates pose a challenge leading to issues for journey-time reliability.
- The route and the local A57 are particularly susceptible to weather-related incidents.
- Comparatively limited levels of connectivity restrict economic interactions across the Pennines.
- Asset condition, including the standard, age and damage to infrastructure, reduced journey-time reliability through significant maintenance operators and risk from closures.
- There is a lack of technology to assist in the operation and management of the routes and provide information for travellers.

1.1.2 In addition, severance caused by the existing Trans-Pennine strategic route poses a social challenge where the route interacts with urban areas, and therefore people with characteristics protected under the Equality Act 2010 and non-motorised users. The feasibility study also notes that rail connectivity is restricted, and so there is a lack of non-road-based transport alternatives.

Figure 1.1: A57 Link Roads Scheme Route



- 1.1.3 In 2017, a four-week consultation was held between 13 March and 10 April 2017. Then, in November 2017 it was announced that the following elements would be developed and delivered as part of the preferred package:
- **Mottram Moor Link Road:** Improvements to the existing M67 Junction 4, a new dual carriageway from this roundabout to a new junction on the A57(T) Mottram Moor and a new single carriageway connecting to the A6018 Roe Cross Road.
 - **A57 Link Road:** A new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 on Woolley Bridge.
 - **Technology and safety improvements:** Improve the provision of technology along the route to improve safety, customer satisfaction and increase resilience.
 - **A616/A61(T) Westwood roundabout:** Improvements to reduce congestion and improve the flow of traffic through the roundabout in Tankersley, Sheffield.
- 1.1.4 Since then, the Scheme has had several changes in scope as it passed through the options selection and preliminary design phases.
- 1.1.5 The latest change in scope, was the separation of the Westwood Roundabout and Safety and Technology elements from the Mottram Moor and A57 (T) Link Roads to form two schemes. Whilst all Scheme elements were delivered as a single project up until the Preliminary Design Phase, delays to the preliminary design of the Link Roads element have led to a revised Scheme delivery programme. These two Schemes will now progress through each stage at a different rate, with the Westwood Roundabout and technology elements already in construction. Westwood Roundabout was completed in February 2021 and the technology improvements due to complete in Autumn 2021. The Delivery Plan Update of July 2019 announced that the initial construction date of March 2020 for the A57 Link Roads Scheme is to be re-scheduled to winter 2022/23.

1.2 Scheme Timeline

- Consultation on the Scheme in November/December 2020
- Submit the DCO planning application in spring/summer 2021
- Publish summary consultation report in spring/summer 2021
- Carry on working on the detailed design for the rest of 2021 and into 2022
- Assuming the DCO application is successful, start construction work on the Scheme in early 2023
- Start of Works public information event spring 2023.

1.3 Benefits and Objectives of the A57 Link Roads Scheme:

Strategic Objectives

- **Connectivity:** By reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.

- **Environmental:** By improving air quality and reducing noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape in the Peak District National Park.
- **Societal:** By reconnecting local communities along the Trans-Pennine route.
- **Capacity:** By reducing delays and queues that occur during busy periods and improving the performance of junctions on the route.

Local Benefits

- Removing through traffic from a number of the existing main roads in Mottram in Longdendale, which will reduce noise levels and pollution to properties (including residential) for people living nearby.
- Creating better conditions for pedestrians and cyclists in Mottram in Longdendale.
- Reducing congestion and delays affecting residents and businesses in the area.

1.4 Key stakeholders:

- The local authorities (Tameside Metropolitan Borough Council, Derbyshire County Council and High Peak Borough Council (The Peak District National Park Authority is a previous host authority))
- Local politicians
- Local communities
- Utility companies
- Landowners
- Environmental stakeholders
- Hauliers and other transport operators
- Emergency services
- Non-motorised users
- Equality, Diversity and Inclusion groups such as Age UK, schools, places of worship, disabled motoring UK, Manchester Disabled People's Access Group
- Adversarial pressure groups particularly CPRE and FOE
- The local press
- The travelling public.

2. Section B: Screening (Stage 1)

Questions considered to establish impacts from the outset for new or changing policies/practices	Sex	Religion or Belief	Age	Disability	Race	Sexual Orientation	Gender Re-assignment (include transsexual and transgender)	Pregnancy & Maternity	Marriage & 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?	N	N	Y	Y	N	N	N	Y	N
2: Is there evidence or an indication of higher or lower uptake by different groups?	N	N	Y	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)?	N	N	N	N	N	N	N	N	N
4: Is there an opportunity to advance equality or foster good relations by altering the policy/practice?	N	N	Y	Y	N	N	N	Y	N
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	Y	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	N	N	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	N	N	N	N	N	N	N

3. Section C: Evidence to inform the screening decision

- 3.1.1 This assessment was initiated during the option identification stage and was carried out using the Applicant's Equality, Diversity and Inclusion sifting Tool (EDIT) and available data taken from the 2011 census supplied by the Office of National Statistics (ONS) so as to gain a better understanding of the demographics of the area.
- 3.1.2 The EDIT uses hot spot mapping to identify whether Equality, Diversity and Inclusion issues are likely to be a factor in the effective delivery of any scheme.
- 3.1.3 The initial sift of the EDIT utilised 'the Equality Hot Spot' maps to identify the levels of equality population and equality population proportions in the areas affected by the A57 Link Roads Scheme.
- 3.1.4 The EDIT has been revisited in 2020/1 to take into account the separation of the Westwood Roundabout and Technology elements from the A57 Link Roads Scheme. It was given an overall EDIT score of 79% which indicated that equality, diversity and inclusion issues are likely to be a factor in the effective delivery of the Scheme. The Scheme will reconnect communities and due consideration has been given to the impact on the local community and non-motorised users (NMU) during the preliminary design and will continue to be during detailed design.
- 3.1.5 The tool has utilised 'the Equality Hot Spot' maps to identify the levels of equality population and equality population proportions in the areas affected by the Scheme.
- 3.1.6 The A57 Link Roads Scheme falls within an equality 'hotspot' area. It is located near to Manchester which has large hotspot areas. The Scheme will help to better connect Manchester with Sheffield which also has large hotspot areas. The Scheme itself is located near to places with small hotspot areas such as Glossop.
- 3.1.7 The EDIT also helped to identify in greater detail those groups and individuals who could be impacted by the Scheme, such as protected characteristic groups and NMUs. It highlighted the importance of reducing community and pedestrian severance, public transport usage, crossings, and user experience of the roads and surrounding areas.
- 3.1.8 On reviewing the proposed options and from studying Ordnance Survey maps, it has become clear that the Scheme will cause temporary severance of a small number of public rights of way during construction; but we will maintain access wherever possible. Surveys have shown that the current usage of these public rights of way by horse riders and cyclists are quite minimal; however, this is not surprising given the nature of the existing highway environment. It is anticipated that use will be significantly higher in the future with the NMU infrastructure we're introducing. After construction, the Scheme will fully accommodate all links. The Scheme will also enhance the pedestrian and cyclist environment through using tactile paving and having accessibility measures in place. The Scheme will also lighten the traffic density through the centre of Mottram and will reconnect local communities, making it safer for pedestrians when crossing the road. With the reduction of traffic travelling through Mottram, it will become feasible to have

more public transport along this route and thus provide greater access for residents. The Scheme aims to make the roads safer for motorised users, NMU's and local communities.

3.1.9 The demographic data below details the respective Ward areas in which the works will take place. These figures have been taken from 2011 Census Data in the Office for National Statistics website.

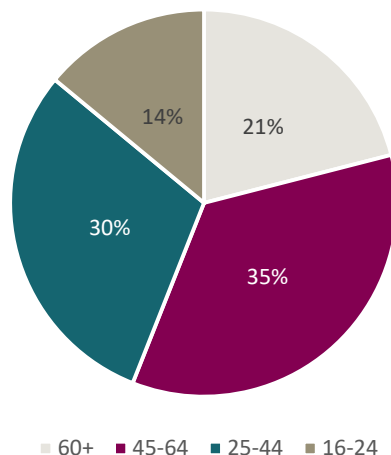
Table 3.1: Key statistics for each of the wards within the Scheme vicinity from 2011 Census Data

Council	Ward	Population aged 16-64	Long term health problem and disability	Households	Households without a car or van
Tameside Metropolitan Borough Council	Longdendale	8,075	2,294	4,520	1,388
High Peak Borough Council	Gamesley	1,859	615	1,046	476
	Hadfield South	3,519	777	1,748	329
	Tintwistle	1,703	372	917	150

Table 3.2: Age breakdown for each of the wards within the Scheme vicinity from 2011 Census Data

Council	Ward	Total	16-24	25-44	45-64	60+	Mean	Median
Tameside Metropolitan Borough Council	Longdendale	8,075	1,049	2,348	2,899	1,779	40.9	43
High Peak Borough Council	Gamesley	1,859	363	663	508	325	34.2	31
	Hadfield South	3,519	483	1,023	1,305	708	40.7	42
	Tintwistle	1,703	226	557	643	277	39.2	41
Total		15,156	2,121	4,591	5,355	3,089		

Figure 3.1: Age distribution for all local host and surrounding wards for the Scheme



3.1.10 Analysis of the demographic statistics suggests that the Longdendale area has a generally older population, and High Peak has a high proportion of white; English/Welsh/Scottish/Northern Irish/British (persons). A high proportion of households also stated their religion as Christian, but the proposals shouldn't affect any journeys to local places of worship.

3.1.11 Stakeholder workshops, Public Awareness Events and meetings with home/landowners have taken place throughout the option identification and selection phases and were designed to reach the full range of stakeholders. A publicity checklist was prepared which provided a summary of the actions performed in preparing and issuing the publicity to advertise the events. Building accessibility checklists were carried out on all venues to ensure inclusion. The Applicant also visited residents in their own homes or places of work to engage with difficult to reach people in the community.

Non-Statutory Consultation

3.1.12 A public consultation was held between 13 March and 10 April 2017, with five exhibitions being held at different locations during this period. Prior to the events being held, building accessibility assessments and risk assessments were carried out on the venues to ensure inclusion. The venues were also checked to ensure that they were accessible and compliant with the Equality Act 2010. Feedback was gathered through various communication channels including:

- At public consultation events by completing a paper copy of the feedback form
- Online using the online questionnaire
- By post using the freepost address printed on the feedback form
- By telephone via a dedicated telephone line.

3.1.13 Over 1,000 people attended the five public exhibitions that were held, and the Applicant received 878 completed questionnaires in response to the consultation. A public consultation report was produced to present an analysis of the collated information and findings.

3.1.14 The report considered and discussed the respondent demographics. The following is a summary extract from the report:

3.1.15 The final section of the consultation questionnaire included a demographic section to aid this analysis. This section was optional and not all responded chose to provide this information. The following is a summary of the results:

- 57% of respondents were male and 34% were female, with a further 9% who preferred not to say
- The majority of respondents fall within the three higher age categories (above the age of 45). The largest proportion of respondents is from the 65+ age group. Respondents under the age of 45 make up less than a quarter of the total, with a very small proportion from the '16-25' age group.

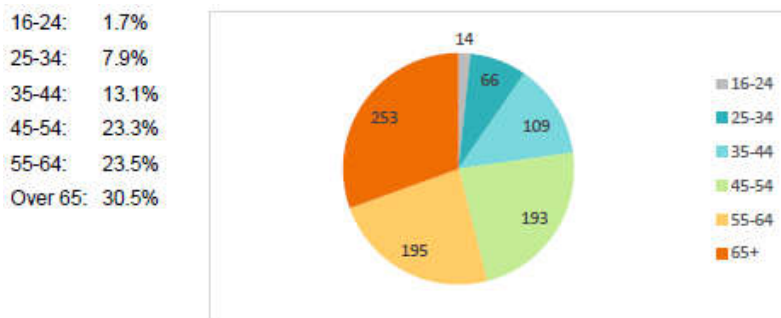


Figure 3.2: Age distribution for the 2017 consultation respondents

- The majority of people (90.7%) who responded to this questionnaire did not consider themselves to have a disability while 6.8% of respondents indicated themselves to have a disability and 2.5% preferred not to say.

3.1.16 Comparison was made between the responses of the 'those who considered themselves to have disability' with the rest of respondents. The analysis showed that there is little discernible variation in opinion.

Preferred Route Announcement

3.1.17 Feedback from the consultation in addition to further technical analysis was used to inform the decision on the Preferred Package. The Preferred Route Announcement (PRA) was made on 2 November 2017.

- Option A of the Mottram Moor and A57 (T) to A57 Link Roads is the Preferred Route because it is value for money, economic and favourable to local communities and interested stakeholders.
- The Climbing Lanes and the proposal to dual the A61 require further consideration and a preferred option was not included for each of these two elements as a part of this announcement.

3.1.18 Further to the PRA, the Applicant arranged for face-to-face landowner surgeries for owners and occupiers whose land or property will be affected by the Scheme. The surgeries involved the project team mainly the Project Manager and District Valuer. The Applicant also visited a number of landowners and held meetings at their properties upon their request. Property owners appreciated the opportunity to discuss their individual concerns with the appropriate people in private. Elderly residents also appreciated visits in their homes, arranged at convenient times so that relatives could also be there for support.

Statutory Public Consultation (2018)

- 3.1.19 The Mottram Moor and A57 (T) to A57 Link Roads Scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, the Applicant is required to make an application for a Development Consent Order (DCO) to obtain the planning permission to construct it. This application will be made to the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide whether or not the project will go ahead. The plan had been to submit the application for a DCO by summer 2020 with a decision expected in winter 2022. However, due to a requirement to carry out further scheme assessment work, this was delayed. The DCO application is now due to be submitted in spring 2021 with a decision expected in autumn 2022.
- 3.1.20 To inform the original application for a DCO, the Applicant undertook a statutory consultation for six weeks from 12 February 2018 to 25 March 2018 to get feedback from the local communities, road users and stakeholders. The following was consulted on:
- The Preferred Route Option for the A57 Link Roads Scheme
 - The level of support for the Link Roads
 - The agreement with proposed community and environmental improvements
 - Suggested uses for the land above the Mottram underpass
 - The level of support for improved facilities for pedestrians, cyclists and horse riders
 - The level of agreement with improved safety measures
 - Whether proposals for Westwood roundabout will reduce delays.
- 3.1.21 A DCO Application Consultation Report was produced in support of the DCO application. The report detailed how the Applicant complied with the requirements of the Planning Act 2008 (as amended). The Consultation Report is a document required for the DCO Application to the Planning Inspectorate to evidence compliance with the requirements of the pre-application procedure, rather than a response document to stakeholders and consultees.
- 3.1.22 The venues for the statutory consultation were the same as those used for the non-statutory public consultation except for the Mottram C of E Primary School, Warhill, Mottram. This building was chosen in response to the need for an additional venue with greater space and capacity. Health and safety risk assessments and building accessibility checklists were conducted for this new venue.
- 3.1.23 Key issues that were raised during the consultation included:
- Air quality, noise and light pollution
 - Landscape, planting and visual intrusion
 - Footpaths, cycle paths and bridleways
 - Ground settlement
 - Detrunking, parking and speed limits on the old A57 road.

Design Development

- 3.1.24 Between the 2018 consultation and the 2020 consultation, further surveys and assessments were carried out to further develop the design of the Preferred Package.
- 3.1.25 Prior to this stage, a non-motorised user context assessment was carried out to identify potential impacts and look at ways of addressing them by proposing mitigation measures. This will be integrated in the design development.
- 3.1.26 To inform the NMU assessment, the Applicant engaged with their non-motorised user stakeholders, including an NMU group that they are in regular contact with.
- 3.1.27 The Applicant has been working with the local public rights of way group, which exists to speak on behalf of the public and have met with Sustrans, Tameside Metropolitan Borough Council, British Horse Society and the Peak and Northern Footpath Society to discuss the Scheme proposals, how they linked with existing rights of way and what additional connections could be provided. Their comments have informed design development. There will be new and improved facilities for pedestrians throughout the route, including:
- Improved crossing facilities at the M67 Junction 4, and all new junctions created by the Scheme.
 - Crossing at the Mottram Moor Junction will be quicker and easier with the new crossroads design.
 - An overbridge or an underpass for pedestrians/cyclists for any severed routes ensuring no unsafe crossing of the road is required.
 - Replacement connections for the existing footpaths severed by the Scheme.
 - A bridleway along the new A57 Link Road between Mottram Moor and Woolley Lane / Bridge, creating a route to link Mottram to the Trans-Pennine Trail (National Cycle Network route 62).
 - The new bypass will take traffic away from the centre of Mottram, reducing the chance of pedestrians being in close contact with vehicles.
 - The Applicant is working with Local Authorities to improve connections on the existing A57 route.
- 3.1.28 During a meeting with the local emergency services on 13 December 2017, the impact on vulnerable users was discussed. This was particularly in relation to a proposed tunnel within the Scheme. The response was that safety barriers and fences will be used to prevent suicides over the structure.
- 3.1.29 The initial NMU assessment identified that 24 of 147 collisions occurred along the Trans-Pennine Route within 36 months to 31 December 2015 resulted in an injury to NMUs. Most of these incidents are thought to be attributable to driver error.
- 3.1.30 There were two main NMU incident clusters. The first cluster is located at the Terminal M67 (Hattersley) Roundabout where five NMU collisions occurred. Four of these involved cyclists and one involved a pedestrian. The second identified collision cluster is located on A628 Market Street (through Hollingworth) where seven NMU collisions occurred. Six of these involved pedestrians and one involved a cyclist.

- 3.1.31 The Scheme includes safety and technology improvements, which will contribute to addressing these issues, such as:
- Reducing speed limits
 - Erecting vehicle actuated signs to warn motorists of potential hazards such as crossings
 - Providing parking bays to prevent vehicles from parking on footways
 - Constructing refuge areas to provide better facilities for non-motorised users.
- 3.1.32 Further to technical analysis and consideration of feedback from consultation, improvements to the M67 Roundabout to ease congestion and traffic flows have been added to the Scheme scope of work. These should contribute to alleviating safety impacts on NMU road users. In addition, an environmental risk assessment was undertaken.
- 3.1.33 There is a potential for the Scheme to be in direct conflict with National Networks National Policy Statement (NN NPS) and the Applicant's policy as a result of identifying exceedances in air quality limits. People with Protected Characteristics, such as those with long-term health conditions, elderly people, pregnant women and children, in the local communities will be more sensitive to these impacts than others. Therefore, it is important to highlight these issues and consider mitigating measures early in the Scheme development.
- 3.1.34 The assessment of potential impacts on health due to the Scheme will not equate to a full Health Impact Assessment (HIA), but an assessment is being carried out for the Population and Human Health chapter of the Environmental Statement (ES). This assessment will be informed by good practice guidance for HIA. The ES chapter will be using the sub-topics: air quality; landscape and visual; road drainage and the water environment; and noise and vibration. Health aspects are also incorporated into the assessments for other topics including air quality and noise and vibration in accordance with assessment methodology for these topics. For example, air quality will cover the effects of the Scheme on human health issues relating to air quality. High level outcomes are that they will not be significant for air quality and noise; however, the Applicant is waiting for the modelling results to confirm this.
- 3.1.35 The Applicant will also be carrying out an appraisal using the sustainability framework tool, this will measure the Scheme's sustainable performance against the targets set for five sustainability capitals (financial, human, natural, social and manufactured). Outcomes of this are reported in the Performance and Development Review (at the preliminary design phase and the construction preparation phase). For the preliminary design phase, the outcomes are largely positive. The Applicant is on track to show some benefits in most Capitals, and moderate or major benefits in some of these areas. The exception is manufactured capital, which is expected as results would be expected for those targets during detailed design and construction phases.

Statutory Consultation (November to December 2020)

- 3.1.36 Following the consultation in 2018, the Applicant has improved their designs, taking the key issues that were raised during the 2018 consultation into account such as air quality, noise pollution, parking issues, subsidence, non-motorised user provisions.

- 3.1.37 During the 2020 Statutory consultation, a number of EDI stakeholder were consulted, including Age UK, schools, places of worship, disabled motoring UK, and Manchester Disabled People's Access Group. The departments who deal with equalities matters at Tameside Metropolitan Borough Council, Derbyshire County Council and High Peak Borough Council were also engaged with to inform the consultation approach.
- 3.1.38 During the consultation, there were a small number of comments relating to the safety of school children and the elderly when crossing the road. The response to this is that the Applicant takes road safety very seriously, and the new Link Roads will be safer in comparison to the current layout, through various design elements intended to create a safer environment for road users and pedestrians, including:
- New traffic signals to control traffic at M67 Junction 4 roundabout (currently no traffic signals), Mottram Moor junction (new junction), Woolley Bridge Junction (new junction), Gun Inn Junction (upgraded traffic signals).
 - The bypass will ensure the traffic flow through Mottram centre is greatly reduced therefore removing a number of potential low speed nose to tail type collisions.
 - The removal of almost all HGVs will also help improve safety performance
 - The bypass is being designed to a high standard with free-flowing traffic and less congestion which is expected to reduce the number of nose to tail collisions
 - Traffic calming in the existing section will be introduced to slow vehicle speeds improving safety through Mottram
 - CCTV will be provided for the proposed underpass to ensure a timely response should any issues occur in that section
 - The new section of road linking Mottram Moor junction to Woolley Bridge will have a 30mph speed limit to ensure safe use by road users
 - Improved facilities for pedestrians, cyclists and horse riders.
- 3.1.39 There were also a small number of comments saying that the Scheme needs to ensure access and facilities are provided for disabled users. The Scheme is creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route. All new facilities are designed in accordance with government guidance on inclusive mobility, meaning they'll be accessible to all users. All shared use facilities will be designed to ensure there is sufficient space available for all users as well as providing good sight lines. The specific infrastructure we'll be introducing for disabled users is:
- Pedestrian detection at crossings to ensure users have sufficient time to cross the road
 - Tactile paving to guide users to crossing points
 - Tactile device on push button unit (at controlled crossings) to alert visually impaired users if it is safe to cross
 - Following gradients and levels in Inclusive Mobility to ensure ease of use by all.

- 3.1.40 Several comments were also made in relation to non-motorised user provision which have been addressed by providing new provisions throughout the Scheme. The Applicant also has more information about key environmental impacts including air quality, noise and traffic. Before the DCO application is submitted to the Planning Inspectorate, the Applicant asked for the public's views on the following elements of the Scheme:
- The environmental assessment and measures to minimise impacts on air quality and noise
 - Removing the Roe Cross Road link, junction and roundabout from the Scheme
 - A new location and design for the Mottram Underpass
 - Replacing the proposed roundabout at Mottram Moor Junction, with a signal-controlled junction
 - Reducing the length of the River Etherow crossing
 - A new design for the Woolley Bridge Junction and location of the A57 Link Road
 - New provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor Junction and connections to the former route
 - A new location for the Carrhouse Lane underpass
 - Important natural, or man-made features of the landscape surrounding the Scheme.
- 3.1.41 Due to the COVID-19 restrictions that were in place at the time of the 2020 statutory consultation, the Applicant was unable to hold face to face events as usual. Instead, they provided a wide range of alternative ways for people to speak to them, ask questions and ultimately provide an informed response to the public consultation. In addition to the standard best practice rules for engagement, transparency and inclusion, the principles outlined in the Planning Act 2008: guidance on the pre-application process (published by Department for Communities and Local Government, March 2015) and Consultation Principles 2018 (produced by the Cabinet Office) were also followed. The approach was also in line with the new Planning Inspectorate's advice note on consultation issued in March 2021, in relation to new legislation, The Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 (the 2020 Regulations), to support developers to consult with the public during the COVID-19 pandemic.
- 3.1.42 The approach to the consultation reflected a number of factors of particular relevance both to COVID-19 and EDI stakeholders, such as:
- 3.1.43 The considerable elderly population in the area required a mix of online and offline engagement options
- People who do not have access to cars and who therefore rely on public transport, cycling or walking
 - People who are unable, or choose not, to leave the house due to the pandemic

- Key workers, and those who are not able to work from home during the pandemic
- People who do not have access to the internet or are less internet literate
- People who have lower literacy levels, or for whom English is not their first language
- People who require the consultation materials in an alternative format.

3.1.44 Working with Tameside Metropolitan Borough Council, Derbyshire County Council, High Peak Borough Council and the Peak District National Park Authority (previously a host authority), the Applicant developed a consultation target area for the distribution of consultation materials. This is based on who it was thought will be affected by the proposed design. The Applicant let people living/working in this area know about the consultation by posting information at the start of the consultation period.

3.1.45 The following methods were used to promote the consultation:

- **Consultation brochure:** Posted to a wide area to ensure that local residents who don't have access to the internet receive a copy, emailed to key stakeholders, made available free of charge to anyone who requested a copy; hosted on Scheme's web page. Hard copies were also stored at local deposit points. Accessible versions and different languages were available on request.
- **Public telephone events (in place of face to face engagement):** The Applicant was available at set times for people to speak to, to support people without internet/computer literacy.
- **Public online webinars (in place of face to face engagement):** The Applicant hosted a series of online webinars, delivering a presentation on the proposals and holding a live Q&A session.
- **Project web page:** included a full summary of the Scheme, the statement of community consultation, the consultation brochure, online response form, flythrough video which includes a voice over, Preliminary Environmental Information Report and non-technical summary as well as a plan showing the extent of the Scheme.
- **Local authority and MP briefings:** The Applicant held and will continue to hold regular meetings with the established Local Authority Forum. Online briefings were also held for local councillors and MPs before the consultation began.
- **Stakeholder briefings:** The Applicant held a dedicated webinar for other key stakeholders. Consultation materials were sent to them in advance.
- Statutory notices
- Press releases
- Posters displayed in the local area surrounding the Scheme.
- Social media via Twitter and Facebook

3.1.46 The consultation questionnaire included a demographic section. This section was optional and not all responded chose to provide this information. There were

1,492 responses received from online/postal responses. The following is a summary of the results:

- 61% of respondents were male, 31% were female, 4% preferred not to say and 4% didn't answer.
- 72.3% of respondents fall within the three higher age categories (above the age of 45). The largest proportion of respondents is from the 65+ age group with 31.1%. Respondents under the age of 45 make up less than a quarter of the total, with only 1.3% being from the '16-25' age group.

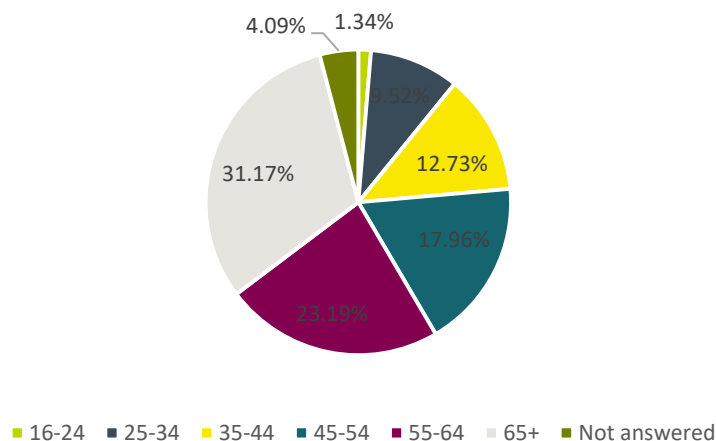


Figure 3.3: Age distribution for the 2020 consultation respondents

- The majority of people (83%) who responded to this questionnaire did not consider themselves to have a disability while 9% of respondents indicated themselves to have a disability, 4% preferred not to say and 4% didn't answer.

3.1.47 A comparison was made between the responses of the 'those who considered themselves to have disability' with the rest of respondents. The analysis showed that there is little discernible variation in opinion. No comments from the consultation related directly to equality and diversity issues and to people with protected characteristics.

3.1.48 The Applicant is also considering making Designated Funds applications for each of the Scheme elements under the following categories:

- Landscaping
- Heritage
- Electric car charging points
- Cycling, safety and integration.

3.1.49 The scope of the enhancement proposals, for which the Applicant is seeking the funds, will be based on the Scheme requirements which will be identified from the relevant scheme assessments.

3.1.50 The Equality Impact Assessment (EqIA) will continue to be updated and monitored at appropriate points during Scheme and it is recommended that this screening is revisited at the detailed design phase.

3.2 Confirmation on whether a full Equality Impact Assessment is required

Confirmation – state whether a full Equality Impact Assessment is required		
Yes	✓	<ul style="list-style-type: none"> Adjustment required to prevent potential discriminatory practice and to remove barriers to equality of opportunity. Further evidence/consultation required to enable a sound equality decision. <p>Proceed to Sections D – H</p>
No		<ul style="list-style-type: none"> The policy/practice is robust in terms of equality. The impact on different groups is considered to be 'neutral' with no risk of discrimination and any minor impacts can be justified. <p>Proceed to Section E1 and Sign-off at H</p>

4. Section D: Assessment (Stage 2)

4.1 The level of impact on protected characteristics

Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources supporting this analysis
Sex			✓	
Religion or Belief			✓	
Age	✓	✓		<p>During the consultation, there was a small number of responses concerned with the safety of school children and the elderly crossing the road. The Applicant takes road safety very seriously, and the new Link Roads will be safer in comparison to the current layout, through various design elements intended to create a safer environment for road users and pedestrians, including: New traffic signals to control traffic at Hattersley roundabout (currently no traffic signals), Mottram Moor junction (new junction), Woolley Bridge junction (new junction), Gun Inn junction (upgraded traffic signals); The bypass will ensure the traffic flow through Mottram centre is greatly reduced therefore removing a number of potential low speed nose to tail type collisions. The removal of almost all HGVs will also help improve safety performance; The bypass is being designed to a high standard with free-flowing traffic and less congestion which is expected to reduce the number of nose to tail collisions; Traffic calming in the existing section will be introduced to slow vehicle speeds improving safety through</p>

Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources supporting this analysis
				Mottram; CCTV will be provided for the proposed underpass to ensure a timely response should any issues occur in that section; The new section of road linking Mottram Moor junction to Woolley Lane / Bridge will have a 30mph speed limit to ensure safe use by road users; Improved facilities for pedestrians, cyclists and horse riders.
Disability	✓	✓		<p>During the consultation, there were a small number of comments saying that the Scheme needs to ensure access and facilities for disabled users are provided. The Scheme is creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route. All new facilities are designed in accordance with government guidance on inclusive mobility, meaning they'll be accessible to all users. All shared use facilities will be designed to ensure there is sufficient space available for all users as well as providing good sight lines. The specific infrastructure we'll be introducing for disabled users is:</p> <ul style="list-style-type: none"> • Pedestrian detection at crossings to ensure users have sufficient time to cross the road • Tactile paving to guide users to crossing points • Tactile device on push button unit (at controlled crossings) to alert visually impaired users if it is safe to cross • Following gradients and levels in Inclusive Mobility to ensure ease of use by all.
Race			✓	
Sexual Orientation			✓	
Gender Reassignment (Incl. Transsexual and Transgender)			✓	
Pregnancy & Maternity	✓	✓		Pregnant mothers and those with small children may be more at risk when crossing the road. The Applicant takes road safety very seriously, and the new link roads will be safer in comparison to the current layout,

Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources supporting this analysis
				through various design elements intended to create a safer environment for road users and pedestrians, including: New traffic signals to control traffic at Hattersley roundabout (currently no traffic signals), Mottram Moor junction (new junction), Woolley Bridge junction (new junction), Gun Inn junction (upgraded traffic signals); The bypass will ensure the traffic flow through Mottram centre is greatly reduced therefore removing a number of potential low speed nose to tail type collisions. The removal of almost all HGVs will also help improve safety performance; The bypass is being designed to a high standard with free-flowing traffic and less congestion which is expected to reduce the number of nose to tail collisions; Traffic calming in the existing section will be introduced to slow vehicle speeds improving safety through Mottram; CCTV will be provided for the proposed underpass to ensure a timely response should any issues occur in that section; The new section of road linking Mottram Moor junction to Woolley Bridge will have a 30mph speed limit to ensure safe use by road users; Improved facilities for pedestrians, cyclists and horse riders.
Marriage & Civil Partnership			✓	

4.2 Potential risks identified

Yes/No		Identified risks
No		
Yes	✓	Mitigating action shown in Section F <ul style="list-style-type: none"> • Possible severance for non-motorised users during construction. • Reduction in access for the disabled and elderly during construction.

5. Section E: Options rationale

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

6. Section F: Additional evidence

6.1.1 This is to ascertain how the policy or practice will advance equality, foster good relations and/or eliminate discrimination. Reference the evidence sources.

Activities to address any potential negative impacts or risks and deliver positive impacts	Completion phase
<p>The Applicant actively engaged with key stakeholders and the general public in order to share updates about the Scheme and gather feedback to understand the impacts of the different options. So far, two stakeholder reference group workshops have been held involving local authorities, statutory environmental bodies and other pressure groups.</p> <p>Public Awareness Events targeting the general public, and specifically local residents and businesses close to the Scheme were held in October 2016.</p> <p>Visits to residents by the Applicant to discuss the possible impact of the Scheme options on their property have taken place.</p> <p>Two Residents Surgeries were held in November 2016. Owners and tenants were invited to attend sessions with the Applicant and the District Valuer to discuss the possible impact of the Scheme options on their property/land/homes.</p> <p>Comments received at and following these events and surgeries have been considered and have informed decision making on the options and future Scheme development.</p>	<p>Option Identification Phase (Complete)</p>
<p>Non-Statutory Public Consultation took place between 13 March and 10 April 2017. Five exhibitions were held at different locations around the Scheme area during this period. Stakeholders and customers were invited to attend and provide their views on the options for the improvements that form the programme.</p>	<p>Option Selection Phase (Complete)</p>
<p>Preferred Option Announcement was made on 2 November 2017 and communicated directly to the local communities, key stakeholders, environmental statutory bodies, MPs and landowners. The Non-Statutory Consultation Report and Preferred Route Announcement Leaflet were published on the Scheme website. Various communication channels were used including letters, emails and calls. Affected landowners were invited to face-to-face landowner surgeries to provide them with updates about the Scheme, provide them with guidance and respond to any queries.</p>	<p>Option Selection Phase (Complete)</p>

Activities to address any potential negative impacts or risks and deliver positive impacts	Completion phase
<p>The Applicant continues to engage with stakeholders regularly to ensure that they bring forward any concerns they have. This is done in line with the Scheme's communications plan.</p>	Ongoing
<p>Non-Motorised Users context report was produced to outline the assessment and strategy for dealing with non-motorised user groups such as walking, cycling and horse-riding groups. The results of this assessment were fed to the EDIT tool and Equality Impact Assessment. In the NMU report, there is a section on stakeholder engagement which was considered and used to develop the Scheme objectives for the next stage.</p>	Option Selection/ Preliminary Design Phase (Complete)
<p>The Applicant is engaging with local authorities on a regular basis through stakeholder reference groups to identify and seek input to any Scheme issues including impacts on protected characteristic groups and non-motorised users. The Applicant is also seeking direct involvement from local accessibility groups and has also been working with the local public rights of way group, which exists to speak on behalf of the public. They have met with Sustrans, Tameside Metropolitan Borough Council, British Horse Society and the Peak and Northern Footpath Society to discuss the Scheme proposals, how they linked with existing rights of way and what additional connections could be provided. Their comments have informed design development.</p>	Preliminary Design Phase (Ongoing)
<p>The Applicant carried out Statutory Public Consultation from 12 February 2018 to 25 March 2018 on the proposals in the Preferred Package of the Scheme. This involved sending formal statutory consultation letters to the relevant stakeholders, affected residents and the local community. In addition, public engagement events were held at different dates and venues. The feedback gathered informed the development of the proposed route.</p>	Preliminary Design Phase (Complete)
<p>The Applicant carried out another Statutory Public Consultation from 5 November 2020 to 17 December 2020. During the consultation the following elements of the Scheme were consulted on:</p> <ul style="list-style-type: none"> • The environmental assessment and measures to minimise impacts on air quality and noise • Removing the Roe Cross Road link, junction and roundabout from the Scheme • A new location and design for the Mottram Underpass • Replacing the proposed roundabout at Mottram Moor Junction, with a signal-controlled junction • Reducing the length of the River Etherow crossing • A new design for the Woolley Bridge junction and location of the Link Road • New provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and connections to the former route • A new location for the Carrhouse Lane underpass • Important natural, or man-made features of the landscape surrounding the Scheme. <p>This involved sending formal statutory consultation letters to the relevant stakeholders, affected residents and the local community. In addition, several virtual public engagement events were held at different dates and times. To ensure there was no discrimination against those without internet access, the Applicant also provided postal consultation materials and feedback forms and held several telephone events, whereby people</p>	Preliminary Design Phase (Complete)

Activities to address any potential negative impacts or risks and deliver positive impacts	Completion phase
could contact them on specific dates and times. The feedback gathered will inform the development of the proposed route.	
A Walking, Cycling and Horse-Riding Assessment and Review (previously referred to as Non-Motorised Users Assessment and Review) will be produced to identify measures to avoid/minimise severance resulting from the various Scheme elements. This will inform and be used to update the EqIA.	Statutory Procedures and Powers Phase
The Applicant will work with their delivery partner to minimise disruption to protected characteristics groups, non-motorised users and public transport services during the construction phase, by providing alternative access.	Construction Preparation Phase
The development proposals and construction environmental management plan will be evaluated for compliance with the Equality Act 2010 prior to construction. Any crossings will comply with the Equality Act 2010 and all signalised crossings will include tactile pairing and tactile cones.	Construction, Commissioning and Handover Phase

6.2 Summary of the findings

6.2.1 Whilst no comments from the consultation related directly to equality and diversity issues from a road user perspective, there have been a small number of comments related to the safety of school children and elderly pedestrians when crossing the road, as well as people commenting that the Scheme needs to ensure access and facilities for disabled non-motorised users are provided. It is recognised that any proposed improvements and changes could potentially have a disproportionate impact on protected characteristic groups specifically in relation to age and disability needs. The local access arrangement to local services and properties in addition to the environmental impact measures will be considered in the detailed design stage of the preferred package of the Scheme. Feedback from the statutory public consultation, sharing information events and stakeholder engagement meetings will be used to inform the update of the EqIA assessment during the detailed design phase of work.

7. Stage G: Monitoring (stage 3)

7.1 How outcomes will be monitored

Agreed actions to implement the findings of this assessment.

Monitoring Action	By Whom	By When
Statutory public consultation report	The Applicant	Preliminary Design Phase
Stage Gate Assessment Review Stage 3	The Applicant	Preliminary Design Phase
Walking, cycling and horse-riding assessment and review	The Applicant's delivery partner	Every stage
Number of non-motorised user incidents at cluster points post Scheme being open to traffic	The Applicant/delivery partner	Benefits Realisation & Evaluation Plan

Monitoring Action	By Whom	By When
Road user satisfaction surveys	The Applicant/delivery partner	Benefits Realisation & Evaluation Plan

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