

A303 Sparkford to Ilchester Dualling Scheme TR010036

9.3 Equality Impact Assessment

APFP Regulation 5(2)(h)

Planning Act 2008

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

June 2019

Volume 9.0



Infrastructure Planning

Planning Act 2008

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

**A303 Sparkford to Ilchester Dualling
Scheme**

Development Consent Order 201[x]

EQUALITY IMPACT ASSESSMENT

Regulation Number:	Regulation 5(2)(g)
Planning Inspectorate Scheme Reference	TR010036
Application Document Reference	9.3
Author:	A303 Sparkford to Ilchester Dualling Scheme, Project Team, Highways England

Version	Date	Status of Version
Rev A	January 2019	Submission for Deadline 2
Rev B	June 2019	Submission for Deadline 8

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1 Introduction

- 1.1.1 This Equality Impact Assessment has been revised following the previous submission at Deadline 2 (REP2-005).

EQUALITY IMPACT SCREENING AND ASSESSMENT			
Name of Practice / Policy	A303 Sparkford to Ilchester	Proposed or Current	Proposed
Person Completing the Assessment		James Beard	
Directorate		Mott MacDonald Sweco JV	
Date	05/06/19	Reference No	MPS78
<p>A: The aims, purpose, desired benefits and expected outcomes of the practice / policy, identifying the customers, staff or stakeholders involved or affected.</p> <p>1.1 Purpose of the scheme</p> <p>1.1.1 Forming part of the Strategic Road Network (SRN), the A303 is a 150km stretch of 'A' road in the South West of England. It is a strategic link between the South West Peninsular (SWP) and the rest of the south, south east and London. The route is comprised of multiple road standards including: dual two lane all purpose (D2AP), single carriageway two lane (S2) and single carriageway sections with overtaking lanes (S2+1). There are varying speed limits on this road, ranging from 40mph to 70mph.</p> <p>1.1.2 The 5km stretch of the A303 between Sparkford and Ilchester in Somerset has been identified as a key development area by the Department for Transport (DfT) in the 2015-2020 Road Investment Strategy (RIS), and has subsequently been incorporated by Highways England into its current Delivery Plan.</p> <p>1.1.3 The upgrading of this stretch of the A303 has been identified as essential to reduce severe and regular congestion and delays in the area. Highways England has stated that such congestion occurs due to the population density, employment opportunities, urban concentrations and tourist attractions of the SWP. Congestion occurs particularly during peak leisure periods such as school holidays, the summer, and weekends.¹</p> <p>1.1.4 The single carriageway section of the A303 also suffers from higher than average accident rates for single carriageway A-class trunk roads. Five at-grade junctions and accesses, five non-motorised user (NMU) crossing points and limited space for road workers during maintenance create hazards for both motorised users and NMUs.</p>			

¹ Highways England (2016): 'A303 Sparkford to Ilchester Technical Appraisal report'.

- 1.1.5 The increasing congestion on the A303 is supported by data from the DfT. The data shows that between April 2017 and March 2018, all motor vehicle traffic on the SRN increased slightly by 0.8%. In the same time period, traffic on rural 'A' roads (such as the A303) grew by 2.8% and had the largest share of all vehicle traffic (30.1%) when compared to all other road types. By comparison, traffic on urban 'A' roads decreased by 3.7% over the same period.²

1.2 The scheme

- 1.2.1 Currently, the A303 commences at Hazlegrove Roundabout. It continues as an S2+1 arrangement in the westbound direction subject to a 50mph speed limit.
- 1.2.2 The remaining length of the Sparkford-Ilchester section is characterised by a single 2-lane road, also subject to a 50mph speed limit. There are a number of priority junctions along the route giving access to the settlements of Queen Camel and West Camel to the south, as well as a number of farm accesses and parking laybys. The road continues until it becomes a dual 2-lane carriageway road just west of the eastbound off slip to Podimore.
- 1.2.3 During the option identification stage in 2016, 13 options for upgrading the A303 between Sparkford and Ilchester were originally identified. Following the sifting process³, four options were taken forward. After this assessment process, it was recommended that one central and one northern route should be taken forward to public consultation. In October 2017 the preferred route was announced.
- 1.2.4 In July 2018, an application for a Development Consent Order (DCO) was submitted. This was accepted for examination in August 2018, with the examination process taking place between December 2018 and June 2019.
- 1.2.5 The proposed scheme is described in more detail below.

1.3 Scheme design and description

- 1.3.1 The route of the scheme, as shown below in Figure 1, is 5.6 kilometres long and follows the existing corridor of the A303 very closely. It is generally considered to be an online solution although is often deliberately aligned just to the side of the existing carriageway to allow re-use of the existing route for local access, avoid property or facilitate construction. At its

maximum offset the route is typically 100m either north or south of the existing A303.

² Department for Transport (2018): 'Provisional road traffic estimates: Great Britain: April 2017 – March 2018'. This is the last year for which data is available.

³ For more information on the sifting process, refer to chapter 9 of the *Options Assessment Report* (MMSJV, November 2016).

Figure 1- Overview map of the scheme



Source: Highways England, 2019

- 1.3.2 The footprint of the scheme, including all land required temporarily during construction, is 110 hectares. During operation, the scheme is anticipated to require approximately 62.4 hectares of land.
- 1.3.3 At its western limits the route would tie in with the existing dual carriageway at A303 Podimore Bypass, approximately 500 metres west of the existing westbound diverging slip road into Podimore. Travelling eastwards, the route initially follows the existing A303 closely until the B3151, before moving north of the existing carriageway and rising up just to the south of Downhead before crossing over the existing A303 at Canegore Corner.
- 1.3.4 The route then takes a southerly alignment briefly before meeting up with the existing road again to pass between a Scheduled Ancient Monument and a Ministry of Defence signal station at the crest of Camel Hill. Finally, the route then bypasses the existing Hazlegrove Roundabout to the north through a registered park and garden associated with Hazlegrove House before tying into the existing A303 north of Sparkford Village.
- 1.3.5 Three new junctions would be provided. Firstly, an all movements grade separated junction will be provided in the vicinity of the Hazlegrove Roundabout. This will enable free flowing passage of traffic and access to local roads on the A303. The junction will incorporate entry and exit slip roads in both directions providing connections to Hazlegrove House, the A359, access to villages south of the route and access to properties at Camel Hill to the north of the route. A limited movements junction comprising of eastbound slips only will also be provided in the vicinity of Downhead. Lastly, a limited movements junction will be provided in the vicinity of the junction with the B3151 comprising westbound exit and entry slip roads.
- 1.3.6 A new connection will also be provided between local roads to the north and south of the route. The Overbridge near to Canegore Corner, would incorporate a link to the A303 eastbound via the junction at Downhead.
- 1.3.7 Construction of the scheme would require the provision of a temporary main site compound. The compound would be 9.9 hectares and positioned on land between the existing A303 and the B3151. An access route to the compound would be constructed from the A303. The compound would facilitate the

storage of a construction plant and materials and would be the primary location that workforce and visitors report to.

1.4 Pedestrian access

- 1.4.1 The proposed scheme will sever ten existing public rights of way (PROW). To mitigate the severance caused by these closures, a west to east NMU user link is proposed, making use of the facilities already proposed for the scheme such as maintenance strips, access tracks and local roads.
- 1.4.2 The two road bridges included in the proposed scheme would also each provide a grade separated north to south crossing of the new A303. Many of new NMU routes would be provided as bridleways so that pedestrians, cyclists and equestrians are all able to make use of them.
- 1.4.3 A footpath would also be provided from the existing footpath at Sparkford Services to link up with the proposed facilities.
- 1.4.4 A signed cycle route, making use of local roads to the south of the scheme, is also proposed.

1.5 The local area

- 1.5.1 An analysis of the local area indicates that many places of importance to people with protected characteristics are located within 1km of this stretch of road. These include one primary school, one preschool, one nursery and three churches. This section of the A303 also includes the Hazlegrove Roundabout, which has five arms – one of which provides sole access to Hazlegrove Preparatory School. The roundabout also acts as a junction for the A359.

1.6 Objectives of the scheme

- 1.6.1 As set out in the Case for the Scheme¹⁹, the overarching scheme objectives are as follows:
- **Capacity:** to reduce delays that occur during peak hours at seasonal times of the year
 - **Safety:** to improve safety for all users of the A303 between Sparkford and Ilchester, as well as the wider A303 / A358 corridor
 - **Support economic growth:** to facilitate housing and job growth by providing a free-flowing and reliable connection between the south east and the south west

- **Environment:** to avoid unacceptable impacts on the surrounding natural and historic environment and maximise opportunities for enhancement
- **Local communities:** to reduce community severance and promote opportunities to improve quality of life
- **Connectivity:** to improve connectivity of the south west with the rest of the UK and improve business and growth prospects
- **Resilience:** to improve journey time reliability and resilience, and provide extra capacity to make traffic management easier when incidents occur

1.7 Customers, staff and stakeholders

1.7.1 As the scheme will affect a wide range of motorised and non-motorised user, a stakeholder engagement process with protected characteristic groups has been carried out to gain an accurate understanding of the direct and indirect impacts that the scheme will have on different sections of society.

1.7.2 Stakeholder engagement will help to ensure that the proposed development along the A303 is implemented with equality, diversity and inclusion principles in mind, and does not disproportionately impact unduly upon specific sections of society.

B: Screening

1.7.1 An initial screening and assessment were undertaken during 2016/2017 using The Technical Appraisal Report (TAR), written by Highways England. At the time, the TAR contained the most recent information available, but since this time, the EqlA assessment has been updated using the information set out in the Environmental Statement published in 2018 and updated throughout the Examination to take account of the changes made to the scheme. This updated assessment can be seen below in **Section D: Assessment**. The previously undertaken screening exercise has not been updated and can be found in Appendix A of this report.

¹⁹ Highways England (2018): 'A303 Sparkford to Ilchester Dualling scheme TR010036 Case for the Scheme'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000238-A303_7.1_Case_for_the_Scheme.pdf

D: ASSESSMENT

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

Equality group (protected characteristics)	Positive impact	Negative impact	Neutral impact	Summary of reasons and evidence sources (data research and consultation) supporting this analysis
Age (children under 16)		✓		<p><u>During construction</u></p> <p>Negative impact: temporary noise and air pollution impacts</p> <p>The construction stage of the project could result in noise and air quality impacts arising from construction activities and vehicle movements. These may disproportionately affect children living nearby and attending local schools.</p> <p>Research by the World Health Organisation²⁰ shows that noise can negatively affect children's cognitive learning and memory. Evidence from the London Low Emission Construction Partnership²¹ shows that construction sites can generate pollutants harmful to human health. These include 'dust' or ultra-fine particulate matter (PM) and nitrogen dioxide (NO₂). These pollutants are created by diesel engines in off-road machinery, static engines such as power</p>

²⁰ World Health Organisation (2011): 'Burden of disease from environmental noise Quantification of healthy life years lost in Europe'. See: http://www.euro.who.int/_data/assets/pdf_file/0008/136466/e94888.pdf

²¹ London Low Emission Construction Partnership (no date): 'Health impacts from construction emissions: Sources and health impacts of construction generated pollution. See: <http://www.llecp.org.uk/advice/health-impacts-construction-emissions>

			<p>generators and activities such as demolition and earthworks.</p> <p>During engagement, stakeholders raised concerns regarding an increase in noise pollution as a result of the scheme. There are live-in students at Hazlegrove school, some of whom are accommodated in a building located towards the front of school, close to the A303. The building currently has single glazed windows, so any increase in noise throughout the construction period is likely to be felt here.</p> <p>However, while there may be some noise and air quality effects at nearby receptors, the Environmental Statement (ES) air quality and noise and vibration assessments do not expect them to be significantly adverse.^{22 23} Also, while some negative impacts may occur in both instances, they will be suitably controlled using best practice mitigation measures.</p>
Age (children under 16)		✓	<p><u>During construction</u></p> <p>Negative impact: temporary disrupted access to educational facilities</p> <p>Hazlegrove Preparatory School is 1km north of Hazlegrove Roundabout and has sole, private access via one of its five arms.</p>

²² Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 5 Air Quality'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000134-A303_6.1_ES_Chapter_5_Air_Quality.pdf

²³ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 11 Noise and Vibration'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000140-A303_6.1_ES_Chapter_11_Noise_and_Vibration.pdf

				<p>During construction, there is potential for access to the school to be impacted due to the access route changing.</p> <p>The school also runs four bus routes in the local area, one of which runs from Hinton St George to Hazlegrove via the A303.²⁴ Temporary disruption throughout construction may therefore negatively impact pupils who use this service to access the school.</p> <p>However, as noted in the ES people and communities assessment, access arrangements would be provided to the school at all times throughout construction. As a result, although negative impacts would arise, these would not be significant.²⁵</p>
Age (children under 16)		✓		<p><u>During operation</u></p> <p>Negative impact: permanent noise impacts</p> <p>The operational phase of the scheme has the potential to result in noise impacts arising due to reconfiguration of the road network. This may disproportionately affect children living nearby and attending local schools.</p> <p>Stakeholders raised concerns regarding an increase in noise pollution as a result of the scheme for the live-in students at Hazlegrove school already identified. Any increase in noise throughout the operation period is likely to be felt here. Stakeholders also highlighted that with good design and consideration, such negative impacts regarding</p>

²⁴ Hazlegrove Preparatory School (no date): 'Minibus routes for Hazlegrove pupils'. See: <http://www.hazlegrove.co.uk/about/useful-information/bus-routes>

²⁵ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 12 People and Communities'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000141-A303_6.1_ES_Chapter_12_People_and_Communities.pdf

				<p>noise should be largely mitigated for the villages of West Camel and Podimore.</p> <p>The ES noise and vibration chapter identifies that two residential properties would experience significant adverse effects during operation. All other receptors (such as schools, community facilities and commercial premises) may be subject to minor or moderate increases in noise in the short-term and minor increases in the long-term. However, none of these impacts would be significant. Overall, although negative impacts may arise, these would not be significant.²⁹</p>
Age (children under 16)			✓	<p><u>During operation</u></p> <p>Neutral impact: permanent air quality impacts</p> <p>The operational phase of the scheme has the potential to result air quality impacts arising due to reconfiguration of the road network. This may disproportionately affect children living nearby and attending local schools.</p> <p>Health problems³⁰ can also be exacerbated by decreases in air quality. The British Lung Foundation noted that children are more vulnerable to breathing in polluted air than adults.³¹</p> <p>However, as noted in the ES air quality chapter, the predicted effects from the operation of the scheme on local air quality would not be significant and therefore no</p>

²⁹ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 11 Noise and Vibration'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000140-A303_6.1_ES_Chapter_11_Noise_and_Vibration.pdf

³⁰ Such as asthma, pneumonia, wheezing and coughs.

³¹ British Lung Foundation (date unknown): 'How air pollution affects your children's lungs'.

				mitigation measures are proposed. ³² Overall, a neutral impact is therefore predicted.
Age (children under 16)	✓			<p><u>During operation</u></p> <p>Positive impact: permanent improved access to educational facilities</p> <p>As noted above, Hazlegrove Preparatory School is 1km north of, and is accessed via, the Hazlegrove Roundabout.</p> <p>The scheme includes the addition of a grade separated junction. Upon completion of the scheme the school will be accessed via a slip road stemming from this new junction.</p> <p>During operation there is potential for access to the school to be improved. The creation of an additional access separate to the A303 will mean vehicular traffic for the school and general vehicular traffic will be separated. This could ease congestion around the entrance to the school therefore improving access.</p> <p>In addition, the school bus route from Hinton St George to Hazlegrove via the A303,³³ could benefit from reduced congestion at peak times during operation. This may benefit children who use this service to access school.</p> <p>According to the ES people and communities chapter, improved access would ease congestion for those accessing the school, therefore benefitting children who are</p>

³² Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 5 Air Quality'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000134-A303_6.1_ES_Chapter_5_Air_Quality.pdf

³³ Hazlegrove Preparatory School (no date): 'Minibus routes for Hazlegrove pupils'. See: <http://www.hazlegrove.co.uk/about/useful-information/bus-routes>

				pupils. The improved access would result in a significant beneficial effect. ³⁴
Age (children under 16)	✓			<p><u>During construction / operation</u></p> <p>Positive impact: Pedestrian facilities</p> <p>Stakeholders noted a new bridge would be beneficial to NMUs in the area (should the new crossing points have appropriate NMU provision). Stakeholders also highlighted that it is currently very difficult for pedestrians to cross the A303, especially around West Camel, Podimore and Queen Camel.</p> <p>As children are over represented amongst pedestrian groups³⁵ they are likely to be more sensitive to any changes to pedestrian access than other groups.</p> <p>As noted in section 1.4, the scheme would sever existing PROWs. However, provision of new NMU infrastructure would also be part of the scheme. Overall, according to the ES people and communities chapter, the scheme would result in a slight beneficial impact on NMUs, but this would not be significant.³⁶ This assessment has been based on the assumption that all NMU infrastructure would be accessible to those with a protected characteristic, and that best practice design standards will be implemented. If this is not the case, the assessment may vary.</p>

³⁴ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 12 People and Communities'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000141-A303_6.1_ES_Chapter_12_People_and_Communities.pdf

³⁵ The 2015 National Travel Survey found that 30% of all trips made by children were via walking, whilst this figure was 20% for adults.

³⁶ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 12 People and Communities'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000141-A303_6.1_ES_Chapter_12_People_and_Communities.pdf

Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources (data research and consultation) supporting this analysis
Age (older people)		✓		<p><u>During construction</u></p> <p>Negative impact: temporary air pollution</p> <p>The construction stage of the scheme may result in air quality impacts arising from construction activities and vehicle movements. Older people are likely to be disproportionately negatively impacted by an increase in air pollution.</p> <p>Evidence from the London Low Emission Construction Partnership³⁷ shows that construction sites can generate pollutants harmful to human health. These include 'dust' or ultra-fine particulate matter (PM) and nitrogen dioxide (NO₂). These pollutants are created by diesel engines in off-road machinery, static engines such as power generators and activities such as demolition and earthworks. The impacts of these pollutants includes respiratory illness, cardiovascular disease and lung cancer. And, according to DEFRA, older people are more likely to have heart and lung conditions which can be exacerbated by high levels of air pollution.³⁸</p> <p>However, as noted previously, the ES air quality assessment identifies that there will be no significant</p>

³⁷ London Low Emission Construction Partnership (no date): 'Health impacts from construction emissions: Sources and health impacts of construction generated pollution. See: <http://www.llecp.org.uk/advice/health-impacts-construction-emissions>

³⁸ Department for Environmental Food and Rural Affairs (2013): 'Guide to UK Air Pollution Information Resources'.

				adverse effects during the construction phase. ³⁹ Negative impacts may therefore arise, but would be suitably controlled using best practice mitigation measures.
Age (older people)		✓		<p><u>During construction</u></p> <p>Negative impact: temporary decline in driver confidence</p> <p>Stakeholders referred to older drivers potentially experiencing difficulties due to changes to the layout of roads that they use regularly and are familiar with. Such changes can cause confusion and anxiety, especially during the construction stage when an array of temporary road signs and diversion routes are in place.</p> <p>The comments made by stakeholders are supported by a 2016 report published by the Older Drivers Task Force.⁴⁰ The report highlights that older drivers can have reduced ability to make judgements, adapt their speed and read complex situations whilst driving. A driver's vision, reaction time and skills in executing maneuvers can all decline with age.</p>
Age (older people)			✓	<p><u>During operation</u></p> <p>Negative impact: permanent air quality impacts</p> <p>Older people are likely to be disproportionately negatively impacted by any increase in air pollution arising from the scheme.</p>

³⁹ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 5 Air Quality'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000134-A303_6.1_ES_Chapter_5_Air_Quality.pdf

⁴⁰ Older Drivers Task Force (2016): 'Supporting safe driving into old age: A national older driver strategy'. See: <http://www.eurorap.org/wp-content/uploads/Older-Drivers-First-Report-AGE006-SSDIOA-v7.pdf>

				<p>Older people also make up a higher than average proportion of the local population (22% compared to 16% nationally) and are therefore more likely to be represented in the area surrounding the scheme.</p> <p>According to DEFRA, older people are more likely to have heart and lung conditions which can be exacerbated by high levels of air pollution.⁴² However, it is unlikely that such impacts will be significant.</p> <p>However, as noted in the ES air quality chapter, the predicted effects from the operation of the scheme on local air quality would not be significant and therefore no mitigation measures are proposed.⁴³ Overall, a neutral impact is therefore predicted.</p>
Age (older people)		✓		<p><u>During operation</u></p> <p>Negative impact: temporary decline in driver confidence</p> <p>As noted above, stakeholders referred to older drivers potentially finding the proposed changes to roads that they regularly use challenging. Such changes can cause confusion and worry. Due to the scheme changing the layout of the road permanently, this is likely to be an impact throughout the initial phases of operation, easing over time and is, therefore, temporary.</p> <p>The comments made by stakeholders are supported by a 2016 report published by the Older Drivers Task Force.⁴⁵</p>

⁴² Department for Environmental Food and Rural Affairs (2013): 'Guide to UK Air Pollution Information Resources'.

⁴³ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 5 Air Quality'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000134-A303_6.1_ES_Chapter_5_Air_Quality.pdf

⁴⁵ Older Drivers Task Force (2016): 'Supporting safe driving into old age: A national older driver strategy'. See: <http://www.eurorap.org/wp-content/uploads/Older-Drivers-First-Report-AGE006-SSDIOA-v7.pdf>

				The report highlighted that older drivers can be less able to make quick judgements, adapt their speed and read complex situations whilst driving. A driver's vision, reaction time and skills in executing maneuvers can all decline with age.
Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources (data research and consultation) supporting this analysis
Disability		✓		<p><u>During construction</u></p> <p>Negative impact: temporary air quality impacts</p> <p>Disabled people are likely to be disproportionately negatively impacted by an increase in air pollution. And, as noted above, the Scheme has the potential to increase levels of air pollution throughout construction.</p> <p>Evidence from DEFRA shows that people with lung or heart conditions are at an increased risk of becoming ill and needing treatment when levels of air pollutants increase.⁴⁶</p> <p>However, as noted previously, the ES air quality assessment concluded that the predicted effects from the construction phase of the scheme on local air quality would not be significant.⁴⁷</p> <p>Furthermore, these impacts would be expected to be suitably controlled using best practice mitigation measures.</p>
Disability			✓	<p><u>During operation</u></p>

⁴⁶ Department for Environmental Food and Rural Affairs (2013): 'Guide to UK Air Pollution Information Resources'.

⁴⁷ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 5 Air Quality'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000134-A303_6.1_ES_Chapter_5_Air_Quality.pdf

				<p>Neutral impact: permanent air quality impacts</p> <p>Disabled people are likely to be disproportionately negatively impacted by an increase in air pollution. And, as noted above, the Scheme has the potential to increase levels of air pollution throughout operation.</p> <p>Evidence from DEFRA shows that people with lung or heart conditions are at an increased risk of becoming ill and needing treatment when levels of air pollutants increase.⁴⁸</p> <p>However, as noted in the ES air quality chapter, the predicted effects from the operation of the scheme on local air quality would not be significant and therefore no mitigation measures are proposed.⁴⁹ Overall, a neutral impact is therefore predicted.</p>
Disability	✓			<p><u>During operation / construction</u></p> <p>Potential positive impact: Pedestrian facilities</p> <p>Stakeholders noted a new bridge would be beneficial to NMUs in the area (should the new crossing points have appropriate NMU provision). Stakeholders also highlighted that currently it is very difficult for pedestrians to cross the A303, especially around West Camel, Podimore and Queen Camel.</p> <p>Evidence suggests that disabled people are over represented amongst pedestrian groups⁵⁰. They are</p>

⁴⁸ Department for Environmental Food and Rural Affairs (2013): 'Guide to UK Air Pollution Information Resources'.

⁴⁹ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 5 Air Quality'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/lpc/uploads/projects/TR010036/TR010036-000134-A303_6.1_ES_Chapter_5_Air_Quality.pdf

⁵⁰ In 2016 The Papworth Trust reported that 60% of disabled people do not have a car available to their households, compared to 27% of the overall population.

				<p>therefore likely to be more sensitive to any changes to pedestrian access than other groups.</p> <p>As mentioned in section 1.4, the scheme would sever existing PROWs. However, provision of new NMU infrastructure would also be part of the scheme. Overall, the ES people and communities assessment identifies that the scheme would result in a slight beneficial impact on NMUs, but this would not be significant.⁵¹ This assessment has been based on the assumption that all NMU infrastructure would be accessible to those with a protected characteristic, and that best practice design standards will be implemented. If this is not the case, the assessment may vary.</p>
Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources (data research and consultation) supporting this analysis
Gender (inc. pregnancy and maternity)		✓		<p><u>During construction / operation</u></p> <p>Negative impact: air quality impacts</p> <p>Unborn babies are disproportionately likely to be impacted by health conditions linked to high levels of air pollution. The scheme has the potential to increase levels of air pollution throughout the construction period.</p>

⁵¹ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 12 People and Communities'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000141-A303_6.1_ES_Chapter_12_People_and_Communities.pdf

				<p>Exposure to air pollution can lead to development problems for babies in the womb and to premature birth and low birth weight.⁵²</p> <p>However, as noted previously, the ES air quality assessment concluded that the predicted effects from the construction phase of the scheme on local air quality would not be significant.⁵³ Negative impacts may therefore arise, but would be suitably controlled using best practice mitigation measures.</p>
Gender (inc. pregnancy and maternity)			✓	<p><u>During operation</u></p> <p>Neutral impact: permanent air quality impacts</p> <p>The operational phase of the scheme has the potential to result air quality impacts arising due to reconfiguration of the road network. This may disproportionately affect unborn babies.</p> <p>Exposure to air pollution can lead to development problems for babies in the womb and to premature birth and low birth weight.⁵⁵</p> <p>However, as noted in the ES air quality chapter, the predicted effects from the operation of the scheme on local air quality would not be significant and therefore no mitigation measures are proposed.⁵⁶ Overall, a neutral impact is therefore predicted.</p>

⁵² British Lung Foundation (date unknown): 'How air pollution affects your children's lungs'.

⁵³ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 5 Air Quality'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000134-A303_6.1_ES_Chapter_5_Air_Quality.pdf

⁵⁵ British Lung Foundation (date unknown): 'How air pollution affects your children's lungs'.

⁵⁶ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 5 Air Quality'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000134-A303_6.1_ES_Chapter_5_Air_Quality.pdf

Gender (inc. pregnancy and maternity)	✓			<p>Potential positive impact: Pedestrian facilities</p> <p>Stakeholders noted a new bridge would be beneficial to NMUs in the area (should the new crossing points have appropriate NMU provision). Stakeholders also highlighted that currently it is very difficult for pedestrians to cross the A303, especially around West Camel, Podimore and Queen Camel.</p> <p>Evidence from the National Transport Survey (NTS) suggests that women make more walking trips than men.⁵⁷ Women are therefore likely to be more sensitive to any changes to NMU provision when compared to other groups.</p> <p>As mentioned in section 1.4, the scheme would sever existing PROW. However, provision of new NMU infrastructure would also be part of the scheme. Overall, the ES people and communities assessment identified that the scheme would result in a slight beneficial impact on NMUs, but this would not be significant.⁵⁸ This assessment has been based on the assumption that all NMU infrastructure would be accessible to those with a protected characteristic, and that best practice design standards will be implemented. If this is not the case, the assessment may vary.</p>
Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources (data research and consultation) supporting this analysis
Religion and belief		✓		<u>During construction</u>

⁵⁷ NTS (2015): 'National Travel Survey: England 2014', p.17. See: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457752/nts2014-01.pdf

⁵⁸ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 12 People and Communities'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000141-A303_6.1_ES_Chapter_12_People_and_Communities.pdf

				<p>Negative impact: temporary disruption to access of places of worship</p> <p>During the construction phase, there is potential for there to be disruption to access of places of worship due to the reconfiguration of the local road network. If accessing All Saints' Church via the A303, congregants would currently use the crossroads junction at Howell Hill. However, this junction is being replaced by a new single carriageway local road link. Such reconfiguration may cause temporary disruption for congregants.</p> <p>However, the ES people and communities assessment identifies that alternative access arrangements would be made available in all instances throughout construction. The effect is therefore not considered to be significant.⁵⁹ Negative impacts may therefore arise, but would be suitably controlled using best practice mitigation measures.</p>
Religion and belief	✓			<p><u>During operation</u></p> <p>Positive impact: permanent improved access to places of worship</p> <p>Once operational, motorised access to local places of worship may be improved for those of Christian faith. This is due to reduced congestion, disruption and delays to journey times in the scheme area. A new slip road would be put in place to connect Howell Hill (which becomes Parsonage Rd – the road All Saints' Church is located on) with the A303. This may therefore improve access for congregants who</p>

⁵⁹ Highways England (2018): 'A303 Sparkford to Ilchester Dualling Scheme TR010036 6.1 Environmental Statement Chapter 12 People and Communities'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000141-A303_6.1_ES_Chapter_12_People_and_Communities.pdf

				rely on the A303 to access the church. The slip road would be accessible from both east and westerly directions.
Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources (data research and consultation) supporting this analysis
Ethnicity and race			✓	No disproportionate impacts associated with this protected characteristic have been identified.
Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources (data research and consultation) supporting this analysis
Gender reassignment			✓	No disproportionate impacts associated with this protected characteristic have been identified.
Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources (data research and consultation) supporting this analysis
Sexual orientation			✓	No disproportionate impacts associated with this protected characteristic have been identified.
Potential Risks Identified – Including insufficient information to make robust decisions (Appropriate Yes / No ticked)				
No				
Yes (Mitigating action shown in Section F)	✓	Identified risks: The following risks have been identified during the construction period: <ul style="list-style-type: none"> Access to facilities in the local area would be impacted. Such facilities include education facilities and places of worship. Although impacts on access are unlikely to result in significant effects, the facilities are places of importance to certain protected characteristic 		

		<p>groups (particularly children and those belonging to religious groups), who may therefore be disproportionately impacted overall.</p> <ul style="list-style-type: none"> • Effects on air quality and noise exposure, which, while unlikely to result in significant adverse effects overall, may be experienced disproportionately by some groups, including children, older people and disabled people. • Temporary changes in road layout would be apparent throughout the construction period. Such changes may negatively impact older people. • Changes to pedestrian access would be apparent throughout the construction period. Such changes are likely to negatively impact some groups, including children, disabled people and women. <p>The following risks have been identified during the operation period:</p> <ul style="list-style-type: none"> • Changes in air quality and noise exposure which, while unlikely to result in significant adverse effects overall, may be experienced disproportionately by children, older people, disabled people, and unborn babies. • Permanent changes in road layout may cause confusion and reduction in confidence, which would disproportionately impact older people. • Permanent changes to pedestrian access would be apparent because of the scheme. Such changes would impact some groups, including children, disabled people and women.
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E: Options: The rationale behind the decision reached from this analysis.

E1: Continue the work - no changes required as identified at the screening stage or following additional analysis in Section D)
(There are no unjustified negative impacts and the policy / practice is compliant in terms of the equality duty)

E2: Adjust the policy / practice, or ensure further evidence is gathered to ensure any barriers are removed as identified and referenced in Sections F and G
(Opportunities were identified to advance equality, foster good relation and prevent discrimination)

✓

E3: Stop and remove the policy / practice (Sign Off in Section H) (A negative impact has been identified that cannot be justified)

F: Description of additional evidence, research and consultation undertaken, required, ongoing or captured to ascertain how the policy or practice will advance equality, prevent discrimination and / or foster good relations. (Reference the evidence sources).

Desk-based research and demographic analysis

Desk-based research was undertaken to explore the relevant aspects of the project in relation to potential equality impacts. This involved using secondary research from sources including published equality literature. The use of secondary research has been referenced within the assessment text above. During this process, potential effects (both positive and negative) and potentially affected groups were identified for both the construction and operation stages. This information was cross-referenced with the information relating to the A303 Sparkford to Ilchester scheme to ensure it reflected the specific conditions of the site.

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, available data was collected for the South Somerset district and, for comparison, at the national level.

EDIT

The EDIT tool was used to identify areas with high densities of population, vulnerable groups, and travel destinations in the scheme area, providing an understanding of the extent to which various aspects of the A303 Sparkford to Ilchester scheme might affect equality groups.

The tool was then used to consider the specific need of different equality groups in relation to the scheme, and to encourage reflection on the needs of all, sometimes marginalised, groups. The EDIT tool was updated in June 2019.

Public and stakeholder consultation

Several forms of public and stakeholder engagement have taken place, each shaping the development and refinement of the scheme. All venues that were used for consultation were subject to a Buildings Accessibility Checklist to determine whether the venue was accessible for all.

Consultation, undertaken between 15 February 2017 to 29 March 2017, received a total of 1,237 questionnaires. Public consultation events were attended by 735 people.⁶⁰ Public drop-in events were also held on 7 November 2017 and 10 November 2017 where the public were able to view the preferred route and talk to the project team.

The statutory consultation process took place between 25th January and 9th March 2018. There were seven events in total including landowner, launch and public events. There were five events for local Parish Councils. In total, approximately 400 people attended events and 121 questionnaires have been received to date. Land holders and businesses owners have also been visited to discuss impacts of the scheme. Where some stakeholders have been unable to attend consultation events, members of the project management team have arranged a separate meeting to make sure their thoughts are conveyed.

Additional stakeholder consultation (as detailed in section 1.7.27) was undertaken by MMSJV in November 2017 to support this EqlA.

Activities to address any potential negative impacts or risks and deliver positive impacts	Activity & Completion dates
An outline Traffic Management Plan (TMP) was submitted as part of the DCO. The TMP contains information about maintaining access to resources throughout the construction period, and ensuring traffic flow is appropriately managed. The contractor will develop the outline TMP into a full plan prior to construction. This is secured within the DCO as a requirement.	Prior to construction
An outline Environmental Management Plan contains best practice measures that the scheme should follow with regards to both air quality and noise and vibration. The contractor will develop the outline plan into a full plan prior to construction.	Prior to construction
Clear, consistent and well-lit signage should be used to support wayfinding and alleviate any stress or confusion caused to drivers (particularly older people). A full signage strategy will be produced as part of the TMP prior to construction.	Prior to construction

⁶⁰ Highways England (2017): 'A303: Sparkford to Ilchester Dualling Scheme'. See: https://highwaysengland.citizenspace.com/he/a303-sparkford-to-ilchester/results/a303-sparkford-to-ilchester-consultation_report.pdf

Pedestrian access should continue to be considered throughout all remaining project stages. Pedestrian access (particularly routes crossing the A303 itself) should make reference to all NMUs, including pedestrians, cyclists and horse-riders, and be safe and accessible for all who wish to use them, including those with a protected characteristic.	Before the end of PCF Stage 3
Communication should be maintained so that local residents are kept abreast of developments, including scheduling of works, details of enhancements and improvements, and other benefits of the scheme. The examination process is ongoing until June 2019, with documents submitted by local residents and businesses considered as part of this process.	Ongoing
Continue to update this document with further outputs (positive and negative) as a result of the scheme.	Ongoing
<p>Summary of the findings, including details of consultation with communities / customers / groups / stakeholders / staff / professional organisations, explaining how this has shaped the development of the practice or policy:</p> <p>Temporary impacts:</p> <p>There is potential for temporary negative impacts during the construction period. Such impacts relate to an increase in both noise and air pollution, disruption to access of community facilities used by protected characteristic groups, a change in road layout and disruption to pedestrian access.</p> <p>Stakeholders made reference to noise pollution, access to community facilities and pedestrian access as areas of particular concern.</p> <p>Permanent impacts:</p> <p>There is potential for permanent negative impacts as a result of the scheme. Such impacts relate to noise and air pollution, a change in road layout and disruption to pedestrian access.</p> <p>Potential positive impacts of the scheme include permanent improved access to community facilities and less vehicular traffic running through local villages.</p> <p>Stakeholders felt an improvement in levels of noise pollution, access to community facilities and pedestrian access were particularly important.</p>	
<p>Where available and appropriate – Photographic evidence / link: n/a</p>	
<p>Where appropriate - Link to communication / inclusion plans, environmental assessments or EDIT exercises (For internal use only): n/a</p>	

2 Appendix A

2.1.1 Below is the initial screening exercise that was undertaken during 2016/2017 using The Technical Appraisal Report (TAR), written by Highways England.

B: Screening

2.1.2 An initial screening and assessment was undertaken during 2016/2017 using The Technical Appraisal Report (TAR), written by Highways England. At the time, the TAR contained the most recent information available, but since this time the EqIA assessment has been updated using the information set out in the Environmental Statement published in 2018 and updated throughout the Examination to take account of the changes made to the scheme. The Screening assessment has not been updated and can be found in Appendix A of this report.

B: SCREENING: Questions considered to establish impacts from the outset for new or changing policies / practices Y=Yes, N=No, U=Unknown	Age	Disability	Ethnicity & race	Gender (incl. pregnancy & maternity)	Gender reassignment	Religion & belief	Sexual orientation (incl. marriage & civil partnerships)
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	N	Y	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
3: Do people have different levels of access? Are there social or physical barriers to participation (e.g. language, format, physical access)?	Y	Y	N	Y	N	Y	N
4: Is there an opportunity to advance equality or	Y	Y	N	Y	N	Y	N

foster good relations by altering the policy / practice?							
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	N	Y	N	Y	N
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
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?	Y	Y	N	Y	N	Y	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

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

- 2.1.3 Based on a preliminary evidence review, the upgrading of the A303 is considered to have the potential to impact groups related to age, disability, gender, religion and belief. An overview of the evidence from the review which supports the rating in section B is listed below. Where appropriate, relevant demographic data from the 2011 Census is also provided.

Age: Children

- 2.1.4 The 2011 census showed that 18% of the South Somerset population are children aged 0-15. This is in line with the UK average of 19%.
- 2.1.5 Sole, private access to Hazlegrove Preparatory School is currently available via one of the five arms of the Hazlegrove Roundabout, with the school located 1km north. Countess Gytha Primary School and Queen Camel Preschool are accessed via the A359 (stemming from Hazlegrove Roundabout, 850m south). Yeovil Teenies Day Nursery is located 475m south of the A303, close to Podimore and Bridgehampton.
- 2.1.6 There is potential that children attending these facilities will be disproportionately negatively impacted. The Technical Appraisal Report for the scheme (TAR)^{61,62} states that both construction and operation phases for the scheme have the potential to increase noise levels. The report also highlights that the scheme has the potential to negatively impact air quality in the area, and as such mitigation or management measures may be required.
- 2.1.7 Due to its location⁶³, the route has the potential to impact Yeovil Teenies Day Nursery with regards to noise pollution. Research published by the World Health Organisation⁶⁴ shows that noise pollution can negatively affect children. The proposed works could therefore disproportionately negatively impact this group, though it is unlikely that such impacts will be significant.

⁶¹ Highways England: A303 Sparkford to Ilchester Technical Appraisal Report

⁶² The TAR was used for the screening process as this was the most recent information available at the time the screening report was authored. The full assessment (Section D onwards) uses the most recent Environmental Statement published in 2018.

⁶³ This will be dependent on the final location of the upgrade road. If the school is within approximately 500m of the construction site there may be a noise pollution impact. If the school is within approximately 250m of the construction site there may be an air pollution impact.

⁶⁴ World Health Organisation (2011): 'Burden of disease from environmental noise Quantification of healthy life years lost in Europe'. See: http://www.euro.who.int/_data/assets/pdf_file/0008/136466/e94888.pdf

2.1.8 Although Hazlegrove Preparatory School is 1km north of the development area at Hazlegrove Roundabout, the scheme is likely to affect the school. The proposed route includes a grade separated junction, accessed via a slip road from the A303, providing access to the school. The school will thereby be accessed by a road stemming from a new roundabout positioned to the south west of the school and north of the A303.⁶⁵ The creation of a new roundabout could improve accessibility to the school as motorised vehicles accessing it will be separated from other A303 vehicle traffic.

2.1.9 Children are over represented amongst pedestrian groups⁶⁶ and as such, they are likely to be more sensitive to any potential changes to pedestrian access (during both construction and operation of the scheme) than other groups.

Age: Older people

2.1.10 The 2011 census showed that 22% of the South Somerset population were aged 65 or over. This is higher than the national average of 16%.

2.1.11 A guide published by the Department for Environmental Food and Rural Affairs (DEFRA)⁶⁷ highlights that older people are more likely to have heart and lung conditions and therefore be disproportionately negatively impacted by reduced air quality. As the TAR⁶⁸ states that both construction and operation phases for the scheme have the potential to reduce air quality, it is possible that the scheme could negatively impact this group.

Disability

2.1.12 18% of the South Somerset population live with a long-term illness or disability that limits their daily activities. This is the same as the national average.

2.1.13 Disabled people are over represented amongst pedestrian groups⁶⁹. They are therefore likely to be more sensitive to any potential changes to pedestrian access (during both construction and operation of the scheme) than other groups.

2.1.14 Evidence from DEFRA⁷⁰ shows that people with lung or heart conditions are at an increased risk of becoming ill and needing treatment when levels of air pollutants rise. As the TAR⁷¹ states that both construction and operation phases for the scheme have the potential to reduce air quality, it is possible that the scheme could disproportionately negatively impact this group.

Gender (including pregnancy and maternity)

- 2.1.15 Evidence from the National Travel Survey (NTS) suggests that women make more walking trips than men.⁷²
- 2.1.16 As women are over represented amongst pedestrian groups, they are likely to be more sensitive to any potential changes to pedestrian access (during both construction and operation of the scheme) than other groups.
- 2.1.17 Unborn babies are disproportionately likely to be impacted by health conditions linked to high levels of air pollution.⁷³ As the TAR⁷⁴ states that both construction and operation phases for the scheme have the potential to reduce air quality, there could be disproportionately negative impacts experienced by this group.

Religion and belief

- 2.1.18 Christianity is the largest religion practiced in South Somerset at 66%; this figure is slightly higher than the national average, where 59% practice Christianity.
- 2.1.19 All Saints' Church is located in West Camel 770m south of the A303. Due to its location, the proposed route may disproportionately negatively impact congregants of All Saints' Church during construction due to the possibility of there being an increase in construction traffic on local road networks. Congregants may have difficulties accessing services due to congestion, though it is unlikely that such impacts will be significant.

Ethnicity and race

⁶⁵ It is unclear if pedestrian access will be put in place. Further information on the pedestrian access arrangements will be sought as the EqlA process continues.

⁶⁶ The 2015 National Travel Survey found that 30% of all trips made by children were via walking, whilst this figure was 20% for adults.

⁶⁷ Department for Environmental Food and Rural Affairs (2013): 'Guide to UK Air Pollution Information Resources'. See: https://uk-air.defra.gov.uk/assets/documents/reports/cat14/1307241318_Guide_to_UK_Air_Pollution_Information_Resources.pdf

⁶⁸ Highways England: A303 Sparkford to Ilchester Technical Appraisal Report

⁶⁹ In 2016 The Papworth Trust reported that 60% of disabled people do not have a car available to their households, compared to 27% of the overall population.

⁷⁰ Department for Environmental Food and Rural Affairs (2013): 'Guide to UK Air Pollution Information Resources'. See: https://uk-air.defra.gov.uk/assets/documents/reports/cat14/1307241318_Guide_to_UK_Air_Pollution_Information_Resources.pdf

⁷¹ Highways England: A303 Sparkford to Ilchester Technical Appraisal Report

⁷² NTS (2015): 'National Travel Survey: England 2014', p.17. See: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457752/nts2014-01.pdf

⁷³ British Lung Foundation (date unknown): 'How air pollution affects your children's lungs'.

⁷⁴ Highways England: A303 Sparkford to Ilchester Technical Appraisal Report

2.1.20 No evidence has been found to suggest that this protected characteristic will experience disproportionate impacts during either the construction or operation period.

Gender reassignment

2.1.21 No evidence has been found to suggest that this protected characteristic will experience disproportionate impacts during either the construction or operation period.

Sexual orientation

2.1.22 No evidence has been found to suggest that this protected characteristic will experience disproportionate impacts during either the construction or operation period.

Equality Diversity and Inclusion Tool findings

2.1.23 The Equality, Diversity and Inclusion Tool (EDIT) uses available data and scheme specific information to generate an overall EDI score for the scheme. The tool shows key areas of the scheme driving the score, highlighting positive and negative aspects of a scheme from an EDI perspective. If an EDIT score is higher than 60%, consideration should be given to undertaking further explicit equality analysis of the scheme. If a score is over 80%, it is highly likely that some form of equality analysis will be required.

2.1.24 The overall EDIT score for the scheme is 55%, suggesting that equality, diversity and inclusion issues are likely to be a factor in the effective delivery of the scheme. EDIT suggested that a full Equality Impact Assessment should be considered, and that further consideration of the detail design and construction aspects of the scheme will be required at the next stage in the project lifecycle.

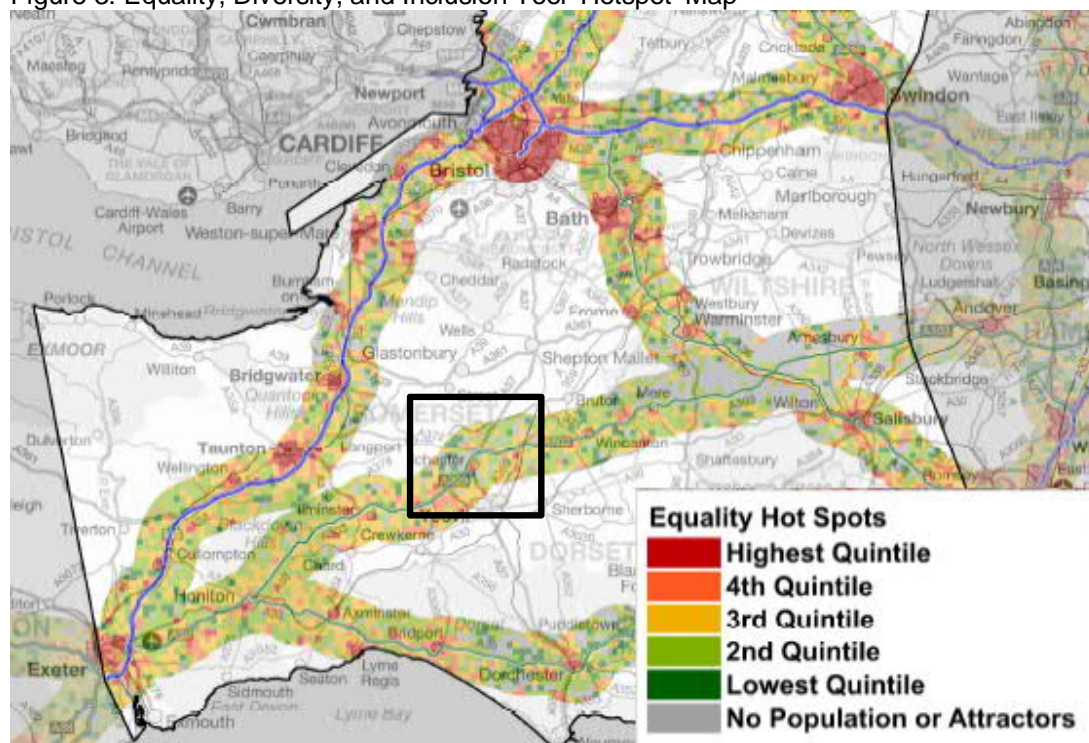
2.1.25 The EDIT process suggested that the scheme may give rise to community severance issues due to the nature of the route and the scheme.

2.1.26 Details of construction impacts have not been identified at present, but could include diversions to motorised and non-motorised user routes, disruption to local properties and resources and other factors.

2.1.27 The 'equality hotspot' map for Area 2 is shown below in Figure 3, indicating it is not located near an equality hotspot (where population, equality groups and destinations are concentrated

within a local area), but that hotspots are located within a few kilometres:

Figure 3: Equality, Diversity, and Inclusion Tool ‘Hotspot’ Map



Further engagement

2.1.28 The table below details engagement activities which have already taken place with equality group representatives within the local area.

2.1.29 Due to a low response rate from representatives of quality groups, **desk-based research has been used in the assessment (Section D) to provide further qualitative evidence where necessary.**

Equality group	Organisation	Outcome
Age – children	Countess Gytha Primary School	No response received
Age – children	Hazlegrove Preparatory School	Engaged
Age – children	Queen Camel Preschool	No response received
Age – children	Ilchester community primary school	No response received
Age – older people	Camelot Area University of the Third Age	Engaged
Age – older people	Wincanton Active Living	No response received

Age – older people	Age UK (Somerset)	Interview declined
Disability	South Somerset Disability Forum	No response received
Disability	South Somerset Mind	No response received
Disability	Compass disability network	No response received
Sex – women	Somerset Women's Institute	Interview declined
Pregnancy and maternity	Yeovil Teenies Day Nursery	No response received
Pregnancy and maternity	The Daisy Foundation – Antenatal Classes	No response received
Religion and belief	All Saints' Church	No response received
Religion and belief	West Camel Methodist Church	No response received
Religion and belief	St Barabas	No response received
Religion and belief	St Mary Magdalene	No response received
Other	South Somerset District Council (Equality Steering Group)	No response received
Other	Community Council for Somerset	Engaged
Other	Yeovilton Parish Council	Engaged
Other	Ilchester Parish Council	Engaged
Other	Sparkford Parish Council	Engaged
Other	West Camel Parish Council	Engaged
Other	South Somerset Ramblers	No response received
Confirmation – Stating if a full equality impact assessment required or not (Appropriate box ticked)		
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 sound equality decision making. Proceed to Sections D – H
No		<ul style="list-style-type: none"> The policy / practice / proposal is robust in terms of equality. The impact on different groups is considered to be 'neutral' with no risk of

		discrimination or any minor impacts can be justified. Proceed to Section E1 and Sign-off at H
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