

# A47 Blofield to North Burlingham Dualling

**Scheme Number: TR010040**

## **Volume 7**

### **7.9 Equality Impact Assessment**

Planning Act 2008

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

APFP Regulation 5(2)(q)

December 2020

Infrastructure Planning

Planning Act 2008

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

A47 Blofield to North Burlingham  
Development Consent Order 202[X]

---

**Equality Impact Assessment**

---

<b>Regulation Number:</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010040
<b>Application Document Reference</b>	7.9
<b>BIM Document Reference</b>	PCF STAGE 3
<b>Author:</b>	A47 Blofield to North Burlingham Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	December 2020	Application Issue

## Equality Impact Assessment (EqIA) Screening Analysis and Monitoring Template

Before carrying out an Equality Impact Screening or Assessment familiarise yourself with Highways England's guidance on the subject. The Equality Impact Screening and Assessment procedure applies in terms of employment and the delivery of services.

The term 'Project' is used throughout the document. This applies to all policy/practice/project/schemes/building considerations/initiatives/guidance and functions across all areas of our business.

EQUALITY IMPACT SCREENING AND ASSESSMENT			
<b>Name of Practice/Policy</b>	A47 Blofield to North Burlingham	<b>Proposed or Current</b>	Current
<b>Person Completing the Assessment</b>		Mark Murphy (Sweco)	
<b>Directorate</b>		Major Projects	
<b>Date</b>	November 2020	<b>EqI Register Ref No: (Obtained from the EDI Advocate)</b>	MPS74a

### Introduction

The Equality Impact Assessment (EqIA) provides an analysis of the proposals for the A47 Blofield to North Burlingham. It has been undertaken to support Highways England in meeting its statutory requirements under the Public Sector Equality Duty (PSED), as set out in the Equality Act 2010, to support good decision making and to ensure that the scheme meets the needs of all users of the road network and of local communities, in particular those equality groups covered under the Equality Act 2010.

### Structure of the assessment

The report is structured as follows:

- Section A provides a summary of the scheme and identifies equality groups who may be affected.
- Section B provides a set of questions to consider the scheme against the protected characteristics.
- Section C provides the rationale behind the rating at section B.
- Section D assesses the level of impact on each protected characteristic.
- Section E provides options and the rationale behind the decisions reached.
- Section F provides a description of the additional evidence that was used to make the assessment.
- Section G provides the section to outline monitoring activity.
- Section H provides the section for senior delegate responsible for sign off.

## **Method**

The following approach was taken to assess how the scheme would affect people with protected characteristics:

Step 1 involved desk-based research and demographic analysis, along with the use of google maps, were used to gain an overall understanding of the local area in terms of the built environment and demography.

Step 2 involved a screening process which was carried out in order to detect the likelihood of specific impacts on certain protected characteristic groups.

The Equality, Diversity and Inclusion Tool (EDIT) was used in step 3 as a tool to understand if there are any high-density areas of protected characteristic groups in the surrounding area.

Step 4 provided a full analysis of the impacts and their duration and was supported using secondary literature sources.

Consultation was carried out by Highways England to gain feedback from the public on all the options presented to them at public consultation.

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

### **Purpose of the Project**

The single carriageway section of the A47 from Blofield to North Burlingham acts as a bottleneck resulting in congestion, particularly at peak times and leads to longer and unreliable journey times.

The A47 corridor was identified as a key area in need of investment under the Roads Investment Strategy. The A47 currently experiences high levels of congestion especially at peak times. Our feasibility study on the Blofield to North Burlingham stretch of the A47 showed that this section of the A47 was currently operating at 108% (2011). These issues are only likely to be increased by further planned growth, including the 'City Deal' for Norwich.

There are a number of reasons for these delays within the project extents and investigations have highlighted these reasons as:

- difficulty of accessing and crossing the A47
- standard of the road and junctions
- traffic levels outgrowing the capacity of the road, causing tailbacks and delays

- limited opportunities for overtaking slower moving vehicles
- development in the local area

In developing the Scheme, Highways England aim to address these issues by improving the traffic flow, reducing journey times on the route, increasing the route safety and resilience and improving the environment. The project is also intended to support economic growth by making journeys safer and more reliable.

### **Aims of the Project**

The project aims to reduce congestion related delay, improve journey time reliability and increase the overall capacity of the A47. This will help contribute to sustainable economic growth by supporting employment and residential development opportunities. The project objectives are:

#### *Supporting economic growth*

The project aims to reduce congestion related delay, improve journey time reliability to nearby areas such as Norwich and Great Yarmouth and increase the overall capacity of the A47. This will help contribute to sustainable economic growth by supporting employment and development opportunities and encourage local spending.

#### *Making a safer network*

Improving road safety for all road users, through increased capacity and ensuring a design that meets modern highway standards appropriate for a major A road.

#### *A more free-flowing network*

Increasing the resilience of the junction in coping with incidents such as collisions, breakdowns, maintenance and extreme weather. The improved A47 from Blofield to North Burlingham will be more reliable, reducing journey times and providing capacity for future traffic growth.

#### *Protected environment*

We will protect the environment by minimising adverse impacts and where possible, improving the environmental effects of transport on those living along the route of the new and existing road. We will do this by reducing the impact on the natural and built environment by the new road and any associated works.

#### *An accessible and integrated network*

To ensure the proposals consider local communities and access to the road network, providing a safer route between communities for cyclists pedestrians and vulnerable users between Blofield and North Burlingham. There are also potential benefits to

public transport users that utilise the route due to improved reliability and reduced journey times.

### Value for money

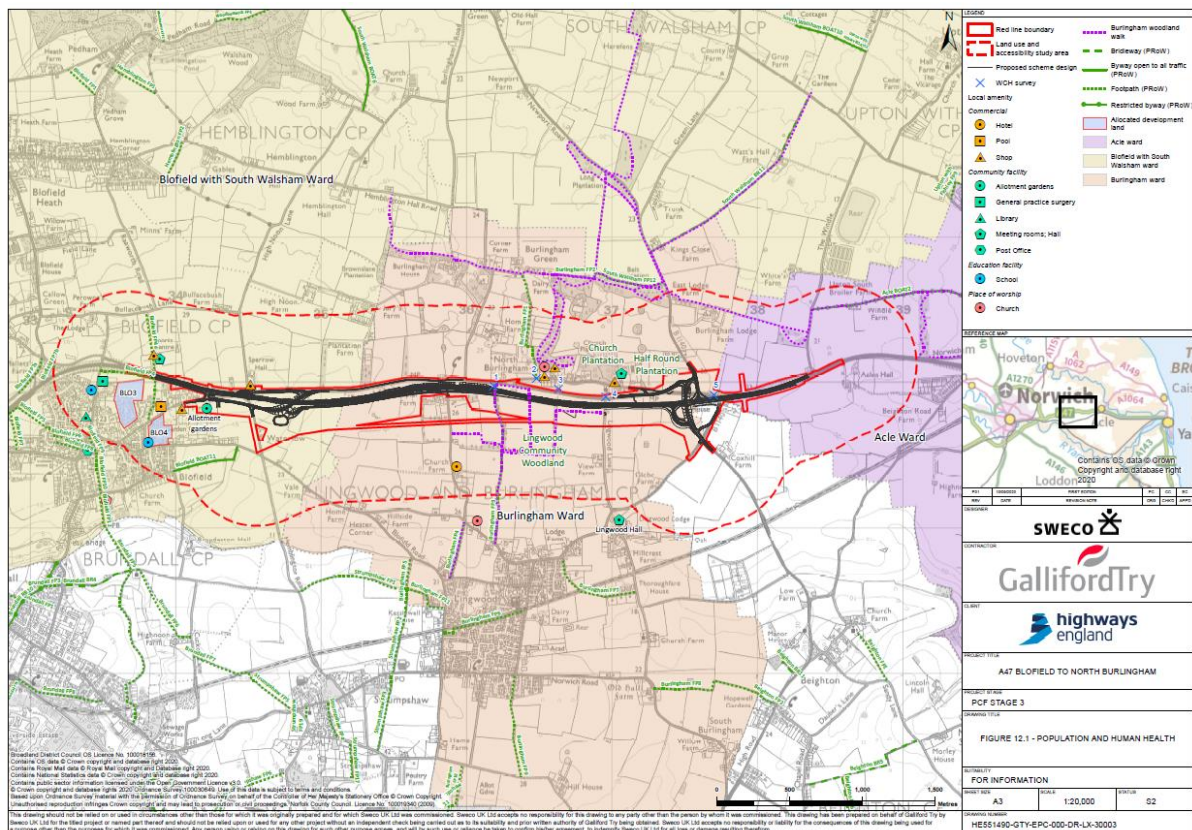
To ensure that the proposed project delivers good value for money.

### Location of the Scheme

The A47 from Blofield to North Burlingham is located approximately 9km to the east of Norwich and forms part of the main arterial highway route connecting Norwich and Great Yarmouth. The project is an offline alignment running parallel to the south of the existing A47.

An overview of the project is shown in Figure 1.

**Figure 1: Overview of A47 Blofield to North Burlingham**



The project is located in an area of generally flat and low-lying landscape. It has limited topographic variation and slopes gently from west to east, becoming flatter as it merges with the Broads.

The area is also characterised by isolated farmsteads and small, nucleated villages with large medieval churches which are linked by a dense network of lanes. Larger populations include Blofield to the west, Acle to the east and North Burlingham located centrally to the Scheme, adjacent to the eastbound carriageway of the existing A47.

In the immediate vicinity of the existing A47 there are agricultural fields enclosed by hedgerows with mature trees and small areas of woodland. The existing A47 is partially lined by mature trees and hedgerows but is more widely characterised by a context of open arable farmland with limited field boundary vegetation.

More detail on the project location and the design progression, including alternatives considered are available in ES Chapter 3 Assessment of Alternatives (**TR010040/APP/6.1**) and the Scheme Design Report (**TR010040/APP/7.6**):

### **Timeline**

- 2014: A47 and A12 Corridor Feasibility Study.
- 2015: Road Investment Strategy (RIS) published and commissioning strategy, shaping and prioritisation work.
- 2016: Identification of options, initial engagement with key stakeholders, surveys and modelling.
- 2017: Option selection and advanced engagement with stakeholders.
- 2018: Current: Preliminary design, environmental impact assessment, public engagement events and further stakeholder engagement.
- 2020: DCO Submission
- 2022: DCO decision

### **Study area for this assessment**

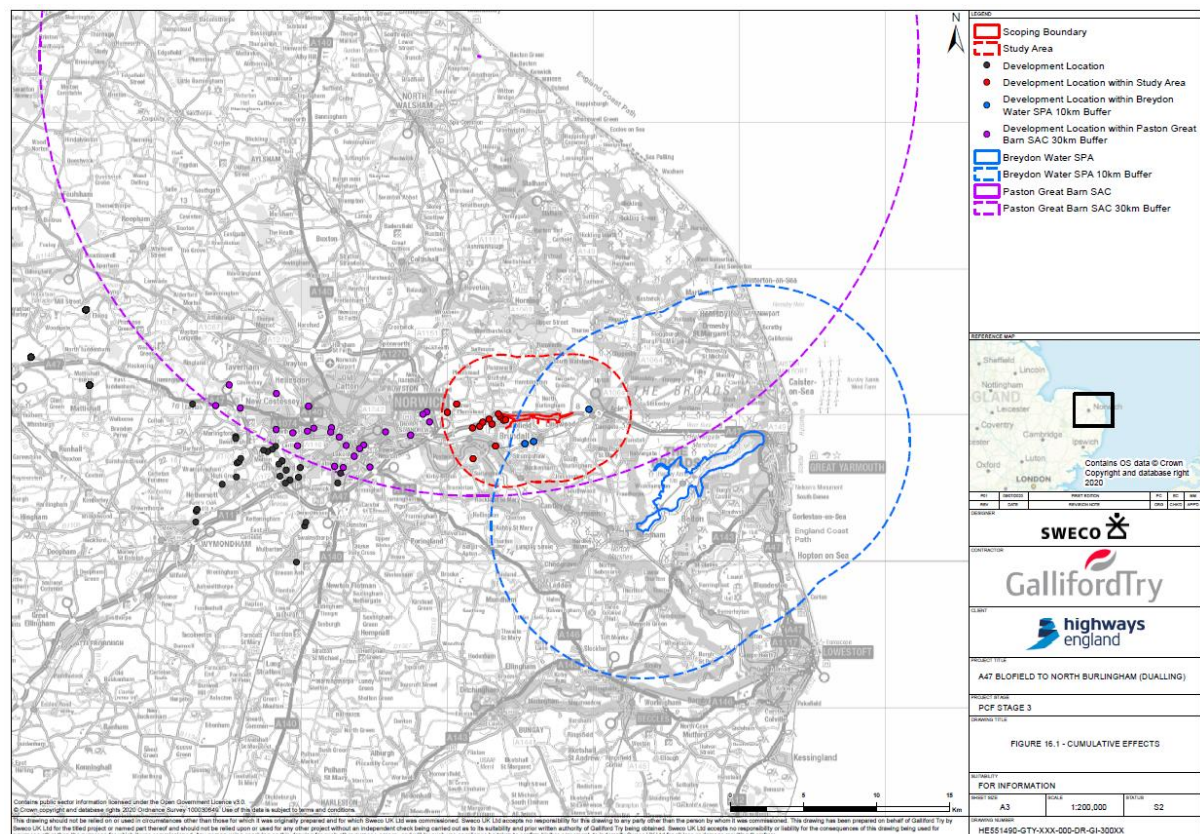
The study area for the assessment follows that reported in the Environmental Statement for the project (**TR010040/APP/6.1**). This is the area where likely significant effects could occur as a result of the project. This is relevant to the EqlA as likely significant effects could potentially disproportionately affect different groups.

Effects are also considered in combination with other developments and the methodology is explained in full in ES Chapter 16 (Cumulative effects assessment) (**TR010040/APP/6.1**).

The study area is shown in Figure 2.



**Figure 2: Study Area**



## Benefits of the scheme

Overall, the benefits of the Scheme are reducing congestion and improving journey times, which will hopefully promote sustainable economic growth. Specific benefits identified also include:

### *During Construction*

- Opportunities for local employment to fill a demand in construction-related roles. The construction sector offers a range of opportunities across different trades and is a major source of national employment. The ripple effect of local construction can lead to positive externalities including increased employment, opportunities for businesses and more spending within the local community.

### *During operation*

All users including business users are expected to have journey time benefits and savings particularly associated with higher speeds and improved reliability using this section of the A47. There are also potential benefits to public transport provision that utilises the route in terms of improving reliability and reducing journey times.

- Provision of a new footway / cycleway including a new Prow running east-west to the south of the A47, allowing new connections via the proposed Blofield and B1140 Overbridges which will facilitate access between North Burlingham and Blofield.



- Customers, staff or stakeholders involved or affected**

- Road users along the route and on local roads experiencing impacts, for example improvements to road infrastructure to reduce journey times.
- Users of local roads and travel routes without vehicles experiencing impacts, including; walkers, wheelchair users, cyclists and horse riders. This could be from new shared footway and cycleway provided as part of the project.

**Stakeholders** – Includes local authorities, public services, local bodies and environmental agencies consulted as part of the project's development.

[illegible]

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	N
6: Is there stakeholder (staff, Trade Unions or public) concern about the project 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 project may adversely affect equality of opportunity for all or may harm good relations between different groups?	Y	Y	Y	Y	Y	Y	Y	Y	N
8: Is there any potential for, or evidence that any part of the project could discriminate indirectly or directly? (Consider those who implement it on a daily basis).	Y	Y	Y	Y	Y	Y	Y	Y	N

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

**If all answers are 'No' an EqIA is not required, the reasons and monitoring requirements should be summarised.**

**If the answers are 'Yes' or 'Unknown', the judgement on the need to gather further evidence to reach an informed decision via an EqIA should be explained.**

**If there is confidence that the effect of the project will not be different for different groups then this is summarised below.**

The purpose of the screening stage of this assessment is to identify potential impacts. In the absence of speaking to each community member, assumptions have had to be made on the likely potential effects that could occur. These are reviewed in more detail below.

The Section D assessment stage provides further information and evidence and would conclude whether this is likely to be an impact for this project.

### **Staff**

Highways England have a significant number of staff and contractors contributing to the design of the project.

While women make up 46% of the workforce, engineering continues to be predominantly male. Women only make up 1 in 8 of those in engineering occupations and within Highways England, this is less than 1 in 10 (HE, Gender pay Gap Report 2018).

Among the UK's top 10 contractors (by turnover), women are paid an average of 30% less (on a median basis) than their male counterparts (Construction manager, 2018).

Highways England are committed to:

- improving our performance in the area of equality and diversity as a service provider, contractor and employer
- meeting our statutory duty under the Equality Act 2010

The latest Public sector equality duty annual progress report 2018-19: Our road to inclusion gathers pace<sup>1</sup> highlights some of the work that has been undertaken to advance our three PSED objectives covering customers and communities, the supply chain and employment.

The duty applies to private sector companies when carrying out functions or services on behalf of Highways England.

Through the implementation, regular monitoring and proactive reporting, there is confidence that the project will not disproportionately affect staff with protected characteristics. Therefore, this group is not considered further in this assessment.

### **Stakeholders**

Stakeholder engagement is a key aspect of the design process. The following groups have been contacted as part of the statutory and non-statutory consultation undertaken for the Proposed Scheme:

- The wider public during community consultation events
- Landowners and residents affected by the project
- Local councils (Norfolk County Council, Suffolk County Council, South Norfolk District Council, Broadland District Council, Norwich City Council, Blofield Parish Council)
- Statutory Environmental Bodies (SEBs) such as Natural England, Historic England, the Environment Agency, Norfolk Coast AONB, Norfolk Wildlife Trust
- NHS

Stakeholder groups are independent entities that have had input opportunities over multiple platforms. There is confidence that the project has provided ample opportunity for stakeholder input and does not disproportionately affect stakeholders representing the protected characteristics identified in the Equality Act 2010.

Stakeholders have not raised concerns in terms of actual, perceived or potential discrimination against the protected characterised groups (PCG) and therefore this group is not considered further in this assessment.

### **Customers**

Customers are defined for the purposes of this assessment as those living in the local area (Broadland District) and therefore representative of those who live adjacent or travel regularly through the project area.

Baseline information has been gathered with reference to the assessments included in the EIA in combination with Census 2011 and other datasets from the Office for National Statistics (ONS) and Department for Transport (DfT). These sources of information have been used to understand the distribution and travel habits of the protected character groups in the area.

---

<sup>1</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/836552/Public\\_sector\\_equality\\_duty\\_annual\\_progress\\_report\\_2018-19.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/836552/Public_sector_equality_duty_annual_progress_report_2018-19.pdf)

It is recognised that the PCGs included in the screening have a wide variety of subgroups and individuals who will not necessarily be represented by a regional statistic. Census and ONS data is also likely to change over the lifespan of the project. This approach is considered suitable to establish a baseline and understanding of the demographic area. Professional judgement has then used to understand and anticipate potential impacts.

### **Sex**

- Females make up 51% of the population in Broadland and men make up 49%.<sup>20</sup> This is in line with the national average.
- There is no demographic data available for self-defined sex or gender identity.
- Men drive twice as many miles per year, on average, than women (DfT, 2018).
- In Britain, 80% of men and 71% of women have a valid driving licence (DfT, 2019).
- Women make more walking trips, on average, and walk further than men (DfT, 2019).
- Women make more trips accompanying children to education (escort education), on average, than men (DfT, 2019).
- Men make more trips commuting, on average, than women (DfT, 2019).
- There is the potential for different barriers or experiences faced by males and females when travelling, due to different use and requirement for different access to services, facilities and employment opportunities.

### **Religion or belief**

- Those from a minority faith background (including Buddhist, Hindu, Jewish, Muslim, Sikh and other in national Census data) make up approximately 1% amount of the local population.<sup>19</sup> This is significantly lower than the national average of approximately 9%.
- 63.3% of the local population of Broadland are Christian which is higher than the national average and 28% of the local population have no religion. Places of worship, cemeteries and community facilities are located within the study area. Different religious or belief groups may have different needs or experiences in relation to the project due to different requirements for access to religious establishments and facilities.

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

- Those children under the age of 16 make up 17% of the local population.<sup>6</sup> This is slightly lower than the national average of 19%.
- 45% travel to school by car, 41% walk and 2% by bicycle (DfT, 2019).
- Children may require access to specific services including educational facilities, extra-curricular and leisure activities and are unable to drive, therefore there is potential that this group and accompanying adults may have different needs and experiences in relation to the project.

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

- Young people aged between 16-24 make up 9% of the local population.<sup>9</sup> This is slightly lower than the national average of 11%.
- Approximately 35% of young people aged 17-20 hold a driving licence (DfT, 2019).
- Young people may have different needs or experiences in relation to the project due to potential requirement for access to education facilities and/ or employment opportunities.

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

- Older people aged 65 and over make up 26% of the local population.<sup>10</sup> This is slightly higher than the national average of 19%.
- Approximately 85% of those between 60-69 and 67% of those over 70 hold a driving licence (DfT, 2019).
- Older people may have different experiences in relation to the project or may have a greater reliance on car journeys or public transport. They may also require specific access to facilities and employment opportunities.

### **Disability**

- Those people living with a disability make up 19% of the population of Broadland.<sup>14</sup> This is slightly higher than the national average of 18%.
- Adults without mobility difficulties make twice as many walking trips and walk nearly three times as far as those with mobility difficulties, on average (DfT, 2019).
- Those living with a disability or with mobility difficulties may have different needs or experiences in relation to the project including requiring access to healthcare and other facilities.

### **Ethnicity and race**

Within the population of approximately 122,000 people within the Broadland District, the following percentages of people within the following ethnic groups have been identified:

- Asian/ Asian British: 1%
- Black/ African/ Caribbean/ Black British: 0.3%
- Mixed/ multiple ethnic groups: 0.9%
- Other ethnic group 0.2%
- White: 97.7%

For all ages, family types and family work statuses, people from minority ethnic groups are, on average, much more likely to be in income poverty than white British people (JRHT, 2007). Transport (and thereby the project) has a direct impact on access to employment and services (Pooley, 2016) (Gov Office for Science, 2019), which could potentially impact this PCG, and alter their experience or requirements in relation to the project.

### **Sexual orientation and gender re-assignment**

- There is no available demographic data for this protected characteristic in the region.
- Equalities issues relating to this group may include employment activities, access to specific services or safety and security issues due to hate crimes.

### **Pregnancy and maternity**

- There is no available demographic data for this protected characteristic in the region.
- As an indicative statistic, ONS data states that there were 1,041 births in Broadland with a total fertility rate of 1.55 in 2019. This is lower than the national total fertility rate of 1.66.
- During pregnancy and maternity, access to healthcare facilities may be a greater priority and there may be specific travel requirements

### **Marriage and Civil Partnership**

The following statistics from the 2011 Census relate to those within the population of Broadland:

- Approximately 56% of people surveyed within the 2011 census were married.
- 0.2% of the population were in a registered civil partnership
- 2% were separated, but still legally married or still legally in a civil partnership.
- 24.5% were single (never married or never registered in a civil partnership)
- 9.5% of people were divorced or formerly in a civil partnership which is now legally dissolved
- 8.1% were widowed or the surviving partner from a civil partnership

There is no indication that this protected characteristic group have different needs, experiences, issues or priorities in relation to the project.

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

The EDIT tool was used to identify areas with high densities of population, protected characteristic groups, and travel destinations in the project area, providing an understanding of the extent of various aspects of the Blofield to North Burlingham Scheme might affect equality groups. The tool was then used to provoke thought about the specific need of different groups in relation to the scheme, and to encourage Highways England to reflect on the needs of all, sometimes marginalised, groups.

EDIT is used as a tool to identify high densities of population, protected characteristics and travel destinations in the study area. This enables an understanding of the extent of the impacts.<sup>21</sup>

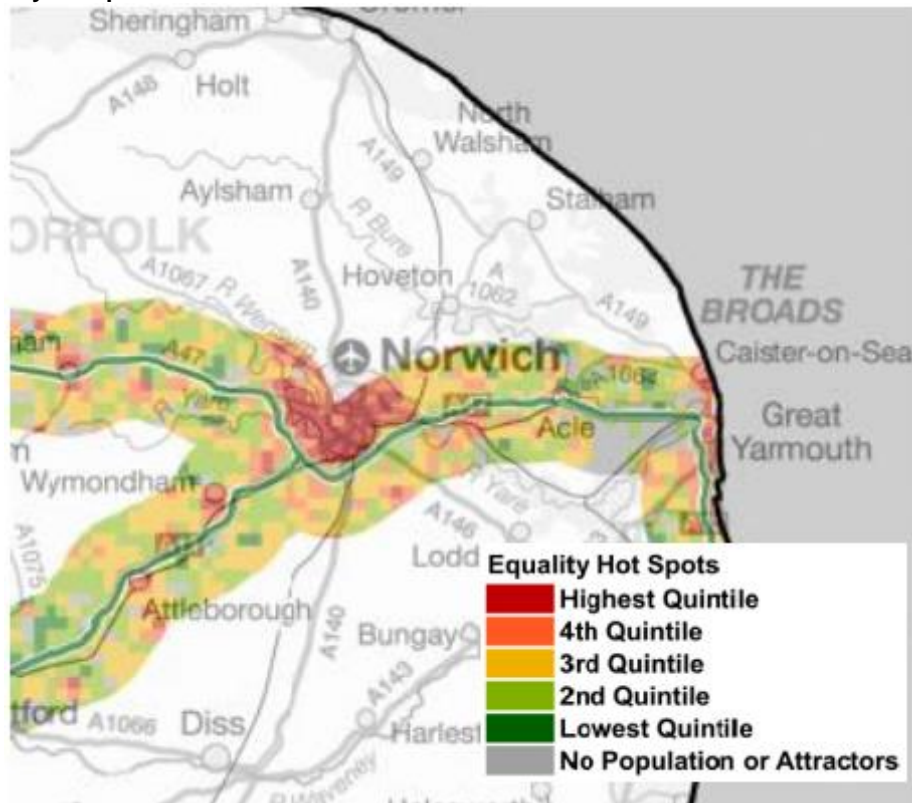
The EDIT score for the area where the project is located was 59%, which is not considered an 'equality hotspot'.

The 'equality hotspot' map for Area 6 is shown in Figure 3, indicating the Blofield to North Burlingham Scheme is in close proximity to equality hotspot areas (where population, equality groups and destinations are concentrated within a local area).



This highlighted that travel impacts east to west in the study area were to be included in the scope of the assessment.

**Figure 3: Equality hotspots**



### **Screening Questions**

**Sex**

**Religion or belief**

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

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

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

**Disability**

**Ethnicity and race**

**Sexual orientation**

**Gender re-assignment (including transsexual and transgender)**

**Pregnancy and maternity**

For the PCGs listed above there is a broad range of available demographic information. The availability of the information and level of detail varies for some groups. However, it is reasonable and suitable to assume that people within these PCGs live and travel within the study area.

For these PCGs, it is considered that the project has the potential to:


- Disproportionately impact available travel options and needs.
- Have higher uptake by different groups.

- Advance equality or foster good relations through diversification of travel options available.
- Disproportionately impact the level of access for different groups due to physical or social barriers as dual carriageway improvements require access to a vehicle.
- Present opportunities to advance equality or foster good relations by working or engaging with other organisation and the wider community.
- Adversely affect equality of opportunity for
- Discriminate indirectly or directly different groups.

### **Marriage and Civil Partnership**

There is no indication that the project would impact on the needs, experiences or opportunities of this group.

### **Confirmation – State whether a full equality impact assessment is required (Appropriate Box Ticked)**

<b>Yes</b>		<ul style="list-style-type: none"> <li>• Further evidence/consultation required to enable a sound equality decision.</li> </ul> <p><b>Proceed to Sections D – H</b></p>
<b>No</b>		<ul style="list-style-type: none"> <li>• The project is robust in terms of equality.</li> <li>• The impact on different groups is considered to be 'neutral' with no risk of discrimination and any minor impacts can be justified.</li> </ul> <p><b>Proceed to Section E1 and Sign-off at H</b></p>

### **D: ASSESSMENT (Stage 2)**

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

<b>Equality Group (Protected Characteristics)</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>Neutral Impact</b>	<b>Summary of reasons and evidence sources (data research and consultation) supporting this analysis</b>
Sex			✓	<p>In the early design stages, the EqIA screening highlighted a potential impact on access to Blofield Primary School during the construction period for those travelling from the east. Diversions to school runs are disproportionately more likely to impact women as evidence suggests they are more likely to escort children to education.<sup>31</sup></p> <p>The project will impact directly on Yarmouth Rd junction and Waterlow</p>

				<p>Lane, which impacts access to Blofield from the east.</p> <p>The Traffic Management Plan in combination with the offline design will minimise disruption to the road network.</p> <p>From map based information, it would appear that there are less than 10 properties within the school catchment that would access via these roads. There is a readily available alternative access route via Lingwood Rd that would result in &lt;100m detour as a worst case scenario.</p> <p>This impact is not considered significant enough to disproportionately effect within this group.</p> <p>The project includes new footway / cycleway connections between communities. Statistically, this is likely to benefit women more as women make more walking trips, on average, and walk further than men (DfT, 2019).</p> <p>The project will improve journey reliability and safety. This has impartial benefits for this group.</p> <p>No significant impacts are anticipated on people with these protected characteristics.</p>
Religion or Belief			✓	<p>In the early design stages, the EqIA screening highlighted a potential impact on access to Saint Peter's Church Lingwood and St Andrew &amp; St Peter's Church North Burlingham.</p> <p>A significant amount of the population is from a Christian denomination so therefore those that access these facilities could potentially be impacted.</p>

				<p>The Traffic Management Plan in combination with the offline design will minimise disruption to the road. Access to these sites will be maintained throughout the project and the impacts are not considered significant.</p> <p>The EIA anticipates the setting of St Andrew's Church North Burlingham will benefit from the A47 traffic moving further away and maintaining the appropriate amount and character of screening from planting.</p> <p>No other areas of worship or community space have been identified as being significantly impacted and therefore impacts are not predicted to occur to those of other religious beliefs.</p>
<p>Age – children and older people</p> <p>Disability</p>			✓	<p>In the early design stages, the EqIA screening highlighted construction activities could potentially significantly increase air pollution. This would likely disproportionately effect vulnerable groups including; children, older people and those with respiratory conditions.</p> <p>Both air quality and human health assessments were conducted as part of the EIA. No significant effects were identified as a result of the project and therefore no equality issues are predicted with regards to the different age groups.</p>
<p>Age – children and older people</p> <p>Disability</p>			✓	<p>In the early design stages, the EqIA screening highlighted potential impact of noise in the surrounding environment from construction.</p> <p>This would disproportionately affect young children in terms of their learning and development. Evidence suggests that an increase in noise pollution can lead to impaired cognition.<sup>23</sup></p>

				<p>Older people are disproportionately likely to be impacted by the temporary increase in noise pollution because older people are more sensitive to noise disturbances than other age groups.<sup>25</sup></p> <p>Increased levels of noise for those with a disability could affect their health physically and mentally. For example, those who live with autism may find certain background sounds, which other people can ignore or block out, unbearably loud or distracting.<sup>28</sup> This can cause anxiety or physical pain.<sup>29</sup></p> <p>Both noise and human health assessments were conducted as part of the EIA. The assessment considers all residential properties and other relevant receptors such as care homes. It is concluded that, with the use of temporary noise barriers and noise monitoring, significant construction noise effects are unlikely.</p>
Age – children			✓	<p>In the early design stages, the EqIA screening highlighted a potential impact on access to Blofield Primary School during the construction period for those travelling from the east.</p> <p>The project will impact directly on Yarmouth Rd junction and Waterlow Lane, which impacts access to Blofield from the east.</p> <p>The Traffic Management Plan in combination with the offline design will minimise disruption to the road network.</p> <p>From map based information, it is anticipated that there are less than 10 properties within the school catchment that would access via these roads. There is a readily available alternative access route via Lingwood Rd that would result in</p>

				<p>&lt;100m detour as a worst case scenario.</p> <p>This impact is not considered significant enough to disproportionately effect within this group or other PCGs that may be impacted by accompanying educational, childcare or leisure trips.</p> <p>The project includes new footway / cycleway connections between communities. Statistically, this is likely to benefit women more as women make more walking trips, on average, and walk further than men (DfT, 2019).</p> <p>The project will improve journey reliability and safety. This has impartial benefits for all, including this group.</p>
Age – young people			✓	<p>The project has potential to temporarily increase construction related employment opportunities associated with the workforce requirements for delivering the Scheme.</p> <p>Not all construction related jobs would go to young people, as not all positions would be newly created jobs, some may be taken by people in other age groups, and the specific skill set required to deliver the project may not align with those of young people in the local area.</p> <p>The ripple effect of local construction can however lead to positive externalities including increased employment, opportunities for businesses and more spending within the local community.</p> <p>The area has a lower percentage of young people than the national average.</p>



				These impacts are not anticipated to significantly impact people with this protected characteristic.
Race			✓	<p>Race and ethnicity has been considered in the EqIA due to potential differences in access to employment and services as a result of transport. Ethnicity and race data has been examined for the area however this does not provide information on access to transport services or other factors that may impact this PCG in relation to the project.</p> <p>The level of impact on this PCG is considered to be neutral as it is considered that the experience of the project will not be significantly disproportionate based on race.</p>
Sexual Orientation / Gender Re-assignment			✓	<p>There is currently limited demographic data available for these PCGs. The Traffic Management Plan in combination with the offline design will minimise disruption to the road network. Therefore, access to services will be maintained.</p> <p>The level of impact on this PCG is considered to be neutral as it is considered that the experience of the project will not be significantly disproportionate based on race.</p>
Pregnancy & Maternity			✓	<p>In the early design stages, the EqIA screening highlighted a potential impact on access to Blofield Primary School during the construction period for those travelling from the east. This PCG may also require increased access to healthcare facilities.</p> <p>The Traffic Management Plan in combination with the offline design will minimise disruption to the road network.</p> <p>The project will improve journey reliability and safety. This has</p>

				<p>impartial benefits for all, including this group.</p> <p>The level of impact on this PCG is considered to be neutral as it is considered that the experience of the project will not be significantly disproportionate based on race.</p>
Marriage & Civil Partnership			✓	<p>The level of impact on this PCG is considered to be neutral as it is considered that the experience of the project will not be significantly disproportionate based on race.</p>
All			✓	<p>Overall the project will:</p> <ul style="list-style-type: none"> <li>• Improve journey reliability and safety for the route corridor.</li> <li>• diversify transport links between communities by providing new footway / cycleway provisions.</li> <li>• result in a mix of operational positive and (short term) adverse noise effects on residential properties.</li> </ul> <p>Based on the conclusions of the EIA and an understanding of the EDIT results, it is not anticipated that the project would significantly impact people within the PCGs.</p>

**Potential Risks Identified – Including insufficient information to make robust decisions (Yes/No ticked as appropriate)**

<b>No</b>		<b>No risks to equality identified</b>
<b>Yes (Mitigating action shown in Section F)</b>	✓	<p><b>Identified Risks:</b></p> <p>Construction and operation impacts (see section F)</p>

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

<p><b>E1:</b> Proceed with the project because:</p> <ul style="list-style-type: none"><li>○ the decision can be justified (At screening or in Section D)</li><li>○ there is no reasonable alternative</li><li>○ the Senior Reporting Officer/Programme Delivery Director is content to defend any potential challenge and is willing to sign-off in Section H</li></ul> <p>(There are no unjustified negative impacts and the project is compliant in terms of the equality duty )</p>	<p>✓</p>
<p><b>E2:</b> Make adjustments</p> <ul style="list-style-type: none"><li>○ to demonstrate how activities will lead to a fair outcome</li></ul> <p>(Ensure further evidence is gathered to ensure any barriers are removed and referenced in Sections F and G)</p> <p>(Opportunities were identified to advance equality, foster good relations and prevent discrimination)</p>	
<p><b>E3:</b> 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>	

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

(Include how internal scoping tools such as EDIT have been utilised and how this work has influenced other assessments such as the social aspects of environmental assessments)

**Desk-based research and demographic analysis**

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

## **EDIT**

The EDIT tool was used to identify areas with high densities of population, protected characteristic groups, and travel destinations in the project area, providing an understanding of the extent of various aspects of the Blofield to North Burlingham Scheme might affect equality groups. The tool was then used to provoke thought about the specific need of different groups in relation to the scheme, and to encourage Highways England to reflect on the needs of all, sometimes marginalised, groups.

## **Consultation**

Highways England ran a public consultation period from 13 March to 21 April 2017.

A variety of methods of engagement were used to gain feedback from stakeholders. A brochure and questionnaire were used to inform people of the proposals, provide a map of constraints around the local area and provide contact details for Highways England.

The consultation was also advertised on the Highways England website and a press notice was also issued on the 15th March. Invites were also given to local MPs, local councillors and other key stakeholders to attend a preview of the exhibition.

The venues were selected with the aim of providing the optimum opportunity for members of the public across the area to attend, as well as offering the most suitable facilities locally to hold such an exhibition. The proposals were presented on display boards with drawings and descriptive text.

The total number of respondents to the consultation was 441, which includes responses from stakeholders and members of the public.

The responses to the questionnaires and information feedback provided by the public and other stakeholders were used to assist the identification of potential constraints which may influence the route of the scheme.

The consultation report for the 2017 consultation period is provided in Annex A to the Consultation Report (**TR010040/APP/5.2**)

A six week statutory consultation period was held from 10 September to 19 October 2018. The 40-calendar day consultation period is more than the 28 days prescribed by Section 45(2) of the Planning Act 2008. The purpose of the consultation was to provide an opportunity to comment on the updated plans for the project ahead of Highways England submitting an application to the Planning Inspectorate for a Development Consent Order (DCO).

The Statutory pre-application consultation took place with prescribed consultees, people with land interests, local authorities, members of the public and other relevant consultees identified by the project team. In particular, consultees identified that may represent

those with identified protected characteristics include the Equality and Human Rights Commission and The Disabled Persons Transport Advisory Committee.

Highways England wrote to all prescribed consultees, local authorities and persons with interest in the land including a hard copy of the consultation brochure and a USB containing all consultation documents and links to the scheme website. Organisations that were identified as representing hard to reach groups were also written to directly to better ensure that hard to reach groups within the local community would be made aware of the scheme that may affect them. Information was provided through a consultation brochure that was made available on the consultation website, at public information events and at public information points. Public consultation events were held and publications and news releases made in the media.

Key themes raised in the responses from consultees include concerns about equal priority for the needs of pedestrians and cyclists as well as motorists and concern about the current lack of direct pedestrian and cyclists' facilities across the A47 between North Burlingham and Lingwood. Overall, most respondents strongly agreed to with the proposals to construct a new stretch of dual carriageway between Blofield and North Burlingham.

In Autumn 2020 Highways England provided a Project Update to all prescribed consultees, local authorities, and properties within the previous consultation zone to update them on the Scheme's development. Organisations that were identified as representing hard to reach groups were also written to directly.

**Summary of the findings, including details of consultation with communities/customers/groups/stakeholders/staff/professional organisations. Explain how this has shaped the development of the practice or policy:**

### **Potential impacts**

As part of the EIA process, potential impacts have been assessed. This assessment, in combination with consultation has influenced the design.

As part of the EIA process, methodology for the assessment is shared with consultees and published. This allows for consultees to comment and influence the approach to help improve the assessment. Local engagement facilitates an accurate, representative and proportionate assessment. The output of these assessments then influence the design and are a valuable resource to inform the EIA.

Potential impacts of a project on residential receptors, local community and wider environment are considered impartially in the EIA process. This approach is inclusive of people with protected characteristics.

### *During construction:*

- Increased construction traffic is likely to be experienced on local road network. This has the potential for noise and dust disturbance.
- Stopping up of Lingwood Road and Lingwood Lane, as well as walking, cycling and horse riding (WCH) routes.
- Visual impacts on properties at multiple locations in the study area.

- Impact on the allotments access/parking facilities located east of Blofield. Permanent loss of existing plots (maximum 6).

*During operation:*

- Improves reliability of journey times for drivers and the new footway / cycleways, connecting local communities with amenities. The proposed combined footway/cycleway along the northern side of the existing A47 is expected to provide improved connectivity, diversify transport options and promote active travel between North Burlingham and Blofield.
- New footway / cycleway connections between communities, including the new PRoW running east west to the south of the A47
- Significant short-term adverse noise effects and long-term minor beneficial noise effects are expected to be experienced at 37 residential receptors in the vicinity of Yarmouth Road and 18 residential receptors in the vicinity of the B1140.
- Significant beneficial noise effects are expected to be experienced at Strumpshaw Road, Stone Road and Wood Lane.

**Design, Mitigation and enhancement changes**

- Designing the road offline (south of the existing A47) reduces the disruption to traffic during construction. A traffic management plan to mitigate disruption to travel is included as part of the design process.
- Proportionate controls and best practice measures to mitigate noise and dust disturbance are prescribed as part of the EIA process.
- WCH route replacement and diversion provision. Safety is expected to be improved for walkers and cyclists using the proposed Blofield and B1140 Overbridges as they will no longer be required to cross live traffic.
- During the 2017 public consultation, the local community highlighted that the allotments are considered to be a 'valued community asset'. The design includes alternative parking for the allotments and new footway / cycleway provision.
- Planting of native flora and use of earth bunds to screen particular aspects of the construction and operational phases.
- Biodiversity planting to promote and protect the local wildlife.

**Only where available and only where appropriate in line with General Data Protection Regulation (GDPR) include photographic evidence or links to the difference made via the EqlA activity. E.g. images of a successful installation of footbridges, shared accessible footpaths. (Ignore if not appropriate or where no permissions to use images could be provided) (For Highways England internal records):**

**Where appropriate - Link to evidence of communication/inclusion action plans, environmental assessments or EDIT exercises.**

- EDIT Tool
- Consultation Report (TR010040/APP/5.1)
- Environmental Statement (TR010040/APP/6.1)



- EIA Scoping Opinion (TR010040/APP6.6)
- Outline Traffic Management Plan (TR010040/APP/7.8)

(For Highways England internal records):

**G: Monitoring (Stage 3)**

Detail how you will monitor the actual outcomes of the project throughout the project lifecycle and explain how/when you will review them.

Agreed actions to implement the findings of this assessment.

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

Monitoring Action	By Whom	By When

**H: Sign-off by Highways England Senior Responsible Owner (SRO), or for Major Project schemes, the Programme Delivery Director (PDD), (or the Programme Internal Sponsor or Project Sponsor if the PDD has delegated sign-off).**

(This does not have to be a physical signature but approval is required)

<b>Name</b>		<b>Date</b>	
<b>Job Title</b>			

In submitting this EqlA the SRO/PDD has:

- Approved all activity including monitoring actions
- Submitted documentation to the [Directorate's Equality, Diversity and Inclusion Advocate](http://share/Share/llisapi.dll?func=ll&objaction=overview&objid=33434433) <http://share/Share/llisapi.dll?func=ll&objaction=overview&objid=33434433> for quality assurance and registration.
- For all MP schemes please contact [MP Representative for the Highways England Diversity Group](#)
- Considered the documentation as robust and suitable for publication
- Checked that the documentation is saved in the EqlA area of the internal filing system and is retained as a record as part of good governance.

- 1 The other two schemes are: A47 Wansford to Sutton dualling and A47/A11 Thickthorn junction improvements.
- 2 Highways England (2017) 'A47 corridor improvement scheme, Public consultation report, A47 Blofield to North Burlingham'
- 3 Highways England (2017) 'A47 corridor improvement scheme, Public consultation report, A47 Blofield to North Burlingham'
- 4 Highways England (2017) 'Preferred Route Announcement A47 Blofield to North Burlingham'
- 5 The LIA is defined using the Design Manual for Road and Bridges (DMRB) guidance.
- 6 Office for National Statistics (2011) 'Age by single year – Broadland'
- 7 Asthma UK (2017) 'Pollution'
- 8 World health Organisations (2017) 'Noise – data and statistics'
- 9 Office for National Statistics (2011) 'Age by single year – Broadland'
- 10 Office for National Statistics (2011) 'Age by single year – Broadland'
- 11 British Lung Foundation (2015) 'How air pollution affects your lungs'
- 12 World Health Organisation (2017) 'Noise – data and statistics'
- 13 According to Age UK in 2017 18% of adults aged 60-69 reported in 2017 having a mobility difficulty as well as 38% of adults aged 70+
- 14 Office for National Statistics (2011) 'Long term health problem or disability – Broadland'
- 15 NHS Choices (2016) 'Chronic obstructive pulmonary disease'
- 16 The National Autistic Society (2017) 'Environment and surroundings'
- 17 Living Streets (2016) 'Overcoming barriers and identifying opportunities for everyday walking for disabled people'
- 18 Office for National Statistics (2011) 'Ethnic group – Broadland'
- 19 Office for National Statistics (2011) 'Religion (detailed) – Broadland'
- 20 Office for National Statistics (2011) 'Sex – Broadland'
- 21 Further information about EDIT is found in section F
- 22 Asthma UK (2017) 'Pollution'
- 23 World Health Organisation (date unknown) 'Children and noise'
- 24 Department for Transport (2017) 'National Travel Survey: England 2016'
- 25 World health Organisations (2017) 'Noise – data and statistics'
- 26 Age UK (2017) 'Later Life in the United Kingdom'
- 27 NHS Choices (2016) 'Chronic obstructive pulmonary disease'
- 28 The National Autistic Society (2017) 'Environment and Surroundings'
- 29 The National Autistic Society (2017) 'Environment and Surroundings'
- 30 Living Streets (2016) 'Overcoming barriers and identifying opportunities for everyday walking for disabled people'
- 31 Department for Transport (2019) 'National Travel Survey'