

Great Yarmouth Third River Crossing Application for Development Consent Order

Document 6.15: Equalities Impact Assessment

Planning Act 2008

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009 (as amended) (“APFP”)**

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Foreword

This Equalities Impact Assessment accompanies an application (“the Application”) submitted by Norfolk County Council (“the Applicant”) to the Secretary of State for a Development Consent Order (‘DCO’) under the Planning Act 2008¹.

If made by the Secretary of State, the DCO would grant development consent for the construction, operation and maintenance of a new bascule bridge highway crossing of the River Yare in Great Yarmouth, and which is referred to in the Application as the Great Yarmouth Third River Crossing (“the Scheme”).

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) require that an application for a DCO be accompanied by the documents specified at Regulation 5(2)(a) to (r). This is one of those documents and is specified at Regulation 5(2)(q).

¹ References to legislation in this document are to that legislation as amended at the date of this document.

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Glossary of Defined Terms and Acronyms

Defined Terms

Term	Definition
The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme).
Application Site	The land bounded by the Order Limits, as shown by a red line on the Land Plans (document reference 2.5) and the Works Plans (document reference 2.6) and being land within which the authorised development may be carried out.
The APFP Regulations	The Infrastructure Planning (Applications - Prescribed Forms and Procedure) Regulations 2009 (SI 2009/2264).
Bridge Lowered	Position of the bascule bridge where it is closed to vessels, and open to vehicular traffic, cyclists and pedestrians.
Bridge Raised	Position of the bascule bridge where it is closed to vehicular traffic, cyclists and pedestrians, and open to vessels.
Crossing	The combined double leaf bascule bridge and the Southtown Road bridge structure (i.e. from it's junction with the new roundabout on William Adams Way to the new junction on South Denes Road).
Double Leaf Bascule Bridge	Opening span and mechanism needed to operate the bridge.
The EIA Regulations	The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.
The Equality Act	The Equality Act 2010.
EqlA	Equalities Impact Assessment.
Kingsgate Community Centre	Kingsgate Community Centre is occupied by the Kingsgate Community Church, providing regular community events/activities, and a café.
Knuckles	The areas of the River Yare into which the proposed development extends (from the existing quay walls). These areas consist of the following:

Term	Definition
	<ul style="list-style-type: none"> • Physical protection systems (which are protective structures provided adjacent to the bascule abutments) to fully or partial absorb the design ship collision loads from an aberrant ship or vessel. These protection systems are located on both the south and north of each bascule abutment. They consist of sheet piles driven to dense sands infilled with stone or granular material and capped with a reinforced concrete slab. • A bascule abutment which accommodates and allows the movement of the counterweight and houses the mechanical, electrical, instrumentation, control and automation systems. The bascule abutment consists of driven piles and reinforced concrete slabs and walls. • Plant and control rooms on the western side and plant rooms on the eastern side. • Vessel Impact Protection Systems located at the interface between the physical protection systems, the bascule abutments and the River Yare. <p>There are knuckles on both the east and west sides of the River Yare.</p>
MIND Centre and Grounds	Land located to the south of Queen Anne’s Road, comprised within Plot Nos. 1-27, 2-03, 2-05, 2-06 and 2-07 on the Land Plans (document reference 2.5), which is currently leased to Great Yarmouth and Waveney Mind for the purposes of its charitable aims and objectives.
NCC	Norfolk County Council (other than in its Highway Authority role as promoter of the Scheme).
New Dual Carriageway Road	Description of road type on the Crossing.
NPS	National Policy Statement.
NPS for Ports	National Policy Statement for Ports.
NPS NN	National Policy Statement for National Networks.

Term	Definition
Order Land	Land that is proposed to be acquired and land over which new rights are proposed to be created and acquired, as shown on the Land Plans (document reference 2.5).
Opening Span	Length of bridge structure that opens.
Order Limits	Limits of land within which the authorised development may be carried out, as shown on the Land Plans (document reference 2.5) and the Works Plans (document reference 2.6).
The Planning Act	The Planning Act 2008.
The Port	The Port of Great Yarmouth, comprising both commercial quays on both sides of the River Yare and Outer Harbour and within the jurisdiction of the Great Yarmouth Port Authority.
Principal Application Site	The land comprised in the Application Site but excluding the Satellite Application Sites.
Proposed Scheme	Great Yarmouth Third River Crossing project at the time of statutory pre-application consultation.
Proposed Scheme Boundary	The boundary of the land within which the Proposed Scheme was proposed to be carried out, at the time of statutory pre-application consultation, as delineated by a red line on Figure 2.3 of the PEIR.
Reinforced Earth Embankment	A reinforced earth or reinforced soil embankment is a general term which refers to the use of placed or in situ soil or other material in which tensile reinforcements act through interface friction, bearing or other means to improve stability. The reinforced earth embankment is supported by driven piles and pilecaps.
Satellite Application Sites	The parts of the Application Site within which Work Number 13 may be carried out, as shown on the Works Plans (document reference 2.6) and described in Schedule 1 to the draft DCO (document reference 3.1).
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent.
Southtown Road Bridge	Bridge structure over Southtown Road.

Term	Definition
Statutory Designated Sites	Sites which have been designated under UK and in some cases European or international legislation which protects areas identified as being of special nature conservation importance.
Study Area	The boundary/extents of a specific assessment.
Underpass	The underpass beneath the Crossing, located on the east side of the River Yare, to be constructed to provide a new private means of access for the benefit of owners and occupiers of adjoining land.
Vessel Impact Protection Systems	These are specific protection systems located at the interface between the physical protection system, the bascule abutments and the River Yare. These systems will take the form of fenders or equivalent (formed of different materials) which are used to deflect or redirect an aberrant vessel away from the knuckles. The fenders are designed to provide required levels of protection to both vessels, the “knuckles” and the fenders themselves in accordance with national and international recommendations for the protection of bridge structures on navigable waterways.

Acronyms

Abbreviation	Definition
CoCP	Code of Construction Practice
CO₂	Carbon Dioxide
DCO	Development Consent Order
Defra	Department for Environment, Food and Rural Affairs
EIA	Environmental Impact Assessment
EQIA	Equalities Impact Assessment
ES	Environmental Statement
GYBC	Great Yarmouth Borough Council
GYTRC	Great Yarmouth Third River Crossing
IMD	Indices of Multiple Deprivation
LSOAs	Lower Layer Super Output Areas

Abbreviation	Definition
NCC	Norfolk County Council (in all capacities other than Highway Authority acting as promoter of the Proposed Scheme)
NPPF	National Planning Policy Framework (2019)
NSIP	Nationally Significant Infrastructure Project
Outline CoCP	Outline Code of Construction Practice
ONS	Office of National Statistics
PEIR	Preliminary Environmental Information Report

1 Introduction to the Scheme

1.1 Scheme Background and Context

- 1.1.1 WSP has been appointed by the Applicant to prepare an Equalities Impact Assessment (EqIA) for the Great Yarmouth Third River Crossing (herein referred to as the 'Scheme'). The Scheme is located within the Borough of Great Yarmouth.
- 1.1.2 The Scheme involves the construction, operation and maintenance of a new crossing of the River Yare in Great Yarmouth. The Scheme consists of a new dual carriageway road, including a road bridge across the river, linking the A47 at Harfrey's Roundabout on the western side of the river to the A1243 South Denes Road on the eastern side. The Scheme would feature an opening span double leaf bascule (lifting) bridge across the river, involving the construction of two new 'knuckles' extending the quay wall into the river to support the bridge. The Scheme would include a bridge span over the existing Southtown Road on the western side of the river, and a bridge span on the eastern side of the river to provide an accommodation underpass for existing businesses, enabling the new dual carriageway road to rise westwards towards the crest of the new crossing.
- 1.1.3 Figure 1.1 in Volume III Figures shows the contextual location of the Scheme.

1.2 Location of the Scheme

- 1.2.1 Great Yarmouth is located at the mouth of the River Yare, one of the main waterways providing access to the Norfolk Broads. The river bisects Great Yarmouth, with the town centre, seafront, industrial areas and outer harbour being located on the narrow, 4km long, South Denes peninsula, which lies between the river and the sea, isolated from the rest of the town. To the south of the River Yare, Gorleston-on-Sea is just a few hundred metres away from the South Denes peninsula as the crow flies, but by road it is over 7km away. The location of the Scheme is shown in document reference 2.1: Location plan.

1.3 Scheme Objectives and Need for Improvement

- 1.3.1 The need for the Scheme derives from the need for an improvement in connectivity and resilience to Great Yarmouth Port from the Strategic Road Network, which itself has a nationally significant role in the renewable energy sector and the offshore gas and oil industry. The Scheme objectives are as follows:

-
- To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs and enhancing the Port's role as an international gateway;
 - To improve access and strategic connectivity between the Port and the national road network, thereby supporting and promoting economic and employment growth (particularly in the Enterprise Zone);
 - To support the regeneration of Great Yarmouth, including the town centre and seafront, helping the visitor and retail economy;
 - To improve regional and local access by enhancing the resilience of the local road network, reducing congestion and improving journey time reliability;
 - To improve safety and to reduce road casualties and accidents, in part by reducing heavy traffic from unsuitable routes within the town centre;
 - To improve access to and from the Great Yarmouth peninsula for pedestrians, cyclists and buses, encouraging more sustainable modes of transport and also reducing community severance; and
 - To protect and enhance the environment by reducing emissions of greenhouse gases and minimising the environmental impact of the Scheme.

1.3.2 Further information relating to the need for the Scheme is presented within the DCO Application and the Case for the Scheme (document reference 7.1).

1.4 Consultation

1.4.1 Consultation has been ongoing since 2009, with the most recent consultations following a three-stage process as outlined in Plate 1-1 below.

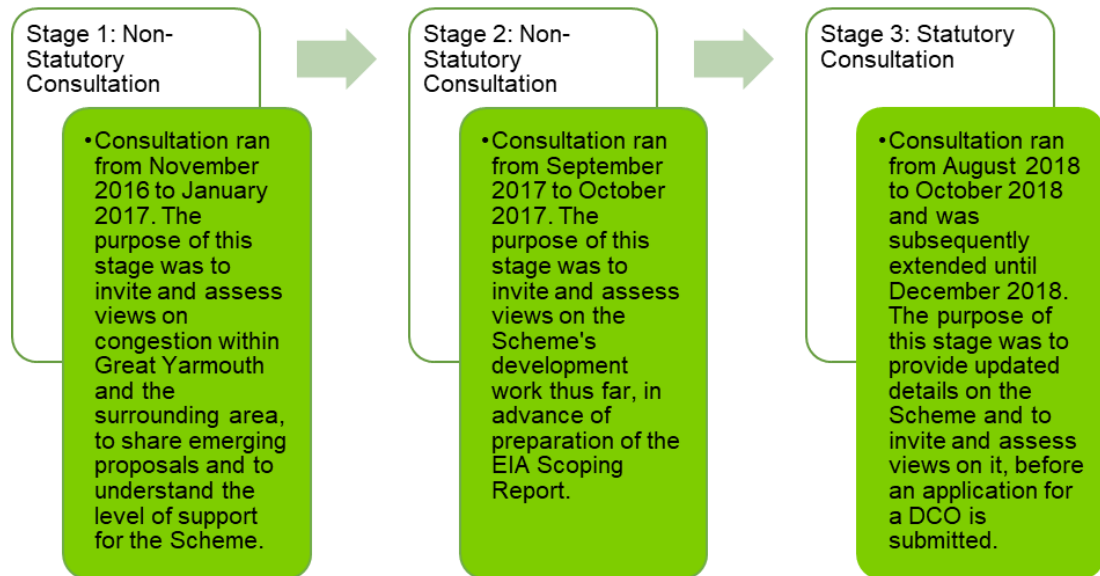


Plate 1.1: Staged Process to Consultation

- 1.4.2** As part of the Stage 3 Statutory Consultation, organisations that represent protected characteristic groups were consulted via Section 42 of the Planning Act and were asked to provide any comments on the Preliminary Environmental Information Report (PEIR). In addition, hard to reach groups were consulted as part of the Section 47 consultations which included consultation posters at various locations surrounding the Scheme and targeted consultation letter drops to ensure vulnerable groups were informed of and engaged with the consultation.
- 1.4.3** Further to the above consultation, the Applicant commissioned the Norfolk Community Foundation to engage with hard to reach groups during pre-application consultations within the local community which took the form of a targeted questionnaire. A Community Engagement Project Report was compiled which summarises the engagement and responses of specific hard to reach groups.
- 1.4.4** Responses to all the above consultation has informed this EqlA where applicable. Further detail on specific consultation activities and a copy of the Community Engagement Project Report is provided within the Pre-application Consultation Report (document reference 5.1).

2 Legislative Framework, Policy and Guidance

2.1 Legislation

The Equality Act 2010

- 2.1.1** The Equality Act 2010 (Ref. 1) came into force on 1 October 2010 and brought together over 116 separate pieces of legislation into a single Act. The Act provides a legal framework to protect the rights of individuals that share defined 'protected characteristics' and advance equality of opportunity.
- 2.1.2** Those 'protected characteristics' which identify the vulnerable groups who may be disproportionately impacted upon or discriminated against are outlined in Table 2-1 as defined by the Equality Act 2010. Protection extends to those who are perceived to have these characteristics or who suffer discrimination because they are associated with someone who has that characteristic, e.g. cares for someone with a disability.

Table 2-1: Protected Characteristics as defined by the Equality Act 2010

Protected Characteristics ²	People and Aspects Included
Sex	Men, women, married and single people, parenting, caring, flexible working and equal pay concerns.
Religion or Belief	People who have a religious belief, people who are atheist or agnostic; people who have a philosophical belief which affects their view of the world or the way they live.
Age	Young, old and middle-aged people.
Disability	Disabled people with a physical, mental, sensory, visible or hidden impairment (e.g. cancer, HIV, dyslexia).
Race	People from various ethnic groups, as for the Census categories, e.g. White British, Chinese, British Asians, Travellers, gypsies, Roma, those who are of Caribbean origin, people of mixed heritage, White Irish communities, and

² Protection extends to those who are perceived to have these characteristics or who suffer discrimination because they are associated with someone who have that characteristic, e.g. cares for someone with a disability.

Protected Characteristics ²	People and Aspects Included
	people of other nationalities who reside in Britain.
Sexual Orientation	Heterosexual and bisexual men and women, gay men and lesbians.
Gender Reassignment (transgender / transsexual)	Anyone who is proposing to undergo, are undergoing or have undergone a process for the purpose of reassigning their sex.
Pregnancy and Maternity	Pregnant women and new mothers in the 26-week period after birth, paternity and protection against maternity discrimination (including as a result of breast feeding).
Marriage and Civil Partnership	Covers marriage between a man and a woman and same sex partnerships.

2.1.3 Section 149 of the Act documents a Public-Sector Equality Duty, which requires that public bodies such as the Applicant, in the exercise of its functions, give *"due regard to the need to"*:

- *"Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;*
- *Advance equality of opportunity between people who share a protected characteristic and those who do not. This includes:*
 - *Removing or minimising disadvantages suffered by people due to protected characteristics;*
 - *Taking steps to meet the needs of people with protected characteristics where these are different from the needs of other people; and*
 - *Encouraging people with protected characteristics to participate in public life or in other activities where their participation is disproportionately low".*
- Foster good relations between people who share protected characteristic and those who do not. This includes:
 - *"Tackling prejudice;*
 - *Promoting understanding; and*
 - *Eliminating unlawful discrimination, harassment and victimisation".*

2.1.4 The duty also applies to private sector organisations when carrying out functions or services on behalf of public sector bodies.

2.2 Policy

National Policy

National Policy Statement for National Networks (NPS NN)

2.2.1 In relation to EqlA the NPS NN (Ref. 2) states in paragraph 3.20 that:

“The Government expects applicants to improve access, wherever possible, on and around the national networks by designing and delivering schemes that take account of the accessibility requirements for all those who use, or are affected by, national networks infrastructure, including disabled users. All reasonable opportunities to deliver improvements in accessibility on and to the existing national road network should be taken wherever appropriate”.

2.2.2 The NPS NN goes on to state:

“Applicants are reminded of their duty to promote equality and to consider the needs of disabled people as part of their normal practice. Applicants are expected to comply with any obligations under the Equalities Act 2010”.

National Planning Policy Framework (NPPF)

2.2.3 Paragraph 127 of the NPPF (Ref. 3), relevant to EqlA, states that planning policies and decisions should ensure that developments:

“Create places that are safe, inclusive and accessible to and which promote health and wellbeing, with a high standard of amenity for existing and future users and where crime and disorder, and fear of crime, do not undermine the quality of life or community cohesion and resilience”

Regional and Local Policy

Norfolk County Council Equality, Diversity and Inclusion Policy

2.2.4 Norfolk County Council’s (NCC) Equality, Diversity and Inclusion Policy (2018) (Ref. 4) states:

“Norfolk County Council is committed to providing equality of opportunity for Norfolk’s people and communities. We respect and value difference in the county and across our workforce, and we want everyone to feel included and able to play their part in making Norfolk a great place to live, work and visit”.

2.2.5 In addition, specifically relating to EqlA states:

“Equality assessments should be undertaken at the design stage of planning and commissioning, to enable equality and accessibility to be routinely considered”

and;

“In particular, as part of the equalities assessment, guidance should be sought on the minimum and maximum access considerations that could be applied to any given initiative – to enable decision-makers to consider the most reasonable approach in the circumstances, taking all relevant factors into account – such as available resources; demand and future proofing.”

Norfolk County Council Equality, Diversity and Inclusion Objectives 2017-2020

2.2.6 NCC has listed several objectives (Ref. 5) to promote equality across services they provide and deliver including:

- **Objective 1:** Integrate accessibility for disabled people across core service transformation initiatives;
- **Objective 2:** Strengthen hate incident recording and reporting protocols and better integrate these within safeguarding practice, to safeguard vulnerable people in Norfolk from hate incidents;
- **Objective 3:** Implement the final phase of the Children’s Services Equality Plan 2015/16 and 2017/18 in accordance with agreed timescales;
- **Objective 4:** Ensure that Promoting Independence strategy reflects the needs of all; and
- **Objective 5:** Build an organisational culture that respects and values difference in Norfolk County Council.

Great Yarmouth Borough Council Equality Approach and Actions 2015

2.2.7 Great Yarmouth Borough Council (GYBC) published an equality approach and actions (Ref. 6) between 2012 and 2015 which was previously updated annually. The document represents GYBC’s duty of care as a public body. In 2014 and 2015, several equality objectives were set and some achieved by the council. The document has not been updated since 2014, however the Council state as part of the Public-Sector Equality Duty they are required to publish information about communities and customers at least once a year and to publish equality objectives at least once every four years. Throughout the preparation of this EqIA, GYBC has not released an updated equality approach and objectives.

3 Equality Impact Assessment

3.1 What is EqIA?

3.1.1 An EqIA considers the impact of a project or policy on persons or groups of persons who share characteristics which are protected under Section 4 of the Equality Act 2010 ('protected characteristics') and might also include others considered to be vulnerable within society such as low-income groups. It is an information gathering tool which enables decision-makers within public bodies to implement their equality duty under the Equality Act 2010.

3.1.2 An EqIA guides decision makers and designers to:

- Consider the effects of existing and proposed policy or practice on people who share a 'protected characteristic'; and
- Identify opportunities to improve equality of opportunity and eliminate discrimination.

3.1.3 There are three stages to an EqIA:

- Stage 1 - Screening;
- Stage 2 - Full assessment; and
- Stage 3 - Outcome monitoring.

3.1.4 Stage 1 – Screening, determines which protected characteristics are likely to experience impacts as a result of the Scheme, and therefore require further consideration.

3.1.5 Stage 2 – Full assessment, further considers impacts to protected characteristics resulting from the Scheme, incorporates information acquired during consultation and provides an assessment for each protected characteristic.

3.1.6 Stage 3 – Outcome monitoring, outlines measures to be implemented to ensure that equalities impacts identified are removed or minimised throughout the construction and operation of the Scheme.

3.2 Methodology

3.2.1 Highways England has developed guidance to the EqIA process (Ref. 7). This guidance is considered current industry best practice for highways sector schemes. This guidance sets out the three key stages involved in an EqIA as depicted in Plate 3.1 below.

3.2.2 This EqlA has also been informed by Chapter 6: Air Quality, Chapter 7: Noise and Vibration, Chapter 14: People and Communities and Chapter 17: Traffic and Transport.

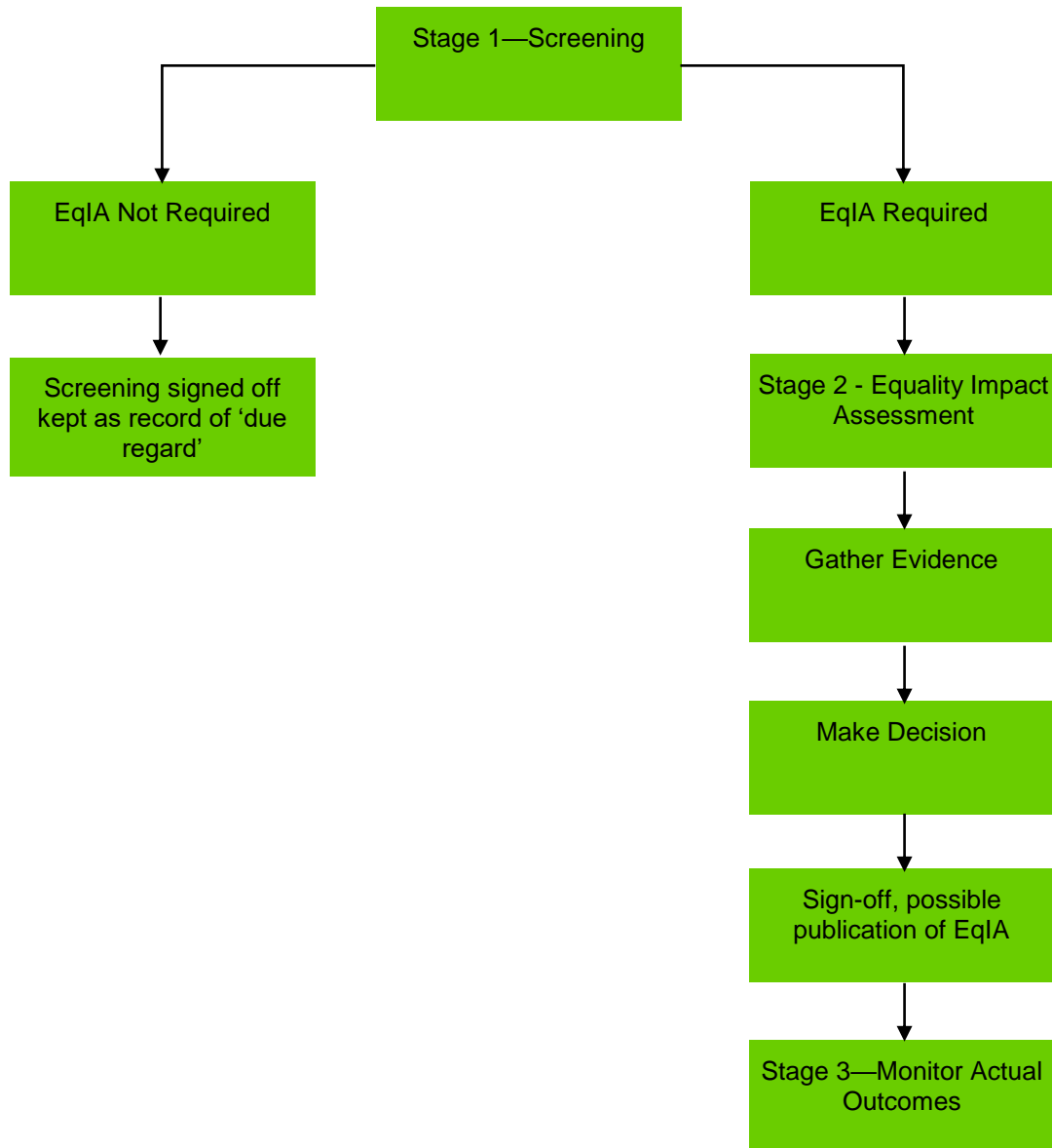


Plate 3.1: The Three Stages of EqlA

3.2.3 The key objective of the initial screening exercise was to identify which (if any) of the protected characteristics could experience direct or indirect disproportionate impacts (either positive or negative) as a result of development of the Scheme, thereby setting out if a full EqlA is necessary.

3.2.4 The screening exercise is a process by which the following issues are considered:

-
- Whether there is evidence to suggest that any of the protected characteristics have particular sensitivities or needs in relation to the Scheme;
 - Whether there are existing inequalities or access barriers to services or developments which need to be considered; and
 - Whether there are particular community groups or stakeholders representing protected characteristics who have expressed interest or concerns about the Scheme.

3.2.5 To complete the screening phase, the following actions were undertaken:

- An initial review of existing baseline information to gather data and understand the communities which may be affected by the Scheme. This includes review of previously published documents, Census 2011 data and information held by NCC and GYBC; and
- Identification of the priority groups and sensitive receptors to be considered within this assessment, which have the potential to experience disproportionate impacts as a result of development of the Scheme.

Study Area

3.2.6 This EqIA is primarily based on the Principal Application Site. The Satellite Application Sites have not been considered as part of this EqIA due to the nature, scale and anticipated construction timescales. The Study Areas and distances featured within the sections below relate to the Principal Application Site. The Study Area for this EqIA consists of the following:

- Census data and other publicly available information has been gathered for neighbourhoods directly impacted by the Principal Application Site and compared to data available for the administrative area of Great Yarmouth, the East of England. This data provides a baseline of the demographic within the local and surrounding area and is considered appropriate for comparing between local, regional and national statistics to identify any potential inequalities relevant to the Scheme; and
- Sensitive receptors within 500m of the Principal Application Site were considered a suitable scale for identifying local sensitive receptors. Receptors within this distance to the Principal Application Site are more likely to be predisposed to potential equality impacts. A receptor has been considered sensitive if it is within 500m of the Principal Application Site and provides services and facilities for people with protected characteristics.

Equality Impact Assessment

- 3.2.7** This document represents Stage 1: Screening, Stage 2: Full Assessment and Stage 3: Outcome monitoring and assesses the level of impact the Scheme may have on those protected groups that have the potential to be disproportionately affected.
- 3.2.8** Table 3-1 below forms the basis of the Stage 2: Full Assessment structure where either a high, medium or low, and a negative or positive impact for each of the Protected Characteristic groups will be assigned. This is based on professional judgement from knowledge and experience of similar schemes and informed by Highways England guidance (Ref. 32).

Table 3-1: Proposed Equality Impact Assessment Structure

Protected Characteristic	High Impact	Medium Impact	Low Impact
Sex	Duration: Long Term	Duration: Medium Term	Duration: Short-Medium Term
Religion or Belief			
Age	Reversibility: Irreversible	Reversibility: Some aspects are naturally reversible	Reversibility: Likely to be reversed
Disability			
Race			
Sexual Orientation			
Gender Reassignment			
Pregnancy and Maternity			
Marriage and Civil Partnerships			
	Positive or Negative	Positive or Negative	Positive or Negative

4 Local Social Profile

4.1 Introduction

4.1.1 A local social profile has been compiled from publicly available data to provide context for the assessment. This comprises information on the following:

- Protected characteristic groups;
- Local communities; and
- Sensitive receptors, local community facilities and public transport.

4.2 Protected Characteristic Profile

4.2.1 Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act 2010:

- Sex;
- Religion or belief;
- Age;
- Disability; and
- Race.

4.2.2 Census data for certain protected characteristics, including gender reassignment, sexual orientation and pregnancy and maternity have not been collected due to a lack of publicly available data at the time of writing. Although not a protected characteristic under the Equality Act 2010, the social profile also includes data on deprivation as it provides a measure of a combination of social-economic metrics. Data on car and van availability in households has also been reviewed to provide an indication of modes of transport and likely accessibility requirements.

Deprivation

4.2.3 The Indices of Multiple Deprivation (IMD) use a combination of information relating to: income; employment; education, skills and training; health; barriers to housing and services; crime; and the living environment (Ref. 8). This is used to create an overall score of deprivation where a lower score indicates greater deprivation, with the most deprived area indicated by a rank of one. In 2015, Great Yarmouth had a rank of 29 out of 326 local authorities in England, meaning Great Yarmouth is within the top 10% most deprived local authorities. The IMD also ranks neighbourhoods in England,

defined as Lower Layer Super Output Areas (LSOAs), with one being the most deprived and 32,844 being the least deprived. The IMD score is not a direct measure of deprivation, but rather a tool to compare relative deprivation amongst areas.

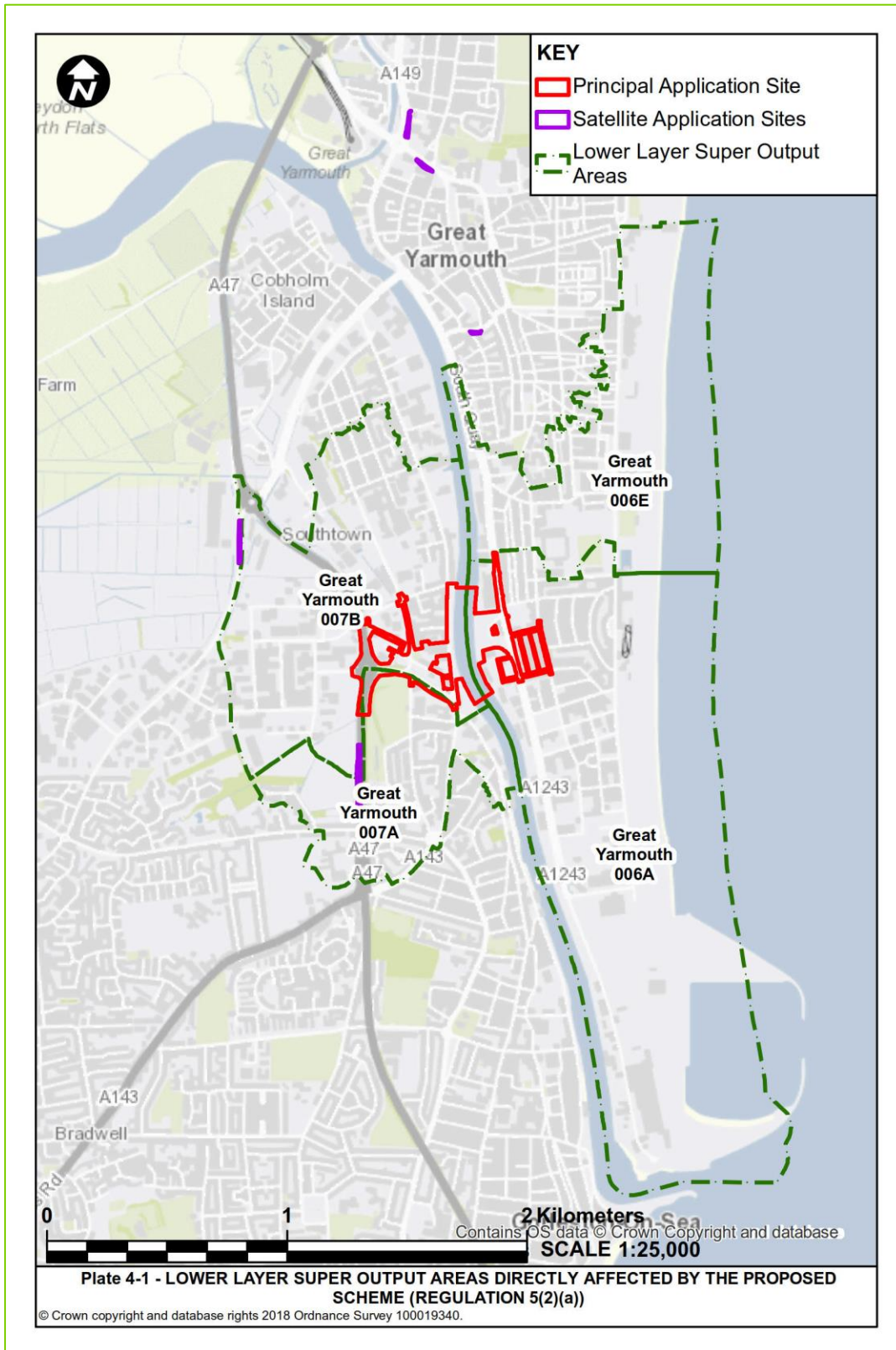
- 4.2.4** It is common to describe how relatively deprived an area is by saying whether it falls among the most deprived 10%, 20% or 30% of areas in England. To help with this, deprivation ‘deciles’ are produced alongside ranks where the 32,844 LSOA’s are divided into 10 equal groups, with decile 1 being the top 10% most deprived and decile 10 being the top 10% least deprived in England.
- 4.2.5** There are four LSOAs that are directed affected by the Scheme are shown in Plate 4-1 and listed in Table 4-1.

Table 4-1: Indices of Multiple Deprivation for Relevant LSOAs

LSOA	Rank (Out of 32,844)	Decile
Great Yarmouth 006A	700	1
Great Yarmouth 006E	293	1
Great Yarmouth 007A	5,205	2
Great Yarmouth 007B	4,898	2

- 4.2.6** As Table 4-2-1 shows, LSOA 006A and 006E fall within decile one (the top 10% most deprived neighbourhoods in England) and LSOA 007A and 007B fall within decile two (the top 20% most deprived).

Plate 4.1: LSOAs Directly Affected by the Scheme



Population

4.2.7 According to NOMIS, for which data is provided by the ONS (Ref. 9), Great Yarmouth had a resident population of 99,400 in 2017, which has increased by 8,590 since 2001. The 2016 population projections show Great Yarmouth will grow by approximately 5,500 to reach a population of 104,900 by 2041 (Ref. 10). Table 4-2-2 shows population statistics sourced from the 2011 Census (Ref. 11) for each of the four LSOAs, Great Yarmouth holistically, the East of England (regionally) and England (nationally) overall.

Table 4-2: Population Density (2011)

Measure	LSOA: Great Yarmouth 006A	LSOA: Great Yarmouth 006E	LSOA: Great Yarmouth 007A	LSOA: Great Yarmouth 007B	Great Yarmouth	East of England	England
Population	1,642	1,904	1,477	1,861	97,277	5,846,965	53,012,456
Area (Hectares)	141.35	62.68	48.8	101.41	17,418.83	1,910,838.21	13,027,843
Population Density (Persons per Hectare)	11.6	30.4	30.3	18.4	5.6	3.1	4.1

4.2.8 Table 4-2-2 shows Great Yarmouth has a significantly higher population density than the England average, with a population density of 5.6 persons per hectare compared to 4.1 persons per hectare for England. All the LSOAs directly affected by the Scheme have significantly higher population densities when compared to the Great Yarmouth holistically, regional and national averages. The LSOA entitled Great Yarmouth 006E was the most densely populated LSOA and the LSOA entitled Great Yarmouth 006A was the least densely populated due to it being predominantly light industrial and commercial.

Age

4.2.9 Age data sourced from the 2011 Census (Ref. 12) shows that 20.9% of Great Yarmouth's population is aged 65 and above which is higher than the regional average (17.5%) and significantly higher than the national average (16.3%).

4.2.10 Great Yarmouth LSOA 006A (43.7%) and 007B (38%) have a significantly higher percentage of young people (aged 0 to 24) in the population when

compared to the average for Great Yarmouth (29%), regionally (29.9%) and nationally (30.76%). Table 4-3 presents a breakdown of percentage population by age for the four relevant LSOAs, Great Yarmouth holistically, regionally and nationally overall.

Table 4-3: Percentage Population by Age Range (2011)

Age Range (Years)	Great Yarmouth 006A	Great Yarmouth 006E	Great Yarmouth 007A	Great Yarmouth 007B	Great Yarmouth	East of England	England
0-4	9.56	8.08	6.63	9.19	5.68	6.18	6.26
5-7	5.66	3.67	4.27	4.08	3.06	3.44	3.45
8-9	3.23	2.31	2.57	2.53	2.00	2.18	2.16
10-14	9.26	4.35	6.98	5.70	5.74	5.91	5.81
15	2.56	1.05	1.62	1.61	1.53	1.26	1.23
16-17	2.07	2.25	2.51	3.60	2.54	2.53	2.48
18-19	3.84	2.99	3.39	2.58	2.34	2.35	2.59
20-24	7.55	8.03	6.22	8.76	6.11	6.04	6.78
25-29	6.52	11.55	7.18	10.90	5.90	6.20	6.89
30-44	18.15	20.11	19.3	20.1	17.14	20.25	20.64
45-59	14.9	16.28	16.72	16.66	19.59	19.78	19.39
60-64	4.14	5.51	7.04	3.49	7.4	6.37	5.98
65-74	7.49	7.40	8.06	7.20	11.16	9.09	8.59
75-84	3.96	4.77	6.23	2.80	7.00	5.99	5.52
85-89	0.67	0.89	1.02	0.48	1.86	1.60	1.46
90 and over	0.49	0.68	0.27	0.32	0.91	0.84	0.76

Gender

4.2.11 The percentage of males to females across all ages in Great Yarmouth is shown as 49.1% and 50.8% respectively which aligns with the regional and national averages (as shown in Table 4-4) (Ref. 13). The Great Yarmouth LSOAs are largely in keeping with the average for Great Yarmouth locally, regionally and nationally (as shown in Table 4-4) and there is no evidence to suggest anything uncommon regarding gender statistics.

Table 4-4: Percentage of the Population by Gender (2011)

Gender	Great Yarmouth 006A	Great Yarmouth 006E	Great Yarmouth 007A	Great Yarmouth 007B	Great Yarmouth	East of England	England
Males	50.06	51.05	49.42	51.16	49.10	49.18	49.18
Females	49.94	48.95	50.58	28.84	50.90	50.82	50.82

Marriage and Civil Partnership

4.2.12 According to Census data (Ref. 14) shown in Table 4-5, Great Yarmouth has a higher percentage of its population that are divorced (11.37%) when compared to the regional (9.24%) and national (8.97%) averages. Furthermore, Great Yarmouth has a higher percentage of its population that are widowed or a surviving partner (8.36%) compared to the regional (7.04%) and national (6.91%) averages. A higher percentage of widowed or surviving partners is likely explained through a higher percentage of Great Yarmouth's population being over 65.

Table 4-5: Percentage of the Population by Marriage or Civil Partnership Status (2011)

Gender	Great Yarmouth 006A	Great Yarmouth 006E	Great Yarmouth 007A	Great Yarmouth 007B	Great Yarmouth	East of England	England
Single	42.01	43.18	37.01	41.93	30.93	31.13	34.64
Married	32.84	31.57	40.40	38.64	46.66	49.87	46.59
Same Sex Civil Partnership	0.17	0.13	0.17	0.14	0.18	0.18	0.23
Separated	3.49	4.04	3.48	2.87	2.50	2.54	2.65
Divorced	14.15	15.33	11.21	12.30	11.37	9.24	8.97
Widowed or Surviving Partner	7.34	5.74	7.73	4.12	8.36	7.04	6.91

Ethnicity

4.2.13 The percentage of each ethnicity as measured by the ONS in 2011 (Ref. 15) is outlined in Table 4-6 below. The data shows that Great Yarmouth has a higher proportion of White British (92.8%) population when compared to regionally (85.3%) and nationally (79.8%). The remaining ethnicities listed below are generally under represented when compared to regional and

national averages, in particular Pakistani, Indian, Bangladeshi and Chinese. LSOA 006A has a higher percentage of population that identify as White and Black African, and LSOA 006E and 007B have a higher percentage of population that identify as Other White when compared to the averages for Great Yarmouth, East of England, and England.

Table 4-6: Percentage of Population by Ethnicity (2011)

Ethnicity	Great Yarmouth		Great Yarmouth		Great Yarmouth		Great Yarmouth		East of England		England	
	Great Yarmouth	Great Yarmouth	Great Yarmouth	Great Yarmouth	Great Yarmouth	Great Yarmouth	Great Yarmouth	Great Yarmouth	East of England	East of England	England	England
White: English/ Welsh/ Scottish/ Northern Irish/ British	91.17	80.72	95.67	84.09	92.81	85.28	79.75					
White: Irish	0.18	0.47	0.27	0.43	0.40	0.95	0.98					
White: Gypsy or Irish Traveller	0	0.05	0.07	0.16	0.06	0.14	0.10					
White: Other White	4.02	14.39	2.71	10.26	3.58	4.45	4.58					
Mixed/ Multiple Ethnic Groups; White and Black Caribbean (Persons)	0.79	0.26	0.14	0.38	0.30	0.64	0.78					
Mixed/ Multiple Ethnic Groups; White and Black African (Persons)	1.22	0.79	0.41	1.07	0.28	0.26	0.30					
Mixed/Multiple Ethnic Groups; White and Asian (Persons)	0	0.32	0.14	0.43	0.34	0.55	0.63					
Mixed/ Multiple Ethnic Groups; Other Mixed (Persons)	0.91	0.95	0.07	0.54	0.26	0.47	0.53					
Asian/ Asian British; Indian (Persons)	0	0.11	0	0.43	0.46	1.48	2.63					
Asian/Asian British; Pakistani (Persons)	0.18	0	0.07	0.05	0.12	1.13	2.10					
Asian/ Asian British; Bangladeshi (Persons)	0	0.21	0	0	0.02	0.56	0.82					
Asian/ Asian British; Chinese (Persons)	0	0.42	0.07	0.11	0.19	0.57	0.72					

Ethnicity	Great Yarmouth		Great Yarmouth		Great Yarmouth		Great Yarmouth		East of England		England
	Great Yarmouth	Great Yarmouth	Great Yarmouth	Great Yarmouth	Great Yarmouth	Great Yarmouth	Great Yarmouth	Great Yarmouth	East of England	England	
Asian/ Asian British; Other Asian (Persons)	0.12	0.58	0	0.97	0.45	1.01	1.55				
Black/ African/ Caribbean/ Black British; African (Persons)	0.43	0.53	0	0.86	0.29	1.20	1.84				
Black/ African/ Caribbean/ Black British; Caribbean (Persons)	0.30	0	0.07	0.05	0.09	0.57	1.11				
Black/ African/ Caribbean /Black British; Other Black (Persons)	0	0	0.14	0	0.07	0.24	0.52				
Other Ethnic Group; Arab (Persons)	0	0.05	0	0.05	0.08	0.18	0.42				
Other Ethnic Group; Any Other Ethnic Group (Persons)	0.37	0.16	0.20	0.11	0.19	0.32	0.62				

Religion or Belief

4.2.14 The 2011 Census data (Ref. 16) indicates the majority of Great Yarmouth's population identify themselves as Christian (61.05%). This percentage is slightly higher than that presented for the East of England (56.7%) and nationally (59.4%). Religions, including Buddhist, Hindu, Jewish, Muslim, Sikh and 'Other Religion', are underrepresented in Great Yarmouth's population when compared to the regional and national statistics. Muslims and Sikhs are significantly underrepresented in the local population when compared to regional and national averages. The proportion of Great Yarmouth's population that identify as having no religion (30.3%) is higher compared to regional and national figures, (27.9%) and (24.7%) respectively. Table 4-7 presents a full breakdown of religions by percentage within the population.

Table 4-7: Proportion of Population by Religion (2011)

Religion	Great Yarmouth 006A	Great Yarmouth 006E	Great Yarmouth 007A	Great Yarmouth 007B	Great Yarmouth	East of England	England
Christian	48.11	54.99	54.30	49.92	61.05	59.66	59.38
Buddhist	0.30	0.37	0	0.21	0.24	0.38	0.45
Hindu	0.24	0.32	0	0.48	0.26	0.92	1.52
Jewish	0.06	0.16	0.14	0.38	0.11	0.60	0.49
Muslim	0.55	0.63	0.41	0.86	0.53	2.54	5.02
Sikh	0	0	0	0	0.01	0.31	0.79
Other religion	0.24	0.53	0.2	0.27	0.34	0.43	0.43
No religion	43.54	36.29	39.81	40.46	30.25	27.90	24.74
Religion not stated	6.94	6.72	5.15	7.42	7.21	7.26	7.18

Car or Van Availability

4.2.15 Car or van availability can be used to support the provision of accessible services. The 2011 Census data (Ref. 17) on Car or Van Availability per Household (presented in Table 4-8) shows that Great Yarmouth has a higher percentage of its population (27.2%) with no access to one or more cars or vans when compared to the regional (18.55%) and national (25.8%) averages. A significant proportion of the population within LSOA 006A (50.32%), 006E (49.19%), 007A (32.01%) and 007B (32.10%) have no access to cars or vans when compared to the Great Yarmouth, regional and national averages.

Table 4-8: Percentage of Population with Car or Van Access

Car or Van Availability	Great Yarmouth 006A	Great Yarmouth 006E	Great Yarmouth 007A	Great Yarmouth 007B	Great Yarmouth	East of England	England
No cars or van in household	50.32	49.19	32.01	32.10	27.20	18.55	25.80
1 car or van in household	40.98	41.92	48.09	51.71	44.76	42.91	42.16
2 cars or vans in household	7.91	7.16	15.45	13.85	21.21	29.05	24.66
3 cars or vans in household	0.79	1.27	3.34	1.78	5.00	6.87	5.46
4 or more cars or vans in household	0	0.46	1.11	0.55	1.83	2.63	1.93

4.3 Health Profile

4.3.1 The 2018 Local Authority Health Profile (Ref. 18) for Great Yarmouth provided by Public Health England states that the health of inhabitants varies compared to the national average. The Local Authority Health Profiles are published each year, therefore update profiles are likely to be available in July 2019.

4.3.2 Table 4.9 shows the health status, as reported by individuals for the 2011 Census. It should be noted that Great Yarmouth is significantly worse than the national average in terms of people reporting their health as bad-very bad.

Table 4-9: Health Status by Percentage of the Population (2011)

Health Status	Great Yarmouth 006A	Great Yarmouth 006E	Great Yarmouth 007A	Great Yarmouth 007B	Great Yarmouth	East of England	England
Very Good Health	40.80	37.92	40.96	43.20	40.30	47.23	47.17
Good Health	34.04	36.55	34.87	36.22	36.01	35.23	34.22
Fair Health	16.75	18.49	17.06	14.45	16.58	12.87	13.12
Bad Health	6.58	5.09	5.42	4.62	5.48	3.64	4.25
Very Bad Health	1.83	1.94	1.69	1.50	1.63	1.03	1.25

-
- 4.3.3** Great Yarmouth is one of the 20% most deprived districts in England and about 23% (4,100) of children live in low-income households³. Life expectancy for men in Great Yarmouth is (78.6 years), less than the national average (79.6 years). Life expectancy for women in Great Yarmouth is statistically similar (82.7 years) when compared to the nation (83.1 years). Life expectancy at birth is 10.3 years lower for men and 5.5 years lower for women in the most deprived areas of Great Yarmouth than in the least deprived areas of Great Yarmouth.
- 4.3.4** The Local Authority Health Profile for Great Yarmouth summarises that 21.9% (208) of Year 6 children (aged 10 to 11) are classified as obese which is statistically similar to the national average. The rate of alcohol-specific hospital stays among those under 18 is 47.3 per 100,000, this represents an average of nine stays per year which is statistically similar to the national average. Levels of teenage pregnancy in Great Yarmouth are significantly higher (2.9% of women between the ages of 15-17) than the national average (1.8%). At the time of child birth 15.9% of women in Great Yarmouth were smoking which is significantly higher than the national average of 10.7%. GCSE attainment in Great Yarmouth is significantly lower (48.7%) than the national average (57.8%).
- 4.3.5** The rate of alcohol-related harm hospital stays is 66 per 100,000 population, which equates to 664 stays per year in Great Yarmouth, which is statistically similar to the national average (636 stays in hospital per year). The rate of self-harm hospital stays is 160 per 100,000 population for Great Yarmouth, equivalent to 150 stays per year, which is statistically similar to the national average of 185 stays per 100,000 population. Estimated levels of adult excess weight (66.7%) and physical activity (54.6%) in Great Yarmouth are significantly higher than the England averages (61.3%) and (66%) respectively. The rate of people killed and seriously injured on Great Yarmouth's roads is significantly lower (32 per 100,000 of the population) than the national average (40 per 100,000 of the population). Rates of statutory homelessness in Great Yarmouth are higher (5.6 per 100,000 of the population) compared to the national average (0.8 per 100,000 population). Rates of violent crime are significantly also higher in Great Yarmouth 28.2 per 1000 of the population than the national average of (20 per 1000). The rate of early deaths from cancer in Great Yarmouth is significantly higher (154.8 per 100,000 of the population) than the national average (136.8 per 100,000).
- 4.3.6** Great Yarmouth, and the four LSOAs affected by the scheme, have a higher proportion of the population whose daily activities are limited a lot and a little by long term health problems or disability when compared to the regional and national statistics (Ref. 19) (Table 4-10). The LSOAs affected by the

³ When a household's income is below 60% of the median household income for the nation.

Scheme, therefore have a smaller percentage of the population whose day to day activities are not limited when compared to regional and national statistics.

Table 4-10: Proportion of Population with a Long-Term Health Problem or Disability

Day to Day Activities Limited	Great Yarmouth 006A	Great Yarmouth 006E	Great Yarmouth 007A	Great Yarmouth 007B	Great Yarmouth	East of England	England
Day to Day Activities Limited a Lot	12.18	10.98	10.70	7.52	10.87	7.43	8.31
Day to Day Activities Limited a Little	10.11	10.35	10.49	9.40	11.59	9.28	9.33
Day to Day Activities Not Limited	77.71	78.68	78.81	83.07	77.54	83.30	82.36

4.4 Communities Surrounding the Scheme

4.4.1 The nearest communities to the Principal Application Site include:

- Southtown and Cobholm (immediately north and west);
- Claydon (immediately south and east);
- Nelson (on the east side of the River Yare, immediately east);
- Bradwell North (600m west);
- St Andrews (800m south);
- Bradwell South and Hopton (1.5km south west);
- Central and Northgate (1.1km north);
- Yarmouth North (2.3km north east);
- Magdalen (1.8km south west); and
- Gorleston (2.1km south).

4.4.2 The area surrounding the Principal Application Site is mainly commercial with residential areas to the north and south. Most community facilities are located within Great Yarmouth town centre roughly 1.85km north east of the Scheme. Main routes into and through Great Yarmouth include the A1243, A143, A149, A47, B1141, B1370 and B1534 as shown in Figure 4-1 of the Transport Assessment (document reference 7.2).

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- 4.4.3 There are two routes in and out of the peninsula via the A1243 Haven Bridge and the A47 Breydon Bridge over the River Yare. The existing river crossings do not provide adequate access to the port and employment areas in the southern part of the South Denes peninsula. Breydon Bridge and Haven Bridge are subject to high traffic flows and become severely congested during peak hours which can extend to the town centre road network, the A47, South Quay, North Quay, Fullers Hill and Lawn Avenue.

4.5 Public Transport, Pedestrian and Cycling Facilities

Public Transport

- 4.5.1 Bus services cover the main corridors through Great Yarmouth with all routes serving the town centre and Market Gates bus station. Most bus services in Great Yarmouth are operated by First Eastern Counties, which operates buses across Norfolk and Suffolk, with a few services operated by other local bus operators. The majority of bus services run in a north-south direction between Great Yarmouth, Caister-on-Sea to the north, Gorleston-on-Sea to the south with one bus services connecting Great Yarmouth to Little Plumstead to the west. There are nine bus stops in the vicinity of the Principal Application Site, with the nearest bus stops located on Southtown Road and Beccles Road as shown in Figure 4-14 of the Transport Assessment (document reference 7.2). The nearest bus stop to the east of the Principal Application Site is the Battery Road stop located on Admiralty Road.
- 4.5.2 There are no railway stations or railways located within the Principal Application Site. Great Yarmouth Railway Station is nearest and is located 2.2km north west of the Scheme.

Pedestrians

- 4.5.3 The River Yare separates the western side of Great Yarmouth from the town centre, sea front, harbour and other locations on the South Denes peninsula. Pedestrian journeys to access the South Denes peninsula are made using the Haven Bridge as there are no footways on Breydon Bridge. The pedestrian network varies in quality on the routes on the eastern and western sides of the River Yare, Southtown Road and William Adams Way as discussed in Section 4.9 of the Transport Assessment (document reference 7.2). There is a public footpath (Great Yarmouth FP5) that begins roughly 80m north west of the Principal Application Site parallel to the A47 and a pedestrian footway currently located along William Adams Way. There is also a footbridge over this road providing access to Southtown Common Recreation Ground and community facilities to the south. In the wider area (within 2km) there are around seven public rights of way mainly concentrated to the west of the Scheme around Harfrey's Industrial Estate. Hopton-on-Sea

to Sea Palling is a National Trail which is part of the National Coast Path. It is located within the Scheme and runs along Southtown Road and Malthouse Lane.

Cyclists

- 4.5.4 Great Yarmouth's cycle network comprises of National Cycle Network and Regional Cycle Network routes as well as other signposted on-road cycle routes, advisory cycle routes and some traffic free cycle routes. Figure 4-15 of the Transport Assessment (document reference 7.2) shows Great Yarmouth's cycle network. Opportunities for cyclists to cross the River Yare are limited with unsegregated cycle lanes on Breydon Bridge and no cycle provision on Haven Bridge. There is a segregated footway/cycle tracks extending the western side of A13243 South Quay between Haven Bridge and Nottingham Way. South of Nottingham Way and towards the location of the Scheme there is no designated cycle route along the A1243. Pedalway Route 1 runs parallel to the A1243 on Blackfriars Road, Camden Road and Admiralty Road and connects with Pedalway Route 2 which extends along the beach front.
- 4.5.5 Opposite the Haven Bridge, there is a dedicated cycle lane on Regent Street (Pedalway Route 7) which provides cycle access to the town centre. To the north of Haven Bridge, an on-road cycle route starts at Stonecutters Way and runs through to George Street, and The Conge, before linking in with National Cycle Route 30 at the North Quay junction.
- 4.5.6 On the western side of the River Yare, Southtown Road is designated as National Cycle Network Route 517, it is non-segregated apart from a section close to the Pasteur Road junction. The route continues to Malthouse Lane and Riverside Road to Gorleston. Pedalway Routes 5 and 6 follow the same route before turning on to Ferry Hill at the Riverside Road junction towards Bradwell and Gorleston respectively. Pedalways Routes 3 and 4 follow Pasteur Road on an off-carriageway footway/cycle tracks from Haven Bridge before continuing to Gapton Hall Road towards Burgh Castle and Belton.

4.6 Sensitive Receptors

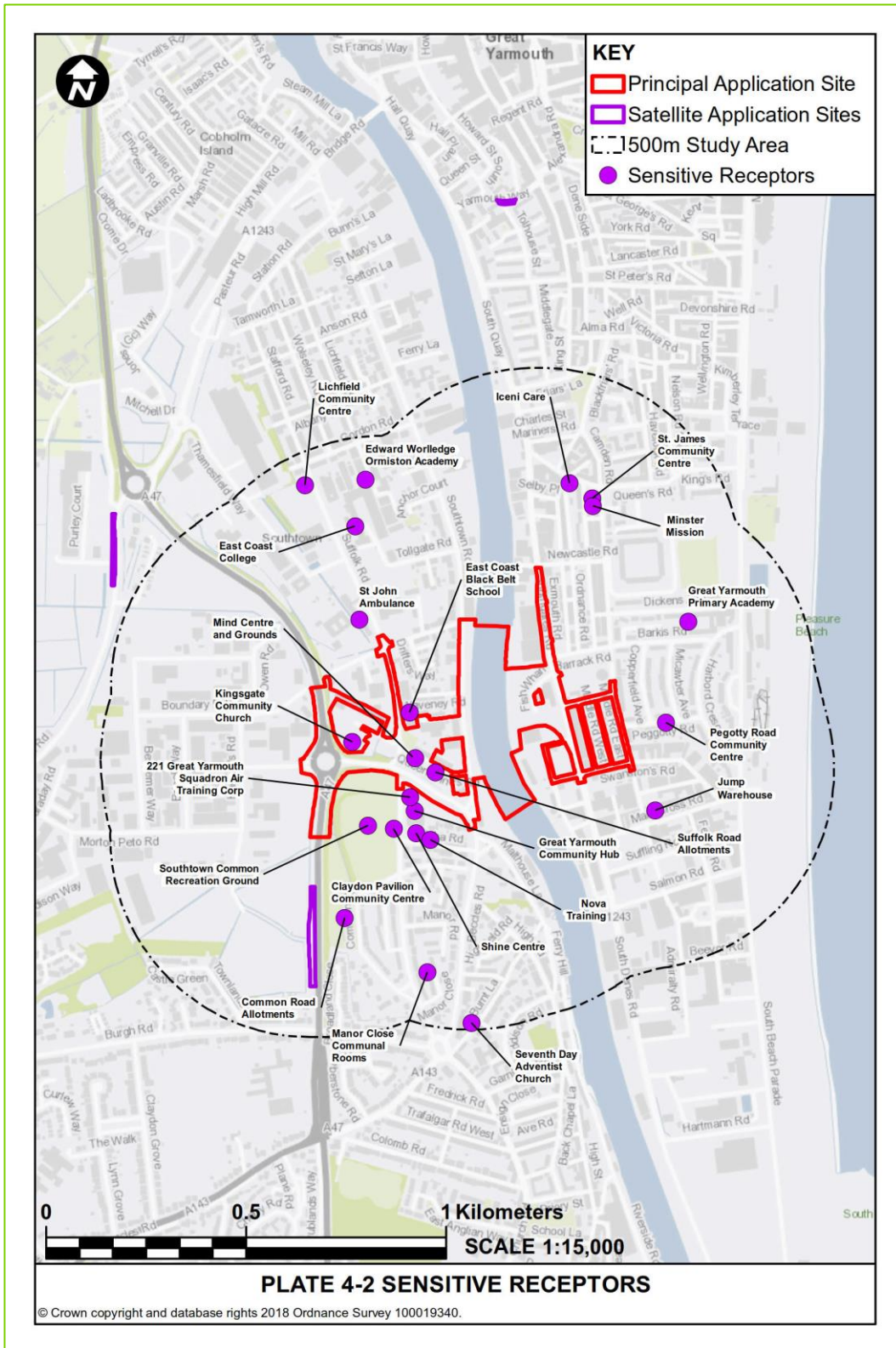
- 4.6.1 Sensitive receptors identified within 500m of the Principal Application Site are provided in Table 4-11 and shown on Plate 4-2. A description of each sensitive receptor is provided below Table 4-11.

Table 4-11: Sensitive Receptors within 500m of the Principal Application Site

Name	Type	Distance from the Principal Application Site	Direction from the Principal Application Site
Great Yarmouth Community Hub	Community Centre	60m	S
Peggotty Road Community Centre (The Redeemed Christian Church of God, Green Acre Children's Centre)	Community Centre, Child Care/Place of Worship	5m	E
Kingsgate Community Centre	Place of Worship/Community Centre	15m	N
Seventh Day Adventist Church	Place of Worship	500m	SE
St James Community Centre	Community Centre	200m	NE
Minster Mission	Community Centre	190m	NE
Edward Worledge Ormiston Primary Academy	Primary School	480m	N
Great Yarmouth Primary Academy	Primary School	250m	NE
East Coast College	Further Education	250m	N
Shine Centre	Community Facility	170m	S
Claydon Pavilion Community Centre	Community Centre	125m	SW
221 Great Yarmouth Squadron Air Training Corps	Community Facility	15m	S

Name	Type	Distance from the Principal Application Site	Direction from the Principal Application Site
East Coast Black Belt School	Community Facility	15m	E
Nova Training – Great Yarmouth	Community Facility	80m	S
MIND Centre and Grounds	Allotment Gardens	0m	n/a
Common Road Allotments	Allotment Gardens	30m	SE
Allotment Gardens on the corner of Queen Anne’s Road and Suffolk Road Junction	Allotment Gardens	0m	n/a
Manor Close Communal Rooms	Community Centre	365m	S
Jump Warehouse Great Yarmouth	Community Facility	129m	SE
Iceni Care	Community Facility	215m	NE
Lichfield Community Centre	Community Centre	450m	N
St John’s Ambulance Great Yarmouth	Community Facility	95m	NW

Plate 4.2: Sensitive Receptors within 500m of the Principal Application Site



Great Yarmouth Community Hub

- 4.6.2 The Great Yarmouth Community Hub is located 60m south of the Principal Application Site and the facility provides support for adults with learning disabilities. In addition, the community hub features the Rosewood Hub which is a day centre providing specialist care for people with dementia and their families in the Great Yarmouth area.

Peggotty Road Community Centre

Green Acre Children's Centre

- 4.6.3 Based in the Peggotty Road Community Centre, the Green Acre Children's Centre is open Monday to Friday for 2-5-year olds from 9am to 12pm and 1pm to 4pm during term time. In addition, the nursery runs a weekly parent and toddler group on Mondays, allowing parents/carers and their toddlers to visit and play with the nursery toys/equipment and to meet other families. The centre also provides a 'Swap Shop' run by local parents providing the opportunity for parents to swap clothes, toys, equipment and school uniform.

The Redeemed Christian Church of God

- 4.6.4 Based in the Peggotty Road Community Centre, The Redeemed Christian Church of God is located 5m east of Principal Application Site and provides services on Thursday evenings and Sundays each week.

Kingsgate Community Centre

- 4.6.5 Kingsgate Community Centre is situated around 15m north of the Principal Application Site and immediately east of the proposed construction compound. The centre provides a place of worship for Christians but also includes a coffee shop, conference rooms and provides a variety of community services. The services include a parent and toddler group with an affordable pre-loved clothes shop and support for local new mums, puzzle group, craft groups, volunteer placements in the kitchen and providing food and temporary shelter for homeless people within the local community. It is noted that Kingsgate Community Centre is well used with cars entering and leaving the car park and notices outside the church indicating its use as a community centre for different events happening on a regular basis. A green space associated with the church is also present to the south-east of the car park.

Seventh Day Adventist Church

- 4.6.6 The Seventh Day Adventist Church is located approximately 500m south east of the Principal Application Site on Burnt Lane. The church supports persons who identify as Christian and provides bible study and main worship

service on a Saturday but also bible study and prayer service on Monday evenings.

Minster Mission

- 4.6.7 Minster Mission is located roughly 195m north east of the Principal Application Site on the junction of Admiralty Road and Queen's Road. This venue is used for community events and parish meetings. The main work is the Pathway Café, used to provide a free hot meal on Wednesday and Friday lunchtimes and hot soup on Saturday lunchtime to the poor and marginalised of society. A women's group also meet monthly and no religious services are provided at this venue.

St James Community Centre

- 4.6.8 St James Community Centre is located 200m north-east of the Principal Application Site and is a former church building. It appears that the centre is a combination of professional office space but also contains the Griffin café and other services supported the nearby Icen Care centre.

Schools

- 4.6.9 There are two schools and a further education facility within 500m of the Principal Application Site:
- Great Yarmouth Primary Academy – located 250m north east of the Principal Application Site;
 - Edward Worledge Ormiston Academy – located 480m north of the Principal Application Site; and
 - East Coast College (Further Education) – located 250m north of the Principal Application Site'.

Shine Centre

- 4.6.10 The Shine Centre provides a range of services and activities for children and young people with additional needs or disabilities and their families. The Shine Centre is located roughly 170m south of the Principal Application Site.

Claydon Pavilion Community Centre

- 4.6.11 Claydon Pavilion Community Centre provides services for adults and aims to encourage a comfortable and fun environment for people to meet and make new friends. The community centre is located 125m south west of the Principal Application Site.

221 Great Yarmouth Squadron Air Training Corps

- 4.6.12 The Great Yarmouth Air Cadets borders the Scheme boundary and provides services for those aged between 13 and 17 ranging from camping, summer camps, adventurous training, air experience flights and pilot schemes as well as a training syllabus.

East Coast Blackbelt School

- 4.6.13 The East Coast Blackbelt School is located approximately 50m east of the Application Site off Suffolk Road. The school provides a range of services teaching martial arts to both adults and children.

Nova Training Great Yarmouth

- 4.6.14 Nova Training provide study programmes, traineeships and apprenticeships for 16-18-year olds and school provision and apprenticeships for 14 to 16-year olds. The Nova Training Centre is located 160m south of the Principal Application Site.

MIND Centre and Grounds

- 4.6.15 The Mind Centre and Grounds provide a range of information and services to help people suffering from mental distress and provide a variety of services including one to one support, social groups and workshops, residential housing service, community garden project and mental health education. The centre encourages social inclusion and continued learning providing a supportive social framework and stability of a routine as well as allowing group members to learn new transferable skills which can continue to qualifications as recovery progresses. The MIND Centre and Grounds is sometimes used by the Shine Centre, which provides services and activities for children and young people with additional needs or disabilities, and their families. The Great Yarmouth Borough Council Open Space Study (Ref. 20) shows that the Mind Centre and Grounds had the lowest quality and value (based on factors such as facilities, vacancy, social potential and security) when compared to the other allotments in Great Yarmouth. It is however noted that this data is approximately 6 years old.

Common Road Allotments

- 4.6.16 These allotments are located approximately 250m south west of the Principal Application Site and extend parallel and south of Southtown Common Recreation Ground. The Great Yarmouth Borough Council Open Space Study concluded the Common Road site was high in both quality and value for the community and is therefore likely to be highly used. The Great Yarmouth & Gorleston Allotments Association has an active website which lists Common Road as having 30 plots.

Queen Anne's Road Allotments

- 4.6.17 There is a small allotment with 4 plots located immediately north-east of Suffolk Road and Queen Anne's Road within the Principal Application Site.

Manor Close Communal Rooms

- 4.6.18 The Manor Close Communal Rooms are located 380m south west of the Principal Application Site and provides a meeting room alongside sheltered housing, retirement housing and supported housing for the elderly.

Jump Warehouse Trampoline Park

- 4.6.19 Jump Warehouse is located 150m south east of the Principal Application Site on Main Cross Road and provides several activities throughout the week. The trampoline park provides parent and toddler sessions, public sessions, kid's club and sessions specially created for persons with a disability. Jump Warehouse operates Thursday – Sunday, 10am – 9pm in term time and Monday – Sunday 10am – 5pm during school holidays.

Iceni Care

- 4.6.20 Iceni Care is located 215m north east of the Principal Application Site and provides a variety of services with adults with learning disabilities. Every Tuesday evening Iceni Care provides a club for adults with learning disabilities and respite accommodation with 24-hour support. Recently Iceni Care have expanded into St James where there are extra facilities provided for life skills and the Griffin Café, run by people using the service, honing their cooking skills and hosts an open to all coffee morning every last Friday of the month.

Lichfield Community Centre

- 4.6.21 The Lichfield Community Centre is located 500m north of the Principal Application Site on Suffolk Road. The centre provides a range of services including fitness classes, a children's party venue and local community events.

St. John Ambulance Great Yarmouth

- 4.6.22 Great Yarmouth's St John Ambulance is located 230m north of the Principal Application Site on Suffolk Road. It provides first aid training for all but also provides youth programmes for ages 7-25. St. Johns Ambulance also provide multiple services including community first responders, assisting ambulance services, volunteering, workplace training and teaching in the community.

Recreational Resources

- 4.6.23** Within the Principal Application Site are two allotment gardens, situated immediately north-east of the Queen's Anne Road and Suffolk Road junction, and the Mind Centre and Grounds. Outside of the Principal Application Site are several recreational resources including Southdown Common Recreation Ground and the Common Road allotment gardens.
- 4.6.24** The Great Yarmouth sea front is located approximately 510m to the east of the Principal Application Site at its closest point. There are numerous recreational attractions along the sea front, including the Pleasure Beach, a scenic railway and Pleasure Beach Gardens. The Pleasure Beach offers family rides and attractions and is located approximately 460m east of the Principal Application Site. The Pleasure Beach is very busy on weekends and holiday periods between March and October.
- 4.6.25** The area to the east of Southtown Road, and east of the River Yare, is within the England Coast Path Coastal Margin, however the Applicant does not consider that any such land qualifies as open space as it is either privately owned with physical barriers to prevent public access or within the public highway. and therefore, has the potential to be open space.
- 4.6.26** There are also several additional open and recreation spaces within 500m of the Principal Application Site, as outlined in Table 4-12.

Table 4-12: Recreational Resources within 500m of the Application Site

Name	Description	Direction from the Principal Application Site	Distance from the Principal Application Site
Southtown Common Recreation Ground (including children's play area and sports pitches)	Recreation Ground	SE	0 m
Playground East Community Centre	Play Area	E	30 m
Peggotty Road	Play Area	E	30 m
Suffolk Road Recreation Ground	Play Area	E	95 m
Admirals Quay Playground	Play Area	W	300 m

Name	Description	Direction from the Principal Application Site	Distance from the Principal Application Site
Admirals Quay	Play Area	NW	300 m
Great Yarmouth sea front (including Pleasure Beach, a scenic railway and Pleasure Beach Gardens)	Sea Front	E	325 m
Anchor Court Play area	Play Area	NW	330 m

5 Stage 1: EQIA Screening

5.1 EqlA Screening Overview

5.1.1 The EqlA Screening assessment is presented in Table 5-1 and supported by the rationale provided in the following sections.

5.1.2 On completion of the EqlA Screening, it was identified that key elements of the Scheme which could disproportionately affect vulnerable groups are as follows:

Construction

- Changes to the road network;
- Changes to the pedestrian and cycle network;
- Congestion and disruption to vehicles and public transport users
- Reduced accessibility to community facilities;
- Community severance; and
- Air quality and noise nuisance impacts.

Operation

- Reduction in journey times;
- Increased accessibility to community facilities; and
- Improvements to pedestrian and cycling facilities.

5.1.3 Based on the potential impacts that have been outlined above, the EqlA Screening identified that a full EqlA should be carried out for the following protected characteristic groups:

- Sex;
- Age;
- Religion; and
- Disability.

Table 5-1: Equality Impact Screening

Protected Characteristic	Effect	
	Negative	Positive
Sex	Yes (Construction)	Yes (Operation)
Religion or Belief	Yes (Construction)	Yes (Operation)
Age	Yes (Construction & Operation)	Yes (Operation)
Disability	Yes (Construction & Operation)	Yes (Operation)
Race	Unknown	Unknown
Sexual Orientation	Unknown	Unknown
Gender Reassignment	Unknown	Unknown
Pregnancy and Maternity	Yes (Construction)	Yes (Operation)
Marriage and Civil Partnership	Unknown	Unknown

5.2 Sex

Construction

5.2.1 The National Travel Survey (Ref.21) provides evidence showing that men are likely to travel further distances on average to commute for business and are therefore more likely to use the strategic road network and motorways on a more frequent basis. Women are more likely to undertake shorter, more frequent trips for purposes such as taking children to school (Ref. 21). As men are more likely to be using the strategic road network, any congestion during construction around the A47 is more likely to impact those journeys made by men. As women make more trips escorting children to school than men on average, the Scheme has the potential to impact journeys to and from the two primary schools in the local vicinity. In addition, the Scheme has the potential to impact journeys by parents and their children to various community centres offering parent and toddler sessions including Kingsgate Community Centre, Jump Warehouse and Lichfield Community centre.

5.2.2 The 2017 National Travel Survey (Ref. 21) also highlights that women up until approximately 50 years of age are more likely to make a walking trip than men, with 21% of trips being made for education escort and 19% for shopping, both activities which are carried out in higher proportion by women. The schools and shops in the local vicinity indicate that women could be disproportionately affected during construction of the Scheme.

5.2.3 Statistics released by the Department for Transport (Ref. 22) show that men are more likely to cycle, meaning they could be predisposed to any delays or disruption to cycle routes during construction.

Operation

5.2.4 The Scheme would help ease congestion on the local road network and would also provide a direct link over the River Yare. It is expected that operation of the Scheme would afford multiple benefits to this equality group including: shorter journey durations to children's centres, community centres and schools (particularly those located on the peninsula, more accessible crossing points, dedicated provisions for cyclists and pedestrians and new areas of public realm.

5.3 Religion and Belief

Construction

5.3.1 Neighbourhoods to be directly affected by the Scheme and Great Yarmouth overall mainly identify as Christians. There are three places of worship within 500m of the Principal Application Site which support the Christian religion.

5.3.2 The provision of a construction compound immediately east of the Kingsgate Community Centre, and construction works roughly 15m south of it, are likely to affect access to the centre and may mean Christian users are predisposed to disturbance impacts (such as increased noise and vibration and a reduction in air quality) which may also impact the centre's ability to function as a place of worship. The Redeemed Christian Church of God within Peggotty Road Community Centre may be impacted by construction of the signalised junction connecting the new road with A1243 South Denes Road. Impacts may arise from nuisance impacts such as dust and dirt soiling of buildings and surfaces that may also affect the health of users. Access to the Seventh Day Adventist Church may be affected by the Scheme, however effects are likely to be minimal based on the distance from the Principal Application Site.

Operation

5.3.3 The Scheme is forecast to reduce journey times for both vehicle, pedestrian and cyclists. For example, pedestrians walking from The Redeemed Church

of Christian God to Southtown Common Recreation Ground would save 36 minutes compared to without the Scheme. Kingsgate Community Centre users may need to travel slightly further from the north to south of William Adams Way using at-grade crossings rather than the existing footbridge, however the increase in journey time is considered minor. Overall a likely improvement in vehicular, pedestrian and cyclist journey times and increase in accessibility is expected as discussed in Chapter 17: Traffic and Transport (document Reference 6.1) and the Transport Assessment (document Reference 7.2).

5.4 Age

Construction

- 5.4.1 There are a variety of community facilities that provide services for children and young persons including Peggotty Road Community Centre, Kingsgate Community Church, East Coast Black Belt School, the Shine Centre, Great Yarmouth Air Training Corp, Nova Training, MIND Centre and Grounds, Jump Warehouse, Lichfield Community Centre, St John Ambulance and recreational receptors. Children are more vulnerable and susceptible to air pollution, particularly in their early years due to behavioural, environmental and physiological factors (Ref. 23). Children are also more vulnerable to noise and evidence has shown chronic exposure to noise can impair early childhood development and lifelong academic achievement and health (Ref. 24). Children therefore may be disproportionately affected by air quality and noise nuisance impacts resulting from construction works.
- 5.4.2 During construction, the Scheme has the potential to impact on students and parents that take their children to Edward Worlledge Ormiston Primary Academy and Great Yarmouth Primary Academy. Short-term public footway changes and partial closures and diversions of roads during construction may impact journeys to these locations for vehicle users, cyclists and pedestrians.
- 5.4.3 Young persons that use the MIND Centre and Grounds, Kingsgate Community Centre, East Coast College and Southtown Common Recreation Ground may be affected by reduced access during construction of the Scheme and disturbance air quality and noise impacts. It is considered that the remaining play areas listed in Table 4-12 are unlikely to be affected by the Scheme and therefore are screened out of further assessment.
- 5.4.4 Young children and parents attending children's centres and community facilities that provide services for children, Kingsgate Community Centre, East Coast Black Belt School and Peggotty Road Community Centre may be impacted during construction due to disturbance impacts (such as increased noise and vibration and a reduction in air quality) and reduced accessibility. Young children and parents may also be affected by the relocation of the bus

stop on Southtown Road. Furthermore, young persons using the Great Yarmouth Air Training Corp also may be affected by nuisance impacts arising from construction.

- 5.4.5** The elderly are more likely to list gardening as an activity undertaken in their free time compared with young people. The 2014 National Survey of Culture, Leisure and Sport (Ref. 25) found only 16% of 16-24-year olds listed gardening in their leisure activities compared with 64 and 62% of 45-64 and over 65s. It is suggested that with an ageing population, this trend of participating in gardening is likely to increase. Land required for construction of the Scheme will result in the loss of two allotment gardens located immediately north-east of Suffolk Road (with replacement allotments being provided of comparable size) and would reduce the overall footprint of the MIND Centre and Grounds. This has the potential to disproportionately affect young, vulnerable users of the MIND Centre and Grounds as well as the general population and elderly users of the Suffolk Road allotment gardens. Based on the proximity of construction works to Kingsgate Community Centre and the MIND Centre and Grounds, it is likely that both young and elderly members of the local community may experience air quality and noise nuisance impacts associated with construction. The Common Road allotments may be affected by short-term changes to public footways and partial closures and diversions of roads during construction, however this is considered to be minimal. The Common Road allotments are therefore not considered further within this EqlA.
- 5.4.6** While dementia is not a consequence of growing old, the risk of dementia increases with age, with most people affected by dementia being over 65 (Ref. 26). Therefore, elderly users of the Rosewood Hub may be impacted by increases in journey times resulting from the Western Approach Highway Works and subsequent congestion, traffic management and changes to the road network. The demolition of the pedestrian footbridge over William Adams Way may increase journey times for the elderly as they would be required to use an alternative route.
- 5.4.7** Elderly users of Kingsgate Community Centre and Peggotty Road Community Centre are likely to experience the same reduction in accessibility during construction and may be impacted by air quality and noise disturbance effects. There is also the potential for elderly public transport users to be affected by the relocation of the southbound bus stop on Southtown Road.

Operation

- 5.4.8** Overall it is suggested that operation of the Scheme would enhance community connectivity and increase accessibility to community facilities for both children, young persons and the elderly including the provision of a new relocated bus stop. Operational effects on Kingsgate Community Centre,

Peggotty Road Community Centre, MIND Centre and Grounds, East Coast Black Belt School, Great Yarmouth Air Training Corp and Southtown Common Recreation Ground will be discussed within the full assessment.

5.5 Disability

Construction

- 5.5.1** The 2015-2016 National Road Users' Satisfaction Survey (Ref. 27) showed that users with a health issue affecting mobility were generally older and did not work. This resulted in less frequent use of the strategic road network and noted that these users are less confident using the road network and feel unsafe from the perceived poor driving of others. It is therefore likely that drivers with disabilities and long term health issues would be more affected by any congestion or changes to roads during construction.
- 5.5.2** Certain facilities such as the Great Yarmouth Community Hub, Shine Centre, Claydon Pavilion Community Centre, MIND Centre and Grounds, Jump Warehouse and Icen Care centre provide services for persons with a disability, wheelchair or mobility aid users. Any changes to the road and pedestrian network which may cause congestion, changes to public transport, increase journey times and result in reduced access is likely to affect disabled users of these community facilities. Users of the Great Yarmouth Community Hub, Shine Centre and Claydon Pavilion Community Centre may be affected by reduced access during the works on William Adams Way and demolition of the footbridge. Users of Jump Warehouse and Icen Care may also be affected by construction works on Sutton Road and Swanston's Road.
- 5.5.3** It is assumed that pedestrian, cyclist and vehicle access to the MIND Centre and Grounds will be maintained during construction, however disabled users and carers may experience reduced accessibility during construction works. In addition, there is the potential for air quality and noise nuisance impacts to affect users given the proximity to the Principal Application Site. Furthermore, disabled users may be affected by the relocation of the southbound bus stop on Southtown Road as it is the closest bus stop to the MIND Centre.

Operation

- 5.5.4** Community connectivity and accessibility to community facilities for disabled users and carers would be enhanced during operation. The provision of a direct link across the River Yare up to a maximum gradient of 5%, signalised at grade crossings and a new relocated bus stop and facilities is likely to benefit persons with a disability, wheelchair or mobility aid users.

5.6 Race

- 5.6.1 There is no clear evidence, data or rationale to suggest the Scheme will have a disproportionate effect on this group.

5.7 Sexual Orientation

- 5.7.1 There is no clear evidence, data or rationale to suggest the Scheme will have a disproportionate effect on this group.

5.8 Gender Reassignment

- 5.8.1 There is no clear evidence, data or rationale to suggest the Scheme will have a disproportionate effect on this group.

5.9 Pregnancy and Maternity

Construction

- 5.9.1 The Pregnancy Mobility Index (Ref. 28) suggests that mobility restrictions suffered by pregnant women (particularly in the later stages of pregnancy) such as chronic back, pelvic, or joint pain, pelvic instability, breathlessness and rib pain, differentiate them from the general population. These restrictions can affect mobility in accessing or leaving a vehicle and may also influence their capability and willingness to drive. Evidence also suggests that pregnant women are more likely to use public transport regularly (Ref. 29). Pregnant women are therefore likely to be sensitive to temporary changes to public footways and partial closures and diversions or roads and changes to public transport facilities resulting from the Scheme which may increase journey times. The relocation of the southbound bus stop on Southtown Road has the potential to impact pregnant women and new mothers. In addition, parents taking their children to community facilities, child care and recreational facilities are likely to be impacted by the above. Recreational receptors, particularly Southtown Common Recreation Ground that are likely to be used by pregnant women and parents with their children and pushchairs may be impacted by reduced access to Southtown Common Recreation Ground due to construction works at William Adams Way and demolition of the footbridge.

Operation

- 5.9.2 The Scheme would be likely to enhance accessibility through the provision of a relocated bus stop and enhanced bus stop facilities and to Southtown Common Recreation Ground through the provision of at-grade signalised crossings points at the William Adams Way Roundabout.

5.10 Marriage and Civil Partnerships

5.10.1 It appears that Kingsgate Community Church, The Redeemed Christian Church of God and the Seventh Day Adventist Church do not provide marriage and civil partnerships ceremonies and therefore there is no clear evidence, data or rationale to suggest the Scheme would have a disproportionate effect on this group.

5.11 Summary

5.11.1 To conclude, during construction, the Scheme has the potential to change and disrupt the road, pedestrian and cycle network, disrupt and change public transport services, reduce accessibility to community facilities, lead to community severance and cause disturbance, air quality and noise impacts to a variety of sensitive receptors that provide services for people with protected characteristics. During operation, the Scheme would be likely to enhance the road, pedestrian and cycle network, reduce journey times for pedestrians, cyclists, vehicles and public transport users and increase accessibility of community facilities.

5.11.2 The EqIA Screening has identified that a full EqIA should be carried out for the following protected characteristic groups:

- Sex;
- Religion or Belief
- Age;
- Disability; and
- Pregnancy and Maternity.

5.11.3 Several actions were recommended to inform Stage 2 of this EqIA including consulting with the sensitive receptors identified to understand potential effects of the Scheme and collecting further information on the phasing and timescales of the Scheme construction. A greater understanding of any temporary closures and / or diversions of roads and pedestrian/cyclist routes and their lengths was required to understand the level of likely disruption and access to local community facilities; however, it was considered that these effects will be able to be adequately mitigated through the provisions of the Outline Code of Construction Practice (CoCP) and the Framework Construction Traffic Management Plan.

6 Stage 2: Equality Impact Assessment

6.1 Introduction

6.1.1 Following the outcomes of the EqIA Screening (Section 5), this EqIA assesses the potential effects of the Scheme on the following protected groups:

- Age;
- Disability;
- Sex;
- Religion;
- Pregnancy and Maternity.

6.1.2 The following impacts have been considered within the EqIA:

Construction

- Changes to the road network;
- Changes to the pedestrian and cycle network;
- Congestion and disruption to vehicles and public transport users
- Reduced accessibility to community facilities;
- Community severance; and
- Air quality and noise disturbance impacts.

Operation

- Reduction in journey times;
- Increased accessibility to community facilities; and
- Improvements to pedestrian and cycling facilities.

6.1.3 During the EqIA Screening, there was no evidence to suggest that race, sexual orientation and gender reassignment protected characteristics are likely to be affected by the Scheme and are therefore excluded from further assessment. The EqIA will be continually reviewed and updated by the Applicant as the Scheme progresses. If any evidence is found or presented that demonstrates the Scheme is likely to affect these protected characteristic groups, the EqIA will be revised to assess potential impacts.

Recommendations from the Screening Assessment

6.1.4 The above Screening Assessment identified several actions to inform the full EqIA which have since been completed as summarised below:

- Consultation has been undertaken through both statutory Public Consultation events and community engagement with hard to reach groups and has been used to inform this assessment where relevant; and
- Construction contractor information has been made available to the extent that it has been developed at the time of application and has been used to understand the construction phasing and any closures/diversions of roads and pedestrian footways/cycle routes to inform the full EqIA.

6.2 Consultation

6.2.1 Where possible, recommendations, conclusions and data from consultation undertaken in respect of the Scheme have informed this EqIA. This includes Stage 1, 2 and 3 Public Consultation responses and information on the representation of protected characteristic groups. For information regarding the consultation process, associated activities and responses to comments, refer to Chapter 5 of the Environmental Statement and to the Consultation Report (document reference 5.1).

6.2.2 In addition to public consultation, there has been additional community engagement conducted by the Norfolk Community Foundation. The Great Yarmouth Third River Crossing – Community Engagement Project Report (Appendix G-13 of document reference 5.2) summarises the engagement and responses of specific hard to reach groups in the local community. Hard to reach groups consulted include:

- Vulnerable older people;
- People with mental health problems;
- Younger people (students and those not in employment, education or training);
- Individuals and families in food and/or fuel poverty;
- Tenants in social housing;
- People who have experienced domestic violence or abuse;
- People who are homeless or rough-sleeping;
- People from minority ethnic groups, including refugees and asylum seekers; and
- People with disabilities.

6.2.3 The findings of the Community Engagement Report state that generally the majority of hard to reach groups were extremely positive about the likely benefits of the Scheme. However, several organisations stated they were concerned about the construction phase and potential effects of impacts such as traffic congestion, air pollution, dust, noise and diversions. These concerns raised by the hard to reach groups have therefore had particular consideration within this EqlA.

6.2.4 Furthermore, the sensitive receptors identified within 500m of the Principal Application Site (see Section 4.6 and Table 4-11 above) have been consulted as part of the Section 42 or Section 47 Consultation processes as outlined within the Pre-Application Report (document reference 5.1). Comments, responses or recommendations received that are relevant to the EqlA are discussed below and have been used to inform this assessment.

Kingsgate Community Centre

6.2.5 Kingsgate Community Centre has been consulted throughout the process through stakeholder meetings, letters, Section 42 responses, telephone conversations and emails. Further information can be found Consultation Report (document reference 5.1).

6.2.6 Several topics were discussed between the Kings Centre Trustees and the Applicant including noise pollution, land acquisition boundary and land usage, access restrictions generated by traffic queues, Section 42 consultation responses, public spaces, walking and cycling routes, electronic signs, traffic congestion, marine life and marine and port operations. The Kings Centre Trustees expressed concern regarding access, increases in traffic volume, noise and vibration and air quality. Access concerns revolved mainly around vehicular access to Queen Anne's Road, the signage on William Adams Way and general accessibility during the week, and particularly on Sundays, during construction. Furthermore, comments were made regarding construction works and its potential to affect users and those working at the facility throughout the week and on Sundays, through increased noise levels, a reduction in air quality and nuisance impacts such as dust soiling.

MIND Centre and Grounds

6.2.7 There has been on-going engagement with Great Yarmouth and Waveney Mind through various means. Several topics were discussed between the Applicant and Great Yarmouth and Waveney Mind, however those of concern to the EqlA are summarised below including construction work, concerns about land required for the Scheme and concerns raised within the Great Yarmouth and Waveney Mind Section 42 response. The Section 42 consultation response raised concerns regarding access (pedestrian, cycle

and vehicular access) to the MIND Centre and Grounds during construction, the value of the Site to users.

- 6.2.8 Full details regarding consultation with Great Yarmouth and Waveney Mind can be found within the Consultation Report (document reference 5.1).

Suffolk Road Allotments

- 6.2.9 Great Yarmouth and Gorleston Allotment Association has received on-going engagement as the Scheme will require two allotment plots on the corner of Suffolk Road currently used by the Association. Consultation has evolved over time and covered various aspects, however the main concerns raised relate to the loss of the two existing allotment plots and the identification of new allotment plots.
- 6.2.10 Further details on consultation and outcomes are provided within the Consultation Report (document reference 5.1).

6.3 EqIA Assessment

Sex

Construction

- 6.3.1 Men who are more likely to be undertaking longer vehicular journeys using the road network within and surrounding the Scheme are likely to experience short-term driver delays and driver stress due to traffic management to enable construction activities, diversions relating to full closures and the presence of construction traffic. Furthermore, men who are more likely to be using the cycle network, including National Cycle Route 517 are likely to experience a short-term effect on journey times. Despite this, construction works would be phased, designed and managed to minimise impacts to road users, pedestrians and cyclists.
- 6.3.2 Census data shows that the neighbourhoods to be directly affected by the Scheme have a higher percentage of 0-4year olds compared to statistics for Great Yarmouth, regionally and nationally. The presence of community facilities providing services for young children means women may be predisposed to construction effects when trying to access children's centres, schools and Southtown Common Recreation Ground. Women and children accessing Kingsgate Community Centre, East Coast Black Belt School and Southtown Common Recreation Ground may experience further impacts associated with reduced access and additional delays to bus journeys due to the western approach works and demolition of the footbridge over William Adams Way. Women escorting their children to Green Acre Children's Centre and to the Great Yarmouth Primary School may experience some short-term delays if travelling by bus or vehicle and increases in journey

times due to works on Sutton and Swanston's Road, however it is suggested there would be a minimal reduction in accessibility and to journey times. The construction works would be phased to minimise impacts and during the demolition of the William Adams Way footbridge, the Contractor will be required to retain pedestrian and cycle access to minimise access to Southtown Common Recreation Ground. In addition, post demolition and prior to the completion of the proposed roundabout at William Adams Way, pedestrians and cyclists would be directed to use nearby controlled crossings at the junction of Southtown Road. Considering the above, women may experience short-term delays, increases to journey times and a reduction in accessibility to community facilities, however impacts are likely to be minimised. Community facilities closest to the construction works such as Kingsgate Community Centre and East Coast Black Belt School would be at higher risk of experiencing disturbance air quality and noise impacts associated with construction, however the construction works would be temporary and measures within the Outline CoCP (document reference 6.16) would be in place to minimise the risks of any impacts arising.

- 6.3.3 The Outline CoCP (document reference 6.16) contains measures to minimise and / or reduce effects resulting from construction, including continued community engagement and advanced notification of road, cycle and pedestrian network changes, therefore this protected characteristic group would be likely to experience a **short-term, low, negative** effect.

Operation

- 6.3.4 The Scheme would result in a reduction in congestion, driver stress and journey times for vehicle and public transport users. These benefits would be experienced by all, including men who are more likely to make longer journeys using the strategic road network. In addition, the Scheme would provide a link between the South Denes peninsula which incorporates cycle routes and controlled crossings that provides journey time savings, for example a cyclist travelling from Peggotty Road Community Centre to Southtown Common Recreation Ground can expect a time saving of roughly 11 mins. Men that may be more likely to undertake cycle journeys would be likely to experience greater benefit.
- 6.3.5 A small increase in journey times would be likely for pedestrians traversing the William Adams Way Roundabout rather than utilising the existing footbridge over William Adams Way. Despite this, the provision of signalised at-grade crossings on the William Adams Way Roundabout is more suitable for parents who may be escorting children in pushchairs to Kingsgate Community Centre, East Coast Black Belt School and Southtown Common Recreation Ground.
- 6.3.6 Based on the air quality assessment, Southtown Common, Kingsgate Community Church, East Coast Black Belt School, Green Acre Children's

Centre and Great Yarmouth Primary Academy may experience a worsening of air quality during operation, however effects are considered negligible to slight and are not expected to breach any relevant air quality objectives.

- 6.3.7 Overall, it is suggested the Scheme would have a **long term, medium, positive** effect.

Religion or Belief

Construction

- 6.3.8 Census Data shows that neighbourhoods to be directly affected by the Principal Application Site mainly identify as Christians, however this proportion of the population is smaller than the averages for Great Yarmouth, regionally and nationally. The Kingsgate Community Centre is also a church providing regular services for Christian members of the community. During construction, access to the Centre would be maintained, however the presence of the Western Approach Highway Works construction compound, construction traffic and traffic management measures may increase journey times to access Kingsgate Community Centre. Users travelling to the centre would be likely to experience short term increases in journey times for pedestrians, cyclists, road users and public transport as a result of changes to the pedestrian, cycle and road network. The Kingsgate Community Centre website directs users travelling to the centre by bus to disembark at the southbound bus stop on Southtown Road and walk to the centre. The relocation of this bus stop to facilitate construction works would be likely to affect Christian users accessing the centre. A temporary bus stop may be required during the demolition and relocation of the existing bus stop, however the requirement for this will be assessed and determined by the Applicant prior to construction.
- 6.3.9 Construction activities would take place less than 50m away from the Centre during the Western Approach Roadworks and Roundabout at William Adams Way, and representatives of Kingsgate Community Centre have expressed concerns regarding air quality, noise and disturbance effects during construction. While the location of Kingsgate Community Centre means it is at a higher risk of disturbance effects such as dust soiling and elevated noise levels, construction works would be temporary and measures contained within the Outline CoCP would be in place to minimise the risk of effects arising to users of Kingsgate Community Centre.
- 6.3.10 Furthermore, the proposed construction compound during the Western Approach Works is located directly next to Kingsgate Community Centre, therefore movements of construction vehicles and plant would have a greater potential to increase traffic movements and disturbance impacts to Kingsgate Community Centre. Measures and best practice to reduce the above concerns have been included within the Outline CoCP (document

reference 6.16) It is also noted that there are no working hours on Sundays during construction, therefore any services on Sundays at the Kingsgate Community Church will not be affected by construction works, however any journey time increases from traffic management, pedestrian and road network changes and congestion will remain.

- 6.3.11** The Redeemed Christian Church of God within Peggotty Road Community Centre would be unlikely to be affected during construction as meetings only take place on Sundays between 11:00 and 13:30 when no construction activities are occurring. Users accessing the Redeemed Christian Church of God may be affected by increases in journey times for vehicle users, pedestrians and public transport users, however this is likely to be limited. Air quality and noise disturbance effects are likely to be limited based on temporary construction works and measures outlined within the Outline CoCP being implemented.
- 6.3.12** The Seventh Day Adventist Church is likely to remain unaffected by construction and operation due to its distance from the Scheme and access being available on the A47, Burgh Road and Beccles Road.
- 6.3.13** Based on the above and that there are no further places of worship within proximity to the Scheme and a lower percentage of the local population that identify themselves as Christian, the Scheme is considered to have a **short-term, low, negative** effect on this protected characteristic group. This is based on the implementation and further development of the Outline CoCP (document reference 6.16) which provides suitable measures to reduce construction work effects, maintain access, provide suitable alternative routes, and continual community engagement.

Operation

- 6.3.14** During operation the Scheme would provide greater access across the River Yare and improve accessibility to these places of worship. The Kingsgate Community Church would benefit from an improved pedestrian environment on the William Adams Way Roundabout, including the provision of at grade signalised crossings. Overall, it is considered that accessibility would be improved and journey lengths to these places of worship would be reduced. During operation, Kingsgate Community Centre, the Redeemed Christian Church of God and Seventh Day Adventist Church may experience a worsening in air quality, however effects are predicted to be in the range negligible to slight and are below relevant air quality objectives. This protected characteristic group are therefore likely to experience a **long term, low and positive** effect.

Age

Construction

- 6.3.15** Great Yarmouth LSOA 006A, 006E, 007A and 007B have a significantly higher population of those aged 0 and 4 years when compared to Great Yarmouth, regionally and nationally. Children using Kingsgate Community Centre, East Coast Black Belt School and Southtown Common Recreation Ground may experience reduced access, including temporary changes to the pedestrian, cycle and road network associated with the William Adams Way Roundabout construction works and demolition of the footbridge over William Adams Way. The construction works would be phased to minimise accessibility impacts, and during the demolition of the William Adams Way footbridge, the Contractor will be required to retain pedestrian and cycle access to maintain access to Southtown Common Recreation Ground. In addition, post demolition and prior to the completion of the proposed roundabout at William Adams Way, pedestrians and cyclists would be directed to use nearby controlled crossings at the junction of Southtown Road. Children and their carers may experience short-term delays, increases to journey times and a reduction in accessibility to community facilities, however impacts are likely to be minimised. Children are more vulnerable to air and noise pollution and receptors such as Kingsgate Community Centre and East Coast Black Belt School are at higher risk of disturbance effects such as dust soiling and elevated noise levels, however construction works are temporary and measures outlined within the Outline CoCP (document reference 6.16) will be in place to minimise the risk of effects arising to users.
- 6.3.16** Access to the Peggotty Road Community Centre during the South Denes Junction works would be maintained, however there may be slight delays to vehicle and bus journey times. Access to Jump Warehouse would only be affected for children accessing the facility on Admiralty Road through short-term delays to journey times, however alternative access is available and impacts are considered minimal. Peggotty Road Community Centre is at a higher risk of disturbance effects such as dust soiling and elevated noise levels, however the temporary nature of construction works and measures contained within the Outline CoCP would minimise the risk of effects arising.
- 6.3.17** The Good Schools Guide (Ref. 30) shows that Great Yarmouth Primary Academy has a catchment primarily restricted to residents of South Denes Peninsula. Therefore, likely journeys to be made to Great Yarmouth Academy are from residential areas within 1km of the school. Any students that are required to use Admiralty Road are likely to be impacted by the South Denes Road Junction, Swanston's Road and Sutton Road works. Impacts may include delays to buses and congestion on roads. Students that may travel southwards towards the school are likely to experience limited impacts resulting from congestion or delays to bus services. Based on

distance, Great Yarmouth Primary Academy of lower risk to air quality and noise disturbance effects arising during construction. Measures within the Outline CoCP would minimise any risk of effects arising.

- 6.3.18** Edward Worlledge Ormiston Primary Academy regularly admits students from the Southtown residential areas surrounding the school and to the south. In addition, students from Cobholm Island and Great Yarmouth town centre to the north are admitted to the school most years. Some students are admitted from areas to the south such as Bradwell and to the north in Runham, however these are more infrequent admissions. Based on this catchment area, students are likely to be travelling to school using the A47, Southtown Road, Suffolk Road, Beccles Road, Pasteur Road and the immediate surrounding road network. Any students utilising these routes may be affected by congestion, delays to bus services and changes to the pedestrian and cycle networks. It is suggested that the works on the Western Approach of the bridge may lead to additional delays to bus journeys due to traffic management during particular times, however advanced notice of the works would be provided to bus operators to make any necessary adjustments to timetabling and ensure users are aware and can plan their journeys in advance to allow additional time. Furthermore, pedestrian and cycle access would be maintained during the demolition of the footbridge over William Adams Way and pedestrians and cyclists would be directed to use nearby signalised crossings at the junction of Southtown Road during the William Adams Way roundabout works to minimise impacts. Based on distance from the Principal Application Site and implementation of measures within the Outline CoCP, students attending Edward Worlledge Ormiston Primary Academy are unlikely to be affected by air quality and noise disturbance effects.
- 6.3.19** Three of the four neighbourhoods to be directly impacted by the Principal Application Site have a higher percentage of young persons (15-17 years old) when compared to Great Yarmouth, regional and national statistics. Young person's attending the 221 Great Yarmouth Squadron Air Training Corp, Nova Training Apprenticeship Centre and East Coast Black Belt School are likely to be affected by reduced access due to the demolition of the pedestrian footbridge over William Adams Way, however pedestrians and cyclists will be directed to use alternative signalised crossing facilities at the junction with Southtown Road. The 221 Great Yarmouth Squadron Air Training Corp and East Coast Black Belt School are open in the evenings, therefore during the Western Approach Highways Works, Western Bascule Pit enabling works and Southtown Road bridge construction where additional traffic management is required, including a full overnight closure, young persons may experience a further reduction in accessibility. During the above works, the 221 Great Yarmouth Squadron Air Training Corp and East Coast Black Belt School are at higher risk to disturbance effects such as dust soiling and elevated noise levels based on their location. Nova Training Great Yarmouth is at a lower risk to disturbance effects, however the risk of

any effects arising to these receptors would be minimised due to construction works being temporary and measures within the Outline CoCP (document reference 6.16).

- 6.3.20** East Coast College does not have any catchment information relating to students, however as a further education facility, it is assumed that some students may be travelling from further away. Young persons attending East Coast College may be affected by congestion, delays to bus services and changes to the pedestrian and cycle networks affecting journey times, however access to East Coast College and facilities would remain unaffected. East Coast College are at a lower risk of experiencing disturbance effects based on the distance from the Principal Application Site.
- 6.3.21** St John's Ambulance Great Yarmouth may be affected by increased journey times resulting from construction, specifically the Western Approach Highway Works and associated traffic management and congestion particularly from the south and Suffolk Road, however impacts to journey times are considered minimal. St John's Ambulance Great Yarmouth are unlikely to be affected by disturbance effects during construction.
- 6.3.22** Young persons using the MIND Centre and Grounds are likely to be impacted by the partial loss of land required for the Scheme. There are no other similar facilities to the MIND Centre and Grounds providing services to young persons with mental health issues in the local community, therefore any loss to the centre's ability to function may disproportionately affect vulnerable young persons. The location of the MIND Centre and Grounds and the fact that users undertake activities outside make it at higher risk to disturbance effects, however measures within the Outline CoCP (document reference 6.16) would minimise the risks of disturbance effects arising to users of the MIND Centre and Grounds.
- 6.3.23** Young and elderly users of the Kingsgate Community Centre are likely to experience impacts associated with construction works for the William Adams Way Roundabout and Western Approach Roadworks, the adjacent construction compound and the diversions proposed on William Adams Way and Suffolk Road. The location of Kingsgate Community Centre means it is at a higher risk of disturbance effects such as dust soiling and elevated noise levels, however construction works are temporary and measures contained within the Outline CoCP would be in place to minimise the risk of effects arising to these users.
- 6.3.24** While access to Kingsgate Community Centre and the MIND Centre and Grounds would be maintained during construction, these community facilities would all be affected by reduced access during the Western Approach Highways Works, Western Bascule Pit enabling works and Southtown Road bridge construction and associated traffic management. Changes to the road and pedestrian network during construction is likely to have a short-term

effect on both young and elderly users of these facilities, in particular the demolition of the William Adams Way footbridge and relocation of the southbound bus stop on Southtown Road. Kingsgate Community Centre directs those arriving by bus to alight at the bus stop to be relocated on Southtown Road to access the centre. The requirement for a temporary bus stop near to the existing stop to be relocated will be assessed and determined by the Applicant prior to construction to minimise impacts to young persons, but particularly the elderly that may be used to the existing route and bus stop. The demolition of the William Adams Way footbridge may lead to a limited reduction in accessibility for elderly users of the Claydon Pavilion Community Centre and young and elderly users of Kingsgate Community Centre, however suitable, temporary diversions would be in place during the demolition and construction works.

- 6.3.25** Land required for the Scheme would result in the permanent loss of two Suffolk Road allotment gardens, which may affect any elderly plot owners. However, it is noted that replacement allotment gardens are being provided in place of the Suffolk Road allotments.
- 6.3.26** Elderly users of the Redeemed Christian Church of God may be affected during construction, mainly through the Eastern Approach Highway Works. Effects are likely to be limited to congestion from traffic management impacting journey lengths and delays to bus services. It is thought however, that effects would be minimal. Air quality and noise disturbance effects are likely to be limited based on the temporary nature of construction works and measures outlined within the Outline CoCP being implemented.
- 6.3.27** Elderly users of the Lichfield Community Centre may experience limited impacts due to the Western Approach Highway Works and associated traffic management increasing journey times and delays to bus services, however effects are likely to be minimal. Elderly users of the Manor Close Communal Rooms are likely to experience the same limited effects above. These receptors are both considered to be at low risk from disturbance effects based on the distance from the Principal Application Site.
- 6.3.28** The Rosewood Hub within the Great Yarmouth Community Hub provides specialist support to persons with dementia and their families. Journeys to and from the Hub are likely to be made by vehicle or shorter journeys on foot, based on persons with dementia being at increased risk of falls (Ref. 31). The Western Approach Highway Works are likely to increase journey times for elderly users and their families due to congestion, traffic management and construction works, however access to the Hub would be maintained throughout construction. The demolition of the pedestrian footbridge over William Adams Way would impact pedestrian journey times for any users and family that access the hub. A suitable diversion would be in place prior to and during the demolition, however this may lead to small increases in journey times. The Rosewood Hub is at risk of disturbance

effects such as dust soiling and elevated noise levels. Measures within the Outline CoCP are considered to minimise and reduce any risks of disturbance effects arising to Rosewood Hub users.

- 6.3.29 Overall, the construction of the Scheme is considered to have a **short term, medium, negative** effect on this protected characteristic group based on appropriate measures being implemented and developed within the Outline CoCP (document reference 6.16) to minimise construction effects and maintain safe and appropriate access.

Operation

- 6.3.30 The Scheme would result in a reduction in congestion, driver stress and journey times for vehicle and public transport users which would benefit this protected characteristic group. The Scheme would increase accessibility to community facilities by providing a link between the South Denes Peninsula at a maximum gradient of 5%. There may be a small increase in journey times for pedestrians navigating William Adams Way Roundabout for accessing community facilities to the north or south, however at-grade signalised crossings will be more beneficial for the elderly who may be less mobile or less confident crossing. The relocation and provision of a new bus stop on Southtown Road that includes seating and a shelter would benefit both the young and elderly.
- 6.3.31 During operation, all age protected characteristic receptors may experience a worsening in air quality, however effects are considered negligible to slight and are below relevant air quality objectives. Great Yarmouth College and Edward Worlledge Ormiston Academy are both likely to experience improvements in air quality during operation of the Scheme, however effects would be negligible.

- 6.3.32 The protected characteristic group are likely to experience **long term, medium, positive** effects.

Disability

Construction

- 6.3.33 Census data collected during the screening stage show that Great Yarmouth neighbourhoods (LSOA 006A, 006E, 007A and 007B) and Great Yarmouth have a greater percentage of the population with a long-term health problem or disability. This data combined with the presence of the Great Yarmouth Community Hub, Shine Centre, the MIND Centre and Grounds and Jump Warehouse suggests there is the potential for those with long term health problems and disabilities to be disproportionately affected by the Scheme.
- 6.3.34 The MIND Centre and Grounds provide for young persons and adults with mental health problems. The Scheme would require land for construction of

the Western Approach Highway Works, which may temporarily reduce the ability for the MIND Centre and Grounds to support young persons with mental health problems. Access to the MIND Centre and Grounds will be maintained throughout construction, however construction works, construction traffic and traffic management are likely to increase journey times for those accessing the centre. The location of the MIND Centre and Grounds and users undertaking activities outside make it at higher risk of disturbance effects. However, measures within the Outline CoCP would minimise the risks of disturbance effects arising to users of the MIND Centre and Grounds.

- 6.3.35** The Shine Centre located on Alpha Road would be likely to be affected by increased journey times. Access to the Centre would be likely to be reduced during the Western Approach Highway Works and as a result of the William Adams Way and Suffolk Road closures and diversions. It is considered that disabled children, parents and carers would experience limited impacts regarding accessibility. Children and young people with additional needs or disabilities and their families or carers may be further affected by the demolition of the pedestrian footbridge over William Adams Way, however prior to and during the demolition and construction works, a suitable alternative route that is wheelchair accessible would be put in place by the Contractor. The Shine Centre is at risk to disturbance effects such as dust soiling and elevated noise levels, however construction works are temporary and measures contained within the Outline CoCP would be in place to minimise the risk of effects arising to users of the Shine Centre.
- 6.3.36** Disabled users, families and carers of the Great Yarmouth Community Hub are likely to experience increases in journey times for both vehicles and pedestrians during the Western Approach Highway Works and pedestrian footbridge demolition over William Adams Way due to congestion, traffic management, changes to the pedestrian and road network and construction activities. A suitable diversion would be in place for pedestrians prior to and during the William Adams Way footbridge demolition and Western Approach Highway Works and access to the Community Hub would be maintained at all times. The Great Yarmouth Community Hub is at higher risk of air quality and noise disturbance effects based on its proximity to the Principal Application Site, however it is considered that the risks of disturbance effects arising would be minimal based on measures contained within the Outline CoCP and that construction works are temporary.
- 6.3.37** During construction, the Scheme is unlikely to have a direct impact on disabled users of the Jump Warehouse, however the Eastern Approach Highway Works could lead to some disruption and congestion which may affect access to Jump Warehouse via vehicle, pedestrian access and public transport. Impacts to the Icen Care centre and St James Community Centre are also likely to be restricted to short term increases in journey times for pedestrians, vehicles and public transport, particularly anyone travelling from

the south of the peninsula. All three of these receptors are considered low risk regarding the potential for air quality and noise disturbance effects to arise and impact users, based on their distance from the Principal Application Site. Measures within the Outline CoCP would also minimise the risk of any air quality and noise disturbance effects occurring.

6.3.38 The Outline CoCP (document reference 6.16) contains measures for the Contractor to clearly communicate any closures in advance and provides that measures are taken to make any diversions suitable for persons with a disability including considerations such as step free access, safe crossing points (where relevant) and a suitable width to allow persons using a wheelchair, walking aids or mobility scooters to use.

6.3.39 Considering the above, effects to this protected characteristic group during construction are considered **short term, medium, negative** based on the implementation of and development of appropriate measures within the Outline CoCP (document reference 6.16).

Operation

6.3.40 The Scheme would result in a reduction in congestion, driver stress and journey times for vehicle and public transport users which would benefit this protected characteristic group. The Scheme would increase accessibility between community facilities by providing a link between the South Denes Peninsula at a maximum gradient of 5% and with dedicated footways which are an appropriate width for wheelchairs and walking aids. There may be a small increase in journey times for pedestrians navigating William Adams Way Roundabout for those accessing community facilities to the north or south, however at-grade signalised crossings would be more beneficial for persons with a disability or wheelchair users who may be less mobile and require level surfaces. The provision of tactile paving at crossings would benefit people who are blind or have a visual impairment. The relocation and provision of a new bus stop on Southtown Road that includes seating and a shelter would benefit persons with a disability as the existing bus stop requires the navigation of stairs to board the bus. The MIND Centre and Grounds would be likely to experience a slight worsening of air quality and the Shine Centre, Great Yarmouth Community Hub and Jump Warehouse would be likely to experience a negligible worsening in air quality. The Icen Care centre and St James Community Centre are unlikely to experience any change in air quality during operation of the Scheme. All predicted changes to receptors are below relevant air quality objectives.

6.3.41 During operation, the Scheme is considered to have a **long term, medium, positive** effect on this protected characteristic group.

Pregnancy and Maternity

- 6.3.42 Pregnant women are considered sensitive to changes in journey times considering the mobility restrictions that can be suffered (Ref. 28). The Scheme would result in changes to the pedestrian and road network, particularly due to the Western Approach Highway Works and associated traffic management. Pedestrians would be likely to experience short-term increases to their journey times during construction, which may be worse for pregnant women. The Contractor will ensure that wherever possible, suitable alternative pedestrian routes that are step-free and at grade, that also minimise additional journey time would be in place. The Scheme would also likely affect public transport, causing short-term delays to bus services which may impact pregnant women more likely to be using the bus. In addition, the relocation of the existing bus stop on Southtown Road to facilitate construction works may have an impact on pregnant women or new mothers by increasing journey times. A temporary bus stop may be required during the demolition and relocation of the existing bus stop, however the requirement for this will be assessed and determined by the Applicant prior to construction in order to minimise any additional journey times. Furthermore, the traffic management due to the Western Approach Highways Works, Western Bascule Pit enabling works and Southtown Road Bridge construction may lead to further delays to bus services. Because of the above, access to several community facilities that may provide services for or be used by pregnant women and new mothers, including Kingsgate Community Centre, Green Acre Children's Centre and Southtown Common Recreation Ground may be reduced. Pedestrian access over William Adams Way may lead to journey times increasing slightly for pregnant women and new mothers.
- 6.3.43 Young children are more vulnerable to air quality effects (Ref. 23), therefore users of the Kingsgate Community Centre in particular are at higher risk to air quality and noise disturbance effects. Users of Green Acre Children's Centre and Southtown Common Recreation Ground are considered at lower risk to potential disturbance effects. Despite the above, construction works are temporary and phased and measures outlined within the Outline CoCP (document reference 6.16) would be in place to minimise the risk of any disturbance effects arising.
- 6.3.44 Overall, pregnant women and new mothers would be likely to experience a **short-term, low, negative** effect during construction of the Scheme.

Operation

- 6.3.45 The link over the River Yare would reduce congestion, driver stress and journey times for vehicles and public transport. The provision of at grade signalised crossings at both William Adams Way Roundabout and South Denes Road Junction would provide safer crossing opportunities for

pregnant women who may have reduced mobility or parents with pushchairs. The new relocated bus stop on Southtown Road with a shelter and seating would benefit pregnant women by providing an additional area to rest and removing the need to use stairs (as the existing bus stop requires). During operation, the Scheme would lead to a slight worsening in air quality for Kingsgate Community Centre and negligible worsening for Green Acre Children's Centre and Southtown Common Recreation Ground. Despite this, all predicted changes to receptors are below relevant air quality objectives.

- 6.3.46 Pregnant women and new mothers would be likely to experience a **long-term, medium, positive** effect during operation of the Scheme.

Equality Impact Assessment Summary

- 6.3.47 Table 6-1 (Construction) and Table 6-2 (Operation) present a summary of overall effects to each protected group.

Table 6-1: Summary of Construction Effect

Protected Characteristic	Summary of Construction Effect
Sex	Short-term, low, negative
Religion or Belief	Short-term, low, negative
Age	Short-term, medium, negative
Disability	Short-term, medium, negative
Pregnancy and Maternity	Short-term, low, negative

Table 6-2: Summary of Operational Effect

Protected Characteristic	Summary of Operation Effect
Sex	Long-term, medium, positive
Religion or Belief	Long-term, low, positive

Protected Characteristic	Summary of Operation Effect
Age	Long-term, medium, positive
Disability	Long-term, medium, positive
Pregnancy and Maternity	Long-term, medium, positive

6.4 EqlA Assessment Summary and Findings

- 6.4.1** This EqlA has assessed the potential for the Scheme to disproportionately affect protected characteristics under the Equality Act 2010.
- 6.4.2** The EqlA screening demonstrated the Scheme has the potential to affect the following protected characteristics:
- Sex;
 - Religion or Belief;
 - Age;
 - Disability; and
 - Pregnancy and Maternity.
- 6.4.3** The EqlA screening noted there was no evidence to suggest the race, sexual orientation and gender reassignment protected characteristic groups would be disproportionately affected by the Scheme.
- 6.4.4** The full EqlA presented the likely effects of the Scheme on sex, religion or belief, age, disability and pregnancy and maternity. The EqlA identified several construction effects that are likely to affect the local community, but in particular protected characteristic groups based on the sensitive receptors present and proximity of the construction works. The effects identified are summarised below:
- Construction noise and vibration – Sensitive receptors close to the Principal Application Site, including Kingsgate Community Centre, the MIND Centre and Grounds, East Coast Black Belt School and the 221 Great Yarmouth Squadron Air Training Corp are at higher risk to elevated noise levels and disturbance effects, however it is considered that the risk

for disturbance effects to arise would be minimised through measures contained within the Outline CoCP (document reference 6.16).

- Construction air quality and nuisance effects – The same sensitive receptors listed above may be at higher risk to reduced air quality, material or dust soiling and construction traffic track out during construction. In addition, vulnerable groups using community facilities in proximity to the Scheme including children and the elderly may be more susceptible to air pollution effects. Despite this, the risk of air quality disturbance effects arising will be minimised as construction works are phased and temporary and measures within the Outline CoCP (document reference 6.16) would be implemented.
- Reduced access to community facilities – To ensure the safety of pedestrians, cyclists and road users, several road and footway diversions would be required during the construction. This is likely to impact persons with protected characteristics, particularly those with limited mobility or specific travel needs (such as the elderly, persons with a disability and pregnant women and new mothers) and people who lack confidence when changing their usual travel patterns, or adapting to new ones, or have perceived security or severance issues (children and the elderly); and
- Temporary and permanent land required for the Scheme – The MIND Centre and Grounds is likely to be affected by the overall reduction of its footprint, however this is unlikely to affect the MIND Centre and Grounds ability to support vulnerable young persons with mental health problems and children with a disability and/or additional needs.

6.4.5 While the above effects were identified, several mitigation measures summarised below and detailed within the Outline CoCP (document reference 6.16) would be implemented by the Applicant to minimise any effects.

6.4.6 Considerations relating to this EqIA that have been incorporated by the Applicant into the Outline CoCP (document reference 6.16) to minimise impacts to protected characteristics are summarised below:

- Advanced notice of any road or footway closures and/or diversions to be communicated to the local community;
- Footways (including diversions) would be maintained for pedestrians and cyclists affected by the Scheme, including reasonable adjustments to maintain or achieve inclusive access;
- Inclusive access (including for people with reduced mobility) would be maintained to community facilities where access has been temporarily disrupted during construction. If additional measures or reasonable adjustments are identified through the community liaison process to

ensure accessibility by persons with a disability or reduced mobility, routes and / or diversions would be reviewed;

- Where the usual means of access must be diverted or blocked off, alternative safe routes for persons with reduced mobility would be identified, considering existing hazards and obstructions such as pavement kerbs; and
- Any changes or amendments to public transport services because of the Scheme construction would be clearly communicated to the local community in advance.

6.4.7 Construction noise and vibration, air quality and nuisance effects would be managed through appropriate recommendations made within Chapter 6: Air Quality and Chapter 7: Noise and Vibration of the Environmental Statement (document reference 6.1). These recommendations have also been incorporated into the Outline CoCP (document reference 6.16) and Mitigation Route Map (document reference 6.13).

6.4.8 During operation, the Scheme would be likely to greatly improve connectivity and accessibility to community facilities used by protected characteristic groups. The implementation of a direct link over the River Yare with a maximum gradient of 5% and at-grade signalised crossings with tactile paving provides a more inclusive pedestrian environment for those who may be less mobile or less confident crossing (pregnant women and new mothers, parents with pushchairs, young children, persons with a disability or visual impairment and the elderly). The provision of dedicated footways and cycleways as part of the Scheme that are of suitable widths and gradients is inclusive for persons that require the use of a wheelchair or mobility aid.

7 Stage 3: Monitoring

- 7.1.1** Monitoring would be required to ensure that equalities impacts are removed or minimised throughout the construction and operation of the Scheme. Monitoring would be particularly important during the construction phase where protected characteristic groups are likely to experience negative impacts.
- 7.1.2** This EqIA remains a live document and will be reviewed and updated by the Applicant to reflect any other emerging equality issues or impacts that may arise throughout the Scheme lifecycle.
- 7.1.3** In addition to updating the EqIA, the following monitoring measures should be approved and implemented by the Applicant:
- Appointment of a Community Liaison Officer within the Outline CoCP (document reference 6.16); and
 - Development of the Outline CoCP (document reference 6.16) to include the Framework Construction Traffic Management Plan and a Framework Construction Worker Travel Plan.
- 7.1.4** If approved, the nominated Contractor would be required to appoint a Community Liaison Officer to regularly communicate with the local community on the progress, programme of works and ongoing monitoring of Contractor's compliance with the Scheme commitments and community requirements. The implementation of a Community Liaison Officers would allow the on-going monitoring of equalities issues and provide a framework in which to monitor known equality impacts, identify any emerging impacts and develop any further appropriate mitigation measures.
- 7.1.5** Both the Framework Construction Traffic Management Plan and a Framework Construction Worker Travel Plan, which are appended to the Outline CoCP (document reference 6.16), would be developed by the contractor in consultation with the relevant highway authorities and emergency services. These plans would set out the approach to traffic management, access points, access for pedestrians and cyclists, any closures or diversions of roads and / or footways.

8 References

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- Ref.7: Highways England (2017). Equality Impact Screening and Assessment (EqIA) overview and guidance – Helping you to consider the needs of people (online).
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