

M3 Junction 9 Improvement

Scheme Number: TR010055

7.14 Equality Impact Assessment

APFP Regulation 5(2)(q)

Planning Act 2008

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

Volume 7

November 2022

Infrastructure Planning

Planning Act 2008

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

M3 Junction 9 Improvement
Development Consent Order 202[x]

7.14 EQUALITY IMPACT ASSESSMENT

Regulation Number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference:	TR010055
Application Document Reference:	7.14
BIM Document Reference:	HE551511-VFK-EGN-X_XXXX_XX-RP-LE-1002-C01
Author:	M3 Junction 9 Improvement Project Team, National Highways

Version	Date	Status of Version
Rev 0	November 2022	Application submission

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1 Introduction

1.1 Purpose of this report

1.1.1 This report sets out the Equality Impact Assessment (EqIA) for the M3 Junction 9 Improvement Scheme; hereafter referred to as ‘the Scheme’. An EqIA is a predictive assessment tool which contributes to enabling National Highways’ compliance with legislation set out under the Equality Act 2010 and the associated Public Sector Equality Duty.

1.1.2 The Public Sector Equality Duty is designed to ensure that projects do not discriminate against or disadvantage people relating to the ‘protected characteristics groups’ of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

1.1.3 Public bodies including National Highways must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- Advance equality of opportunity between people who share a protected characteristic and those who do not
- Foster good relations between people who share a protected characteristic and those who do not

1.1.4 This EqIA considers the potential effects of the Scheme on protected characteristic groups and seeks to identify any likely differential impacts on such persons. It also identifies opportunities to improve equality of opportunity and eliminate discrimination.

Table 1: EqIA Details

Name of Practice/Policy	Regional Investment Programme - M3 Junction 9 Improvement Scheme	Proposed or Current	Proposed
Person Completing the Assessment		Duncan Smart – Stantec UK Ltd.	
Date	January 2022 (updated August 2022)	EqIA Register Ref No: (Obtained from the EDI Advocate)	MPS109

2 Aims, purpose, desired benefits and expected outcomes

2.1 Overview

- 2.1.1 This section outlines the aims, purpose, desired benefits and expected outcomes of the Scheme, identifying the customers, staff or stakeholders involved or affected.
- 2.1.2 M3 Junction 9 is a key transport interchange which connects South Hampshire (facilitating an intensive freight generating industry) and the wider sub-region, with London via the M3 and the Midlands/North via the A34 (which also links to the principal east west A303 corridor).
- 2.1.3 Significant volumes of traffic use the grade separated, partially signalised gyratory (approximately 6,000 vehicles per hour during the peak periods) which acts as a bottleneck on the local highway network and causes significant delay throughout the day. Northbound and southbound movements between the M3 and A34 are particularly intensive, with downstream queues on the northbound off-slip of the M3 often resulting in safety concerns during peak periods.
- 2.1.4 To address this, the Scheme comprises the development and delivery of a scheme of works for increasing capacity, enhancing journey time reliability, and supporting development in line with Local Plans. The Scheme includes widening of the M3 from a dual two-lane motorway (two-lane motorway with hard shoulder) to a four-lane motorway (with hard shoulders) between the proposed M3 Junction 9 gyratory north and slip roads, a smaller gyratory roundabout, new walking, cycling and horse-riding (WCH) facilities, connector roads from the new free-flow links to the new gyratory roundabout and improved motorway slip roads.

Scheme Vision and Objectives

- 2.1.5 The Scheme's strategic objectives are supported by the Highways England Delivery Plan 2020-2025 (Highways England, 2020). The Plan sets out six performance outcomes which have been agreed with the Department for Transport for the second road period as follows:
 - 1 Improving safety for all
 - 2 Providing fast and reliable journeys
 - 3 A well-maintained and resilient network
 - 4 Delivering better environmental outcomes
 - 5 Meeting the needs of all users
 - 6 Achieving efficient delivery

2.1.6 The 2021 statutory consultation set out the Scheme's strategic objectives as follows:

- A less congested network – reduce the amount of congestion and increase journey time reliability
- A safe and serviceable network – safety improved as a result of reducing delays and queue lengths
- An improved environment – endeavour to reduce where possible the number of households adversely affected by noise, improve the air quality at sensitive receptors and maximising biodiversity outputs from the Proposed Scheme
- A more accessible and integrated network – improvements at Junction 9 would also include improvements for walking, cycling and horse-riding facilities
- Supporting economic growth – unlocked development capacity for job, business and housing creation

2.1.7 Following the 2021 statutory consultation the Scheme objectives were refined and are now defined as follows:

- To reduce delays at M3 Junction 9 on all links M3, A33 and A34
- Smooth the flow of traffic by improving journey time reliability and reducing delays (time lost per vehicle per mile) at M3 Junction 9 and the exit and entry roads for the A33 and A34
- Improve the safety for all road users and reduce the annual collision frequency and severity ratio on the M3 Junction 9
- Support economic growth and ensure the junction can accommodate additional traffic
- Improvements for walkers, cyclists including connecting the National Cycle Network Route 23 which is severed by the current junction layout

2.1.8 The Scheme is intended to benefit all those in the local area, as well as all drivers on the highway network who are currently delayed by congestion who will benefit from better journey time reliability. However, pedestrians and cyclists, as well as people with protected characteristics identified as potentially affected by the Scheme (such as those using a wheelchair, mobility scooter and parents using a pushchair) are also anticipated to benefit from improved WCH provision across the junction and to its north.

Summary of Scheme Proposals

2.1.9 The Scheme is located to the east of Winchester and partly within the South Downs National Park. The Scheme location in its regional context is presented in **Figure 2.1** and in its local context in **Figure 2.2** with the Application Boundary shown as a red line.

Figure 2.1 Scheme Location – Regional Context

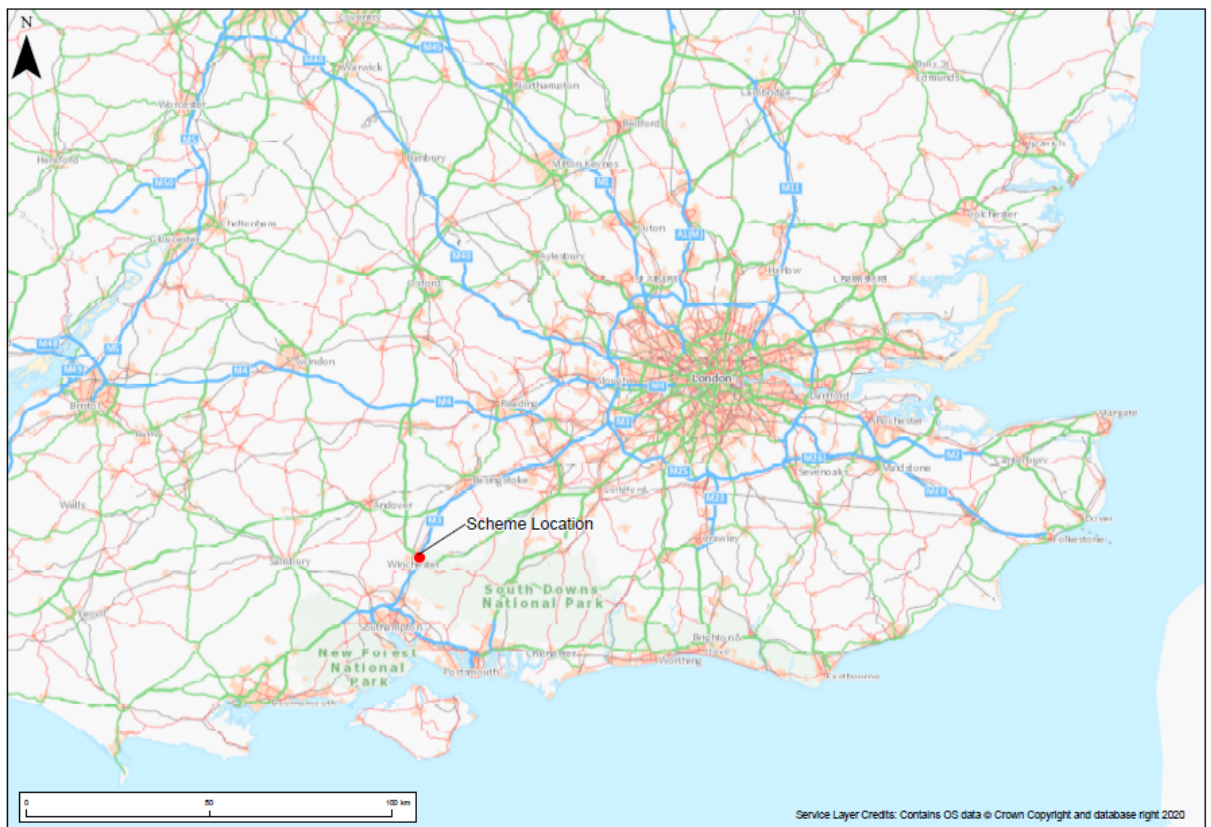
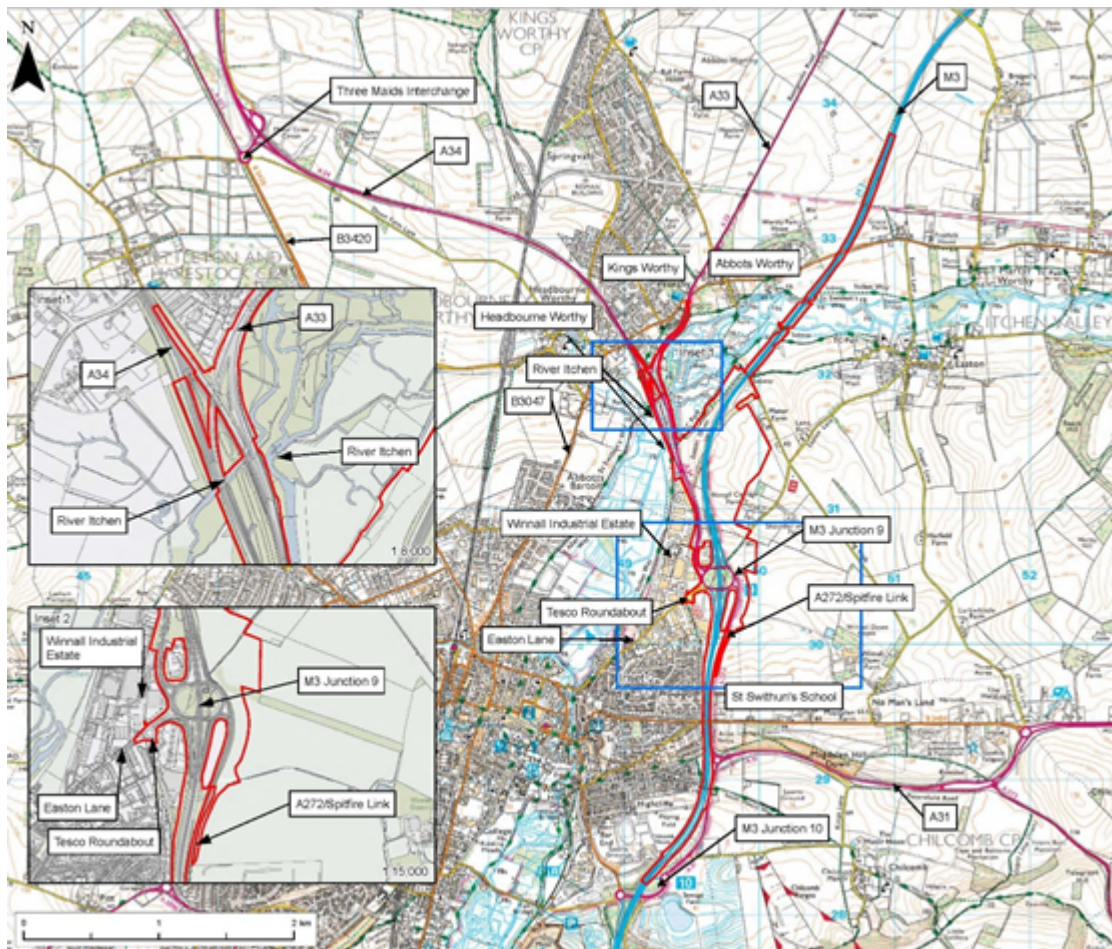


Figure 2.2 Scheme Location – Local Context



2.1.10 The construction phase of the Scheme is estimated to commence in late 2024, with operation anticipated to commence in winter 2027.

2.1.11 The improvements proposed as part of the Scheme both maintain existing connectivity on the road network, whilst providing enhanced capacity, simplified routing, and improved facilities for WCH routes and landscaping enhancements. The Scheme would provide new free flow links between the M3 and A34, as well as a dedicated new A33 alignment. The Scheme elements are described below:

- Widening of the M3 from a dual two-lane motorway (two-lane motorway with hard shoulder) to a four-lane motorway (with hard shoulders) between the proposed M3 Junction 9 gyratory north and slip roads
- A new smaller grade separated gyratory roundabout arrangement within the footprint of the existing roundabout, incorporating new connections over the M3 with improved walking, cycling and horse-riding routes
- Connector roads from and to the new un-signalised gyratory roundabout
- Improved slip roads to/from the M3

- New structures (in the form of gyratory bridges, underpasses, retaining walls, subway and a new cycle and footbridge over the River Itchen)
- A new surface water runoff system with associated drainage and infiltration features
- New signage and gantries
- Utility diversions
- New lighting (subways, underpasses and gantries)
- Modifications to topography through cuttings and false cuttings as well as re-profiling of existing landform
- New walking, cycling and horse-riding provision
- Creation of new areas of chalk grassland, woodland, scrub planting and species rich grassland.

2.1.12 The Application Boundary covers an area of approximately 109 hectares (ha). This includes the proposed land required for gantries, signage, temporary construction compound areas, areas for environmental mitigation, areas for drainage requirements (some of which would be temporary) and traffic management.

2.1.13 The Scheme includes a package of environmental mitigation and enhancement measures to reduce the impacts from the Scheme to the environment where possible. Consideration has also been given to the enhancement of the South Downs National Park where reasonably practicable.

2.1.14 Bridleways, footpaths and cycleways have been designed to allow all gradients to be less than 1:20 to comply with Department for Transport's (DfT) inclusive mobility impaired users. Also, the walking, cycling and horse-riding routes are designed for cyclists, and therefore all horizontal radii are suited for cyclists. They are also considered acceptable for mobility impaired users. The range of opportunities and barriers to all forms of movements have been given due consideration in the design of the Scheme.

2.1.15 A number of new structures are required to be both constructed and demolished to facilitate the Scheme. Some of the main structures are as follows:

- The existing bridges at the M3 Junction 9 gyratory roundabout are proposed to be demolished and replaced by the two new bridge structures carrying the new gyratory.
- A new underpass is proposed to carry the A34 southbound under the new A33 link road and the existing M3. The A34 northbound underpass would carry the new A34 northbound over the new A33 link.

- The existing subways (Winnall Subway East and Winnall Subway West) located under the existing gyratory are proposed to be demolished to facilitate the construction of the reconfigured roundabout. New subways are proposed along the proposed footpath and cycle path route.
- A new bridge to accommodate the footpath and cycle path over the River Itchen is proposed between the existing Itchen Bridge, (which carries the A34 northbound carriageway), and the existing Kings Worthy Bridge would carry the A33 north and southbound carriageways and the A34 southbound carriageway, respectively.

2.1.16 The walking, cycling and horse-riding facilities around and within the Scheme are to be upgraded. This includes an improvement to the National Cycle Network (NCN) Route 23. An additional footpath, cyclepath and bridleway is proposed on the eastern side of the Scheme to link Easton Lane with Long Walk. Such a route would provide a circular leisure path for those using the South Downs National Park with a link to the other paths around Long Walk with their links to local villages. A new combined footpath and cyclepath for the western side of the Scheme is proposed to link the A33 / B3047 Junction to Winnall Industrial Estate situated on Easton Lane.

2.1.17 A detailed description of the Scheme is provided in **Chapter 1 (Introduction)** and **Chapter 2 (The Scheme and its Surroundings)** of the **Environmental Statement (ES) (Document Reference 6.1)**.

2.1.18 Key elements relevant to this EqlA include:

Mobility

2.1.19 The Scheme has been designed to allow all gradients to be equal to or less than 1:20 to comply with the Department for Transport's (DfT) inclusive mobility impaired users. Also, the WCH routes are designed for cyclists, and therefore as all horizontal radii are suited for cyclists, they are also considered acceptable for mobility impaired users. The range of opportunities and barriers to all forms of movements have been given due consideration in the design of the scheme.

River Itchen footbridge

2.1.20 A new cycle and footbridge over the River Itchen will be located between the existing Itchen Bridge (which carries the A34 Northbound carriageway) and the existing Kingsworthy Bridge (which upon completion of strengthening works, will carry the A33 north and southbound carriageways and the A34 southbound carriageway, respectively).

Walking, cycling and horse-riding facilities

2.1.21 The WCH facilities around and within the Scheme are to be upgraded and would retain the provision of National Cycle Network (NCN) Route 23. On both sides of the gyratory (east and west), the existing walking and cycling route which links both parts of Easton Lane, would descend to a subway route provided

beneath the gyratory roundabout. Existing provision for horse-riders would be improved with a widened 3m route (with 4m wide underpasses), which includes mounting blocks provided either side of the eastern subway to enable rider dismounting for leading horses through to continue the route to the existing bridleway extent (which currently ceases within the existing roundabout). Future provision for horse-riders is allowed for (beyond the existing cessation point within the roundabout) by providing a wider bridge over the M3 for a 3m width route, and space for future mounting block provision either side of the western subway which would be sufficient to lead horses through.

- 2.1.22 A new 3m wide combined footway and cycleway for the western side of the Scheme is proposed to link the A33 / B3047 Junction to Tesco situated on Easton Lane. The route runs parallel to the west of the A33 with the route to be constructed within the existing verge. A signalised (unlit) Toucan crossing is proposed adjacent to the proposed National Highways depot roundabout, to provide a link to this route through the north-western side of the gyratory roundabout. The route then transitions to utilise the existing A34 northbound and A33 carriageways which are to be abandoned as part of the Scheme. The existing informal link to the existing Public Right of Way (PRoW) would also be upgraded from its connection to the A33. For the first River Itchen crossing (i.e., most northern), the route follows the existing A33 and is accommodated on the existing bridge deck abandoned carriageway.
- 2.1.23 For the second river crossing (i.e., most southern), the Scheme includes a new cycle/footbridge to be constructed across the River Itchen, with the route extending south along the east of the new A34 alignment, crossing under the A34 in a new 4m wide subway which would then traverse around new attenuation basins, then progressing to the existing depot junction and towards NCN 23 via a new subway under the northern arm of the gyratory roundabout. The new cycle/footbridge would be approximately 3.5m wide.
- 2.1.24 Four proposed subways would be required to accommodate existing and improved provision of routes in the area. The two new subways at the gyratory roundabout would cater for existing users of NCN Route 23, one additional subway would link with the western walking and cycling route, while a subway under the A34 northbound catering for the pedestrian/cyclist users of the new route.
- 2.1.25 An additional 3m wide bridleway (with unbound surfacing) is proposed on the eastern side of the Scheme to link Easton Lane with Long Walk for walkers, cyclists, and horse-riders. Such a route would provide a circular leisure path for those using the South Downs National Park with a link to the other paths around Long Walk with their links to local villages. The bridleway has been designed to a gradient of no more than 1:20 to comply with DfT's inclusive mobility impaired users.

Customers, staff, or stakeholders involved or affected

Users

2.1.26 The main users for the scheme are as follows:

- 1 Road users along the route and on local roads experiencing impacts, for example improvements to road infrastructure to reduce journey times
- 2 Users of local roads and travel routes without vehicles experiencing impacts, including walkers, wheelchair users, cyclists, and horse-riders

Staff

2.1.27 This includes staff involved in the construction and management of the Scheme. The construction stage presents a considerable employment opportunity in the area and can be used to maximise the social value of the Scheme.

Stakeholders

2.1.28 Includes local authorities, public services, local bodies, and environmental agencies consulted as part of the Scheme's development as well as the public.

3 Screening

3.1.1 The screening of equality effects of the Scheme at preliminary design, has used National Highways' standard Equality Impact Assessment (EqIA), Screening Analysis and Monitoring template. The assessment considers how the Scheme could directly impact and contribute to equality effects for Protected Characteristics Groups (PCGs). The results for Screening of the 9 protected characteristics are presented below.

Table 2: Screening of the 9 protected characteristics

Questions considered to establish impacts from the outset for new or changing policies/practices.	The 9 protected characteristics								
	Sex	Religion or Belief	Age	Disability	Race	Sexual Orientation	Gender Re-assignment (include transsexual and transgender)	Pregnancy & Maternity	Marriage & Civil Partnership
1: Is there any indication or evidence that different groups have different needs, experiences, issues, or priorities in relation to the practice/policy?	Y	N	Y	Y	N	N	N	Y	N
2: Is there evidence or an indication of higher or lower uptake by different groups?	N	N	N	N	N	N	N	N	N
3: Do people have different levels of access? Are there social or physical barriers to participation (e.g., language, format, physical access)?	Y	N	Y	Y	N	N	N	Y	N
4: Is there an opportunity to advance equality or foster good relations by altering the policy/practice?	Y	N	Y	Y	N	N	N	Y	N
5: Is there an opportunity to advance equality or foster good relations by working or engaging with other organisations or the wider community?	Y	N	Y	Y	N	N	N	Y	N

Questions considered to establish impacts from the outset for new or changing policies/practices.	The 9 protected characteristics								
	Sex	Religion or Belief	Age	Disability	Race	Sexual Orientation	Gender Re-assignment (include transsexual and transgender)	Pregnancy & Maternity	Marriage & Civil Partnership
6: Is there stakeholder (staff, Trade Unions or public) concern about the policy/practice in terms of actual, perceived or potential discrimination against a particular group?	N	N	N	N	N	N	N	N	N
7: Is there potential for, or evidence that any part of this policy/practice may adversely affect equality of opportunity for all or may harm good relations between different groups?	Y	N	Y	Y	N	N	N	Y	N
8: Is there any potential for, or evidence that any part of the policy/practice could discriminate indirectly or directly? (Consider those who implement it on a daily basis).	Y	N	Y	Y	N	N	N	Y	N

4 Rating rationale

4.1 Baseline conditions

Introduction

4.1.1 The equalities baseline provides a profile of residents living in the area surrounding the scheme. It draws upon the Census 2011 and other datasets from the Office for National Statistics (ONS) to identify, in particular, the level and distribution of people with protected characteristics living within the area.

Study area

4.1.2 The baseline data has been collected for the Winchester City Council Local Authority area (which represents the study area) and has been compared to the national average.

Protected characteristic groups

Sex

4.1.3 **Table 3** shows that there is a slightly higher female population compared with males across the study area which is the same as the national average.

Table 3: Proportion of population by sex

Sex	Study Area	National Average
Male	49%	49%
Female	51%	51%

Source: ONS (2020). *Population estimates - local authority based by five-year age band*

Religion or belief

4.1.4 No indications have been found to suggest this protected characteristic will experience disproportionate impacts during construction or operation, therefore it has not been necessary to collate any related baseline data.

Age

4.1.5 **Table 4** outlines the age breakdown for children (aged 16 and under), young people (16-25 years old) and older people (aged 65 and over) for the study area and the national averages.

Table 4: Proportion of population by age

Age	Study Area	National Average
Children (under 16 years)	19%	19%
Young People (16-24 years)	13%	12%
Older working age people (24 – 64 years)	46%	50%
Older people (over 65)	22%	19%

Source: ONS (2020). *Population estimates - local authority based by five-year age band*

- 4.1.6 The percentage of young people and older people is higher than the national average at 13% and 22% respectively.

Disability

- 4.1.7 **Table 5** shows that the percentage of people who are defined as disabled – people who have a physical or mental impairment and the impairment has a substantial and long-term effect on their ability to carry out normal day-to-day activities - in the study area is slightly lower than the national average.

Table 5: Proportion of population by disability

Disability	Study Area	National Average
Day-to-day activities limited	15%	18%
Day-to-day activities not limited	85%	82%

Source: ONS (2011). *Census: QS303UK - Long-term health problem or disability*

Race

- 4.1.8 No indications have been found to suggest this protected characteristic will experience disproportionate impacts during construction or operation, therefore it has not been necessary to collate any related baseline data.

Sexual orientation

- 4.1.9 No indications have been found to suggest this protected characteristic will experience disproportionate impacts during construction or operation, therefore it has not been necessary to collate any related baseline data.

Gender reassignment

- 4.1.10 No indications have been found to suggest this protected characteristic will experience disproportionate impacts during construction or operation, therefore it has not been necessary to collate any related baseline data.

Pregnancy and maternity

- 4.1.11 **Table 6** shows that 1% of children in the study area are aged under one, the same as the national average. This statistic is a good indicator of the pregnancy and maternity characteristic group.

Table 6: Proportion of population aged under one

	Study Area	National Average
Children under one year	1%	1%

Source: ONS (2020). *Population estimates - local authority based by five-year age band*

Marriage and civil partnerships

4.1.12 No indications have been found to suggest this protected characteristic will experience disproportionate impacts during construction or operation, therefore it has not been necessary to collate any related baseline data.

Rationale for assessment requirement

4.1.13 The introduction of free-flow movement between the M3 and A34 in both north and southbound directions will assist strategic movement and effective management of vehicles.

4.1.14 The Scheme will require the removal and / or realignment of the existing Public Rights of Way (PRoW) associated with the junction; however, new, and safer facilities, including pedestrian and cycle routes are proposed. These will better integrate with the cycle paths to the north east and south west of the Scheme.

4.1.15 The Scheme would also remove any obstacles along the footways, widening the footways/footpaths, reducing gradients, and providing more suitable surfacing. This would result in improved facilities principally for persons related to the protected characteristics of:

- **Disability:** including people using a wheelchair, mobility scooter, or other mobility aid.
- **Pregnancy and maternity:** including people using a pushchair.

4.1.16 As a default position, the Scheme would be developed in such a way to avoid introducing negative impacts on pedestrians and cyclists and those with protected characteristics as explained below.

4.1.17 There is the opportunity to improve conditions for WCH, which could be particularly beneficial to persons relating to the protected characteristics of age, disability, gender, and pregnancy and maternity. This is because these groups are more likely to be impeded or sensitive to busy traffic and/or concerned over safety of road conditions, such that reductions in traffic volumes and traffic speed is more likely to be noticed among these groups.

4.1.18 During construction, potential diversions or closures of PRoW, footways and cycleways has the potential to negatively affect those with access requirements, such as persons related to the protected characteristics of disability, including wheelchair users, blind or partially sighted pedestrians, and pregnancy and maternity e.g., pedestrians with pushchairs. Persons relating to the protected

characteristic of age are also likely to be disproportionately impacted due to the greater presence of mobility issues in this group.

- 4.1.19 These groups of people are more likely to be sensitive to disruption or changes in routes that they take since there may be fewer alternative routes available (i.e., alternative routes may lack drop kerbs or other suitable facilities) or changes to journey lengths may be more significant.
- 4.1.20 Stage 2 of the EqIA identified that the Scheme has the potential to disproportionately affect the age and disability equality groups due to the closures of PRow during construction of the Scheme.
- 4.1.21 The traffic diversion routes will be set out in the **Traffic Management Plan (Document Reference 7.8)** which will accompany the DCO application. This will include measures to minimise any impact on pedestrians and cyclists and those with protected characteristics. The **Traffic Management Plan (Document Reference 7.8)** will be discussed and agreed with the local authorities prior to being implemented. This is also a live document that will be subject to further development prior to construction commencing.

Table 7: Impact Assessment

State whether a full equality impact assessment is required		
Yes	✓	<ul style="list-style-type: none"> ▪ Adjustment required to prevent potential discriminatory practice and to remove barriers to equality of opportunity. ▪ Further evidence/consultation required to enable a sound equality decision.
No		<ul style="list-style-type: none"> ▪ The policy/practice is robust in terms of equality. ▪ The impact on different groups is considered to be 'neutral' with no risk of discrimination and any minor impacts can be justified.

5 Assessment

5.1 Overview

5.1.1 This section sets out the potential impacts of the scheme on protected characteristic groups during construction and operation. An assessment is made of the equality effects of potential impacts identified in the following chapters of the **Environmental Statement (ES) (Document Reference 6.1)** which will accompany the DCO application:

- Chapter 5 Air Quality (**Document Reference 6.1**)
- Chapter 6 Cultural Heritage (**Document Reference 6.1**)
- Chapter 7 Landscape and Visual Effects (**Document Reference 6.1**)
- Chapter 11 Noise and Vibration (**Document Reference 6.1**)
- Chapter 12 Population and Human Health (**Document Reference 6.1**)
- Chapter 14 Climate Change (**Document Reference 6.1**)
- Chapter 15 In-combination and Cumulative Effects (**Document Reference 6.1**)

5.1.2 The findings from the **Consultation Report (Document Reference 5.1)** which will accompany the DCO application have also been reviewed to identify further impacts on protected characteristic groups.

5.1.3 The assessment considers both disproportionate and differential effects. A disproportionate equality effect arises when an impact has a proportionately greater effect on protected characteristic groups than on members of the general population at a particular location. For the purpose of this EqlA, disproportionality is defined in the following ways:

- Where an impact is predicted for the area in which an equality group is known to make up a greater proportion of the affected resident population than their representation in the wider local authority district and/or county/region
- Where an impact is predicted on a community resource predominantly or heavily used by an equality group (e.g., primary schools attended by children; care homes catering for very elderly people).

5.1.4 A differential equality effect is one which affects members of an equality group differently from the rest of the general population because of specific needs, or a recognised sensitivity or vulnerability associated with their protected characteristic. In some cases, protected characteristic groups could be subject

to both disproportionate and differential equality effects. The EqlA considers impacts on groups of people rather than on individuals.

- 5.1.5 **Chapter 2 (The Scheme and its Surroundings)** of the **ES (Document Reference 6.1)** identifies embedded mitigation for the scheme that assists with minimising potential equality effects.
- 5.1.6 **Table 8** overleaf details the potential impacts on different equality groups as well as the evidence basis for these conclusions. The impacts can be positive, negative, or neutral.

Table 8: Potential Impacts on Equality Groups by the scheme

Equality Group	Positive Impact	Negative Impact	Neutral Impact	Summary of Reasons and Evidence Sources (data research and consultation) Supporting this Analysis
Sex	✓	✓		<p><u>Construction Phase: temporary WCH route disruption</u></p> <p>Evidence from the National Travel Survey suggests that women make more walking trips than men.¹ Women are therefore likely to be more sensitive to any changes to WCH provision when compared to other groups.</p> <p>During the construction phase, there will be periods where existing Public Rights of Way (PRoW) would be required to be temporarily closed and would require diversion routes to be implemented to maintain connectivity and access for WCH users.</p> <p>Due to the intrusive nature of the works required to construct the new gyratory abutments, there will be a period of time where the walkers will be required to be diverted from the existing National Cycle Network (NCN) 23 through the gyratory.</p> <p>The crossing under Kingsworthy Bridge would continue to be used during times of bridge strengthening works but may be subject to restrictions to maintain the safety of walkers.</p> <p>From the eastern side of the gyratory, cyclists would be diverted along Easton Lane, then south to Arlesford Road.</p> <p>As the evidence from the National Travel Survey has indicated women make more walking trips than men, they are likely to be disproportionately negatively impacted by the temporary diversions and closures of WCH routes.</p> <p><u>Operational Phase: permanent improvements to access and safety.</u></p> <p>The WCH facilities around and within the Scheme will be upgraded, enhancing accessibility and safety for all users:</p> <ul style="list-style-type: none"> ■ A new combined footway and cycleway for the western side of the scheme is proposed to link the A33 / B3047 Junction to Winnall Industrial Estate situated on Easton Lane. Access will be provided from the proposed National Highways depot roundabout via a signalised Puffin crossing. ■ An additional footway, cycleway and horse riding route is proposed on the eastern side of the Scheme to link Easton Lane with Long Walk. Such a route would provide a circular leisure path for those using the South Downs National Park with a link to the other paths around Long Walk with their links to local villages. ■ The existing informal link to the Itchen Way PRoW will be upgraded from its connection to the A33. ■ A new pedestrian and cycle bridge will be constructed across the River Itchen, linking the new route in the A34 corridor to the NCN 23. ■ Four subways would be constructed to accommodate existing and improved provision of routes in the area. route (A33 / B3047 junction to Winnall to the west of the M3), A34 northbound subway (A34N Chainage (Ch) 1418), gyratory subway (north-west) (RNBT01 Ch 360), gyratory subway (south-west) (RNBT01 Ch 205), gyratory subway (east) (RNBT01 Ch 537). <p>As the evidence from the National Travel Survey has indicated women make more walking trips than men, they are likely to be disproportionately positively impacted by the improvements to access and safety on WCH routes.</p> <p>At PCF Stage 2 it was identified that on average, a higher percentage of women use buses and are therefore more likely to be affected by both the improved bus journey times and any temporary delays during construction. Local buses at present do not travel through the M3 Junction 9 and that there is only one bus stop surrounding the Scheme, which is unlikely to be affected by the construction and operation activities. Since more research has been undertaken and greater information about design and construction activities are available, this has been scoped out. There is no evidence at this stage to suggest that the Scheme will disproportionately affect this protected characteristic.</p>

¹ In 2019 men made 8% fewer trips than women. See: ONS (2020). *National Travel Survey: 2019*

Equality Group	Positive Impact	Negative Impact	Neutral Impact	Summary of Reasons and Evidence Sources (data research and consultation) Supporting this Analysis
Religion or Belief			✓	At this Stage there is no evidence to suggest that the Scheme will disproportionately affect this equality group.
Age		✓		<p>There is a higher than national average percentage of children aged 0-4 years within Winchester 006C in which the Scheme is located (also shown in Chapter 12 (Population and Health) of the ES (Document Reference 6.1)) although the percentage of children from 0-16 years old is the same as the national average. Winchester (including Kings Worthy) has a slightly above national average percentage of young people (16-24 years) and older people aged 65 and over (see Chapter 12 (Population and Health) of the ES (Document Reference 6.1)). It is therefore important to understand how the Scheme may affect this equality group.</p> <p><u>Construction Phase: temporary noise and air quality impacts</u></p> <p>Chapter 11 (Noise and Vibration) of the ES (Document Reference 6.1) concludes that construction noise and vibration from the Scheme is anticipated to have a minor to negligible effect on existing receptors at the majority of receptors and was deemed to be not significant. However, some residential areas located close to the Scheme are likely to experience temporary significant effects from demolition and construction noise and vibration in the absence of mitigation. Mitigation, including through the control measures defined in the first iteration Environmental Management Plan (fiEMP) (Document Reference 7.3), would reduce the significance level of temporary noise impacts.</p> <p>Further, Chapter 5 (Air Quality) of the ES (Document Reference 6.1) concludes that properties located within 200m of construction activities have the potential to be adversely affected by construction dust. These effects will however be short term and with the application of industry best practice mitigation measures, as defined in the fiEMP (Document Reference 7.3), are not considered to be significant under EIA regulations.</p> <p>These effects could have differentials impact on children, who are more sensitive to changes in air quality and noise levels.</p> <p>Exposure to poor air quality during infancy, when the central nervous system develops, can result in neurodevelopment and long-term cognitive health problems.² In addition, research from Asthma UK indicates that pollution impacts children with asthma more than other age groups, as children have faster breathing rates, and their lungs are still growing.³ During the construction phase, additional congestion is likely to occur as single lane running will be in operation. Levels of pollutants, such as nitrogen dioxide, are higher in surrounding areas when traffic is moving slowly. Research conducted by Transport for London, for example, indicates that traffic travelling at 10km/h produces nearly double the amount of emissions as traffic travelling at 20km/h.⁴</p> <p>Evidence from the World Health Organisation also indicates that exposure to noise can affect children's school performance, and well as their physical, social, and emotional development.⁵</p> <p>Furthermore, older people may be more susceptible to the effects of air quality changes than other age groups, particularly if they have another chronic obstructive pulmonary disease or long-term health condition. Consequently, older people living close to, or regularly traveling near, the scheme may be differentially impacted by these adverse changes to air quality during construction.</p> <p>Best practice air and noise pollution mitigation measures will be also used to ensure the impacts of any reduction in air quality and from noise pollution are minimised as far as possible.</p> <p><u>Construction Phase: temporary WCH route disruption</u></p>

² Royal College of Physicians (2016.) *Every breath we take: the lifelong impact of air pollution*, available at: [REDACTED]

³ Asthma UK, *Pollution*, available at: [REDACTED]

⁴ Transport for London, *What are the implications of policies to improve the road network for local air pollution and greenhouse gas emissions?* Available at: [REDACTED]

⁵ WHO (Not Dated). *Children and Noise*, available at: [REDACTED]

Equality Group	Positive Impact	Negative Impact	Neutral Impact	Summary of Reasons and Evidence Sources (data research and consultation) Supporting this Analysis
	✓			<p>According to the National Travel Survey, children, of both sexes, take the highest number of trips by walking than almost any other age group and will therefore be disproportionately impacted by any changes to WCH routes. ⁶</p> <p>As described above, a number of WCH routes will experience temporary stopping-up and/or diversions during the construction stage to provide access to the works and safeguard PRow users.</p> <p>As the evidence from the National Travel Survey has indicated children make a disproportionately high number of walking trips, they are likely to be disproportionately negatively impacted by the temporary diversions and closures of WCH routes.</p> <p><u>Operational Phase: permanent improvements to accessibility</u></p> <p>The WCH facilities around and within the Scheme will be upgraded, enhancing accessibility and safety for all users:</p> <ul style="list-style-type: none"> • A new combined footway and cycleway for the western side of the scheme is proposed to link the A33 / B3047 Junction to Winnall Industrial Estate situated on Easton Lane. • An additional footway, cycleway and horse riding route is proposed on the eastern side of the Scheme to link Easton Lane with Long Walk. Such a route would provide a circular leisure path for those using the South Downs National Park with a link to the other paths around Long Walk with their links to local villages. • The existing informal link to the Itchen Way PRow will be upgraded from its connection to the A33. • A new pedestrian and cycle bridge will be constructed across the River Itchen, linking the new route in the A34 corridor to the NCN 23. • Four subways would be constructed to accommodate existing and improved provision of routes in the area. <p>As the evidence from the National Travel Survey has indicated children make a disproportionately high number of walking trips, they are likely to be disproportionately positively impacted by the improvements to accessibility on WCH routes.</p> <p><u>Operational Phase: permanent air quality impacts</u></p> <p>✓ Chapter 5 (Air Quality) of the ES (Document Reference 6.1) concludes that the Scheme is not predicted to result in a significant effect on Air Quality.</p> <p><u>Operational Phase: permanent noise and vibration impacts</u></p> <p>✓ Chapter 11 (Noise and Vibration) of the ES (Document Reference 6.1) concludes that operational noise levels at noise sensitive receptors is less than 3dB in the short-term and less than 5dB in the long-term. Based on guidance provided within DMRB LA111 (National Highways, 2020), the impact is not considered to be significant in the long-term.</p>
Disability		✓		<p><u>Construction Phase: temporary changes to air quality</u></p> <p>As described above, the scheme will result in increased air pollution during construction. Disabled people are likely to be differentially negatively impacted by an increase in air pollution during construction of the scheme.⁷ Evidence from DEFRA shows that people with lung or heart conditions are at an increased risk of becoming ill and needing treatment when levels of air pollutants rise.⁸</p> <p>Standard best practice construction techniques will be used to mitigate air quality impacts as much as possible. Best practice mitigation will be employed to control dust emissions from construction works and plant during the construction phase, These mitigation measures will seek to suppress the dust generation rate and also mitigate its dispersion and maximise the use of existing vegetation barriers where practicable. Further information is provided in Chapter 5 (Air Quality) of the ES (Document Reference 6.1).</p>

⁶ ONS (2020). *National Travel Survey: 2019*

⁷ See: [REDACTED]

⁸ Department for Environmental Food and Rural Affairs (2013). *Guide to UK Air Pollution Information Resources*.

Equality Group	Positive Impact	Negative Impact	Neutral Impact	Summary of Reasons and Evidence Sources (data research and consultation) Supporting this Analysis
	✓			<p>Operational Phase: permanent increase in accessibility</p> <p>Disabled people are overrepresented amongst pedestrian groups,⁹ meaning that they are likely to be more sensitive to changes to pedestrian access than other groups. Therefore, they are likely to be disproportionately impacted by changes to pedestrian routes.</p> <p>The WCH facilities around and within the Scheme will be upgraded, enhancing accessibility and safety for all users. Collaborative discussion will continue in the detailed design stage to ensure elements like surfacing, wayfinding and lighting are accessible. The facilities include:</p> <ul style="list-style-type: none"> • A new combined footway and cycleway for the western side of the scheme is proposed to link the A33 / B3047 Junction to Winnall Industrial Estate situated on Easton Lane. • The existing informal link to the Itchen Way PRow will be upgraded from its connection to the A33. • A new pedestrian and cycle bridge will be constructed across the River Itchen, linking the new route in the A34 corridor to the NCN 23. • Four subways would be constructed to accommodate existing and improved provision of routes in the area. Lighting would be required within the underpasses and subways due to the length of these facilities, which would be designed in accordance with the South Downs National Park Authority's Dark Skies Technical Advice Note. The approaches and exits to underpasses would not be lit reducing visual impact to the National Park. <p>The Scheme has been designed to allow all gradients to at most 1:20 to comply with DfT's inclusive mobility impaired users. Also, the WCH routes are designed for cyclists, and therefore as all horizontal radii are suited for cyclists, they are also considered acceptable for mobility impaired users. The range of opportunities and barriers to all forms of movements have been given due consideration in the design of the Scheme.</p>
			✓	<p>Operational Phase: permanent air quality impacts</p> <p>Chapter 5 (Air Quality) of the ES (Document Reference 6.1) concludes that the Scheme is not predicted to result in a significant effect on Air Quality.</p>
Race			✓	At this Stage there is no evidence to suggest that the Scheme will disproportionately affect this equality group.
Sexual Orientation			✓	At this Stage there is no evidence to suggest that the Scheme will disproportionately affect this equality group.
Gender Reassignment (Incl. Transsexual and Transgender)			✓	At this Stage there is no evidence to suggest that the Scheme will disproportionately affect this equality group.
Pregnancy & Maternity		✓		<p>As shown in the age category which includes a proportionally greater number of young children compared with the national average it is likely that there are a large number of families living within the vicinity of the Scheme.</p> <p>Construction Phase: temporary changes to air quality</p> <p>Chapter 5 (Air Quality) of the ES (Document Reference 6.1) concludes that properties located within 200m of construction activities have the potential to be adversely affected by construction dust. These effects will however be short term and with the application of industry best practice mitigation measures, as defined in the fiEMP (Document Reference 7.3), are not considered to be significant under EIA regulations.</p> <p>Maternal exposure to air pollution can affect the growth and development of unborn babies and can lead to premature birth and low birth weight.¹⁰ The scheme has the potential to increase levels of air pollution during the construction phase, which may impact on expectant mothers living</p>

⁹ In 2016 The Papworth Trust reported that 60% of disabled people do not have a car available to their households, compared to 27% of the overall population.

¹⁰ British Lung Foundation (Not Dated). *How air pollution affects your children's lungs*

Equality Group	Positive Impact	Negative Impact	Neutral Impact	Summary of Reasons and Evidence Sources (data research and consultation) Supporting this Analysis
			✓	locally. Best practice construction dust control measures and standard mitigation measures will minimise the risk of adverse impacts on sensitive receptors, such as pregnant women. <u>Operational Phase: permanent air quality impacts</u> Chapter 5 (Air Quality) of the ES (Document Reference 6.1) concludes that the Scheme is not predicted to result in a significant effect on Air Quality.
Marriage & Civil Partnership			✓	At this Stage there is no evidence to suggest that the Scheme will disproportionately affect this equality group.

Potential Risks Identified

5.1.7 This EqlA has identified the following potential risks:

- There is a risk that during construction, the temporary closure of routes due to the Scheme may temporarily isolate WCH users, particularly the disabled, the elderly and women during pregnancy and maternity due to the temporary diversions and/or closures, particularly for the footpath extending north of the National Highways depot. Connectivity between the junction and areas surrounding Abbots Worthy and Kings Worthy to the north may be reduced during construction.
- PRow and footways will stay open as much as is practicable and suitable diversions will be put in place where possible, which will be suitable for use by those in a wheelchair, mobility scooter and for use with a pushchair. A **Traffic Management Plan (Document Reference 7.8)** has been developed which will accompany the DCO application and includes measures to minimise any impact on pedestrians and cyclists and those with protected characteristics during construction including wheelchair accessible recovery vehicles, welfare points with disabled access, step free access and tactile paving where required. A Stakeholder Communications Plan will be developed and will include consulting with groups in the local area. This will aim to reduce the impact of the construction work on those with protected characteristics identified as potentially affected by the Scheme.

5.1.8 The impacts on these equality groups will be temporary and once the WCH facilities around and within the Scheme have been upgraded there will be enhanced accessibility and safety for all users with associate positive impacts for the disabled, the elderly and women during pregnancy and maternity. Operational air quality and noise impacts are predicted to be not significant and therefore no long-term impacts due to adverse air quality and noise on the equality groups are anticipated. Overall, therefore, the Scheme will have a positive impact due to enhanced accessibility.

6 Options

6.1.1 **Table 9** below outlines the rationale behind the decision made.

Table 9: Options: The rationale behind the decision reached

Template Reference	Action	Yes/No
E1	Proceed with the policy/practice because: <ul style="list-style-type: none"> ○ The decision can be justified (at screening or in Section 4) ○ There is no reasonable alternative ○ The Senior Reporting Officer is content to defend any potential challenge and is willing to sign-off in Section 9. 	No
E2	Make adjustments: <ul style="list-style-type: none"> ○ To demonstrate how activities will lead to a fair outcome (Ensure further evidence is gathered to ensure any barriers are removed and referenced in Sections 7 and 8)	Yes
E3	Withdraw it because there is obvious detriment	No

7 Additional evidence, research and engagement / consultation

7.1.1 The Scheme has undertaken an extensive approach to stakeholder engagement through public consultations and dedicated meetings with local stakeholders. The aim of the meetings was to consider and advise on specific matters, such as the environment, and walking, cycling and horse-riding provisions. The dedicated meetings with walking, cycling and horse-riding groups had a broad spectrum of members, including local authorities and access groups.

7.1.2 **Table 10** below summarises the key engagement / consultation events to date for the Scheme and the main purpose of each event.

Table 10: Summary of key engagement / consultation events

Stage	Key dates	Description
Non-statutory engagement	January 2017 to November 2022	Engagement with stakeholders (including the Environment Agency, Natural England, Historic England, relevant local authorities, locally elected representatives and local community groups) undertaken throughout the pre-application process that was separate from the non-statutory consultation and statutory consultation stages. The aim of this engagement was to introduce and notify stakeholders about the proposals and DCO process, to gain an understanding of local and technical issues regarding the Scheme, and to take technical advice from prescribed bodies. Chapter 4 of the Consultation Report (Document Reference 5.1) which accompanies the DCO application provides further details regarding the non-statutory engagement undertaken by the Applicant.
Non-statutory public consultation	January 2018 to February 2018	Consultation with stakeholders (including the local community) undertaken before the 2019 statutory consultation exercise. The Applicant held non-statutory public events and briefing events for stakeholders. During this stage, the Applicant sought responses on a non-statutory basis on the preferred design option, provided information on the rejected design options and for local knowledge and opinions to be obtained. Chapter 5 of the Consultation Report (Document Reference 5.1) provides further details on the 2018 non-statutory consultation undertaken by the Applicant.

Stage	Key dates	Description
Statutory public consultation	July 2019 to August 2019	To seek the views of statutory consultees, the local community and other interest groups and individuals on the Scheme proposals which had evolved since the 2018 non-statutory public consultation. Further details are contained in Chapter 8 of the Consultation Report (Document Reference 5.1) .
Statutory public consultation	May 2021 to July 2021	As a result of the design changes and refinements to the Application Boundary that was consulted on during the 2019 statutory consultation, the Applicant determined that a further consultation was required. The purpose of the 2021 statutory consultation was to seek the views of statutory consultees, the local community and other interest groups and individuals on the revised proposals. The consultation also sought feedback on the revised preliminary environmental information which had been reported for the Scheme. Further details are provided in Chapter 11 of the Consultation Report (Document Reference 5.1) .
Public Information Event	September 2022	<p>Following a ministerial statement on 12 January 2022, the roll out of new all running lane (ALR) schemes was paused. As the M3 Junction 9 to Junction 14 Scheme tied into the Scheme on the south facing slips of the gyratory roundabout, some minor design development was undertaken.</p> <p>As a result, the Applicant held Public Information Events with stakeholders (including the local community) in September 2022. The purpose of these events was to notify stakeholders of the design changes to the Scheme and the amended programme. Information was disseminated to stakeholders through various methods, including virtual webinars, the Applicant's 'Engagement Van', a newsletter and information letters. Further details are provided in Chapter 14 of the Consultation Report (Document Reference 5.1).</p>

Non-statutory Consultation at Stage 2

7.1.3 Consultation was undertaken at Stage 2 in January and February 2018. Care was taken in selecting public exhibition venues and building accessibility

checklists were undertaken for each of the venues used for public exhibitions. These are included in **Appendix B**.

ESR

7.1.4 The Stage 1 Environmental Study Report (ESR) and the Stage 2 Environmental Assessment Report (that updates the Stage 1 ESR) was used to inform the Stage 2 assessment where available.

Consultation at Stage 3

7.1.5 In January 2019 a consultation strategy was prepared in partnership with the stakeholder engagement team which would be carried out in order to inform Stage 3 of the Equality Impact Assessment. The consultation strategy included details of groups to contact which represent groups of people with protected characteristics in order to gather their views on the Scheme so that their views could be considered in the designs.

7.1.6 On Wednesday 6 March 2019 the stakeholder engagement team facilitated a WCH stakeholder forum at Winnall Community Centre located close to the location of the Scheme. Building Accessibility Checklists were completed at Stage 2 for this venue to ensure the venue was suitable for those with protected characteristics (Appendix B). The stakeholder engagement team invited groups that represented pedestrians, cyclists and equestrians to the workshop. To ensure the views of relevant people with protected characteristics identified as potentially affected by the Scheme were also considered in the design, groups that represented the elderly, disabled and women during pregnancy and maternity listed in **Table 11** below were also contacted by the stakeholder engagement team via email and phone to encourage their attendance at the workshop.

Table 11: Protected Characteristic Groups invited to pedestrians, cyclists and equestrian's workshop

Protected Characteristic	Groups that Represent the Equality Group
The age equality group	Week Community Centre Retirement Club The University of the Third Age Everycare (Central Hants) Ltd Abbotts Barton Care Home Brendoncare Park Road Nursing Home
The disability equality group	Parity: For People with Multiple Disabilities The Badger Farm Thursday Group SPECTRUM Winchester Live at Home Scheme

Protected Characteristic	Groups that Represent the Equality Group
	Leonard Cheshire disability
The pregnancy and maternity equality group	Busy Lizzy Fun and Fitness Arc Winchester Badger Farm Toddlers Kings Worthy Primary School Winnall Primary School St Swithun's nursery/prep school Hampshire Parent Carer Network

7.1.7 Representatives from the following groups attended the workshop:

- Cycling UK
- British Horse Society
- South Downs Local Access Forum
- Cycle Winchester
- Bespoke Cycles
- Winchester Action on Climate Change
- Sustrans
- St Swithun's School
- South Downs National Park Authority
- Ramblers
- Hampshire Countryside Access Forum.

7.1.8 The workshop provided attendees with an update on the main issues they raised in responses to the consultation undertaken at PCF Stage 2 and how these have been considered in the development of the Scheme design. The workshop also provided these groups with the opportunity to identify how any issues could be addressed to inform the designs prior to the Statutory Consultation taking place in July and August 2019.

7.1.9 The workshop aimed to find out how people travel through the area at present and for what purpose. The workshop also aimed to find out the experience of elderly people, disabled people and the experience of women during pregnancy and maternity travelling around the Scheme and any issues at present. The workshop was an opportunity to find out any special requirements to be

considered in relation to how the Preferred Option is designed or managed during construction, with the aim of improving equality of opportunity and/or foster good relations and/or eliminating discrimination.

- 7.1.10 Unfortunately, representatives from the groups identified (elderly, disabled and pregnant) were unable to attend the workshop and provide their feedback. However, time was allocated at the end of the session to ask questions about the experience of the elderly, disabled and women during pregnancy and maternity to the representatives from the walking, cycling and horse-riding group and discuss any issues that has previously been raised.
- 7.1.11 Many of the groups that represent people with protected characteristics did not respond to the emails and voicemails which encouraged them to attend the WCH workshop. One of the groups contacted stated that it was unlikely that someone from their organisation would attend the consultation as they did not feel they were directly affected. All groups invited to the WCH workshop were provided with information to encourage them to attend the statutory consultation events taking place in July and August 2019. The groups were also sent a link to the consultation website so that they could provide feedback online if they were unable to attend any consultation events in person.

Statutory Consultation 2019

- 7.1.12 Since nobody directly representing groups with protected characteristics attended the WCH workshop, the consultation approach was reviewed to gather as much information as possible from people with protected characteristics to inform the EqlA through public consultation feedback. In July and August 2019, statutory public consultation on the scheme took place over an eight-week period. Care was taken in selecting the public exhibition venues for the public consultation. Building accessibility checks were undertaken to ensure that members of the public that share any of the protected characteristics identified which could be affected by the Scheme were able to attend (these are included in **Appendix B**). Feedback gathered from the public consultation was used to inform the EqlA. Questions in Section F of the consultation questionnaire ('About you') allowed respondents to indicate whether they shared certain protected characteristics.

Statutory Consultation 2021

- 7.1.13 Due to ongoing COVID-19 restrictions, the Applicant was unable to hold in-person consultation events for the 2021 statutory consultation. This was necessary to ensure the safety of both the public and the project team.
- 7.1.14 To maximise access to consultation materials through appropriate non-digital methods, the Applicant offered paper copies of materials to stakeholders, available on request.

7.1.15 **Table 12** details the consultation methods used during the 2021 statutory consultation to try and reach as many people as possible, including hard-to-reach groups.

Table 12: Consultation methods used for 2021 statutory consultation

Method	Detail
Virtual exhibition	The Applicant developed a virtual exhibition room which was open throughout the consultation period. The room provided access to the consultation documents including the questionnaire, consultation brochure and Preliminary Environmental Information Report (PEIR), a 3D flythrough of the Scheme, exhibition boards and an interactive map. The virtual exhibition can be accessed via the dedicated Scheme webpage and the Applicant’s dedicated consultation website.
Proposed Scheme webpage	<p>The Applicant posted on its dedicated Scheme webpage on 27 May 2021 providing details of the consultation and a link to the Citizen Space page for the Scheme.</p> <p>All consultation documents, including the PEIR and the questionnaire were available on the Applicant’s dedicated Scheme webpage and the Citizen Space page for the Scheme.</p>
Bespoke webinars	<p>The Applicant hosted seven online webinars during the consultation period. The online webinars were hosted via Microsoft Teams and covered different topics and specialist areas at a range of dates and times:</p> <ul style="list-style-type: none"> ■ 2 June 2021 (7pm to 8pm): Introduction to the M3 Junction 9 Improvement Scheme and next steps ■ 5 June 2021 (3.30pm to 4.30pm): Introduction to the M3 Junction 9 Improvement Scheme and next steps ■ 8 June 2021 (9.30am to 10.30am): Our proposals – what we are planning to do ■ 10 June 2021 (7pm to 8pm): Our effect on the environment: overview ■ 14 June 2021 (7pm to 8pm): Our effect on the environment: landscape, visual impacts, wildlife, and habitats ■ 15 June 2021 (7pm to 8pm): Our effect on the environment: air quality and noise ■ 17 June 2021 (7pm to 8pm): Our proposals – what we are planning to do <p>The dates, times and topics of the online webinars were included on the Scheme webpage, consultation publicity materials including the</p>

Method	Detail
	<p>Section 48 notice, posters in local venues and the flyer distributed within the consultation target area and promoted via social media on Twitter (@HighwaysSEAST) and Facebook (National Highways: South East).</p> <p>At the online webinars, members of the project team gave a presentation and then took questions from attendees. Attendees were reminded at each webinar that consideration would be given to written responses to the consultation made via the questionnaire form, and emails or letters to the project team. While it was not possible to submit a relevant response to the 2021 statutory consultation in this manner, the online webinars provided an option for consultees to ask further information about the Scheme, the consultation or the consultation materials.</p> <p>The online webinars were recorded and retained on the Scheme webpage for those who could not attend the live version.</p>
Consultation flyer	<p>A flyer containing an invitation to attend the online webinars and telephone surgery was posted to approximately 25,000 households, businesses and institutions within the 2021 consultation target area. The Applicant also emailed the flyer to local elected representatives and local interest groups.</p> <p>The flyer included information on the following:</p> <ul style="list-style-type: none"> ■ The Scheme; ■ Locations of where more information is available, including the virtual exhibition; ■ Dates and registration details of the online webinars and telephone surgery; ■ Information on how to get in touch with The Applicant; and ■ How to submit comments
Telephone surgery	<p>Due to the restrictions in place relating to the COVID-19 pandemic, the Applicant offered additional support to help the public understand the Proposed Scheme and supplement any face-to-face conversations that they would have had with the project team, as such the Applicant offered a telephone appointment surgery throughout the 2021 consultation period.</p> <p>Appointments were available Monday to Friday between 12pm to 7pm and Saturday between 10am to 4pm.</p> <p>Registration details were included in the consultation materials, including the exhibition boards and the Consultation Brochure, on</p>

Method	Detail
	<p>the Scheme webpage, in consultation publicity materials, including the Section 48 Notice, posters and the flyer and promoted via social media on Twitter (@HighwaysSEAST) and Facebook (National Highways: South East).</p> <p>In total, the Applicant carried out 12 telephone appointments during the 2021 statutory consultation period.</p>
Statutory notices	<p>The Statement of Community Consultation (SoCC) notice was placed in the Mid Hampshire Observer on 12 May 2021 and 19 May 2021; the Hampshire Chronicle on 13 May 2021 and 20 May 2021; and the Hampshire Independent on 14 May 2021 and 21 May 2021.</p> <p>The Section 48 notice was placed in the Mid Hampshire Observer on 19 May 2021 and 26 May 2021; the Hampshire Chronicle on 20 May 2021 and 27 May 2021; the Hampshire Independent on 21 May 2021 and 28 May 2021; the London Gazette on 27 May 2021; and the Times on 3 June 2021.</p>
Posters	<p>Posters advertising the consultation were sent out by the Applicant to be displayed at community venues within the 2021 consultation target area. Venues included:</p> <ul style="list-style-type: none"> ■ Homebase, Winnall ■ Sutton Scotney Services ■ Tesco Extra, Winnall ■ M3 Winchester Services ■ Kings Worthy Parish Council notice board <p>The Applicant also sent the poster to newspapers and parish councils to be displayed online. Parish council websites displaying the poster included:</p> <ul style="list-style-type: none"> ■ Littleton and Harestock Parish Council ■ Compton and Shawford Parish Council ■ Headbourne Worthy Parish Council
Media adverts and press releases	<p>Media adverts and press releases were published in the Mid Hampshire Observer, the Hampshire Independent and the Hampshire Chronicle providing details of the Proposed Scheme and consultation.</p>
Social media	<p>The public consultation was advertised via National Highways' South-East Facebook page and the corresponding Twitter account (@HighwaysSEAST).</p>

Method	Detail
Stakeholder briefing	<p>The Applicant held the following stakeholder briefings:</p> <ul style="list-style-type: none"> ■ 26 May 2021: briefing to statutory environmental bodies, Winchester City Council, Hampshire County Council and South Downs National Park Authority; ■ 27 May 2021: briefing to walking, cycling and horse-riding groups; ■ 28 May 2021: briefing to local businesses; and ■ 3 June 2021: briefing to locally elected members
Site notices	<p>There is no statutory requirement for the Applicant to post and maintain site notices at the site to advertise a public consultation under the Planning Act 2008. However, due to the restrictions imposed by COVID-19, the Applicant posted and maintained 15 notices at key locations around the Application Boundary throughout the 2021 statutory consultation period to promote the Scheme and provide details about the consultation activities, including the online webinars and telephone appointment surgery. The site notices contained the same information as the Section 48 notice. The site notices were erected on 25 May 2021 and checked weekly until removed on 8 July 2021.</p>
National Highways' Engagement Van	<p>The Applicant parked its 'Engagement Van' outside local venues within the 2021 consultation zone to promote the 2021 statutory consultation. Locations included:</p> <ul style="list-style-type: none"> ■ M3 Junction 9 Winchester South Services on 27/05/2021 ■ Cobbs Farm Shop car park on 28/05/2021 ■ Guildhall, Winchester, on 29/05/2021 ■ Tesco, Winnall, on 02/06/2021 ■ M3 Junction 9 Winchester North Services on 03/06/2021 ■ A34 Sutton Scotney Services on 04/06/2021 ■ HSBC, Winchester City Centre, on 05/06/2021

Hard-to-reach groups

7.1.16 Hard-to-reach groups can be broadly defined as those that may have specific requirements to access consultation information or may be less likely to be involved in consultation in comparison with other local residents. The Applicant discussed hard-to-reach groups with Winchester City Council, South Downs National Park Authority and Hampshire County Council in preparation of the 2021 SoCC and the following groups were specifically identified:

- Elderly (65+)
- Those without internet access or that do not access information digitally

7.1.17 The Applicant sent a letter containing information about the 2021 public consultation and an invitation to attend the online webinars and telephone surgery to a number of local community groups, including hard-to-reach groups. Groups receiving the information included parish councils and those representing age, toddler, sexual orientation, walking, cycling, horse-riding and disability groups. Further details are provided in the **Consultation Report (Document Reference 5.1)**.

7.1.18 Further to the consultation methods listed in **Table 12** above, in order to ensure that as many individuals and community groups including hard-to-reach groups were aware of the consultation and able to take part, a range of communications techniques were used to encourage their involvement, including:

- Providing information in plain English;
- Making sure events are held at times and through methods convenient and accessible to as many people as possible;
- Displaying site notices at strategic locations within the consultation target area;
- Providing details of the public consultation via National Highways' Engagement Van at strategic locations within the consultation target area;
- Seeking to gain wide-spread media coverage;
- Sending press releases to local newspapers/publications;
- Sending information directly to people's homes in the consultation target area;
- Providing key updates and encourage engagement via social media;
- Ensuring paper copies of documents could be sent to stakeholder's addresses upon request.

7.1.19 A copy of the 2021 SoCC is enclosed in **Appendix I.8** of the **Consultation Report (Document Reference 5.1)**.

7.1.20 Feedback from the 2021 statutory consultation included requests that the Applicant should reconsider the "needs" and "interests" of people walking, cycling and horse-riding close to the Scheme. As a result the Applicant has engaged with the host authorities and parish councils as well as walking, cycling and horse-riding interest groups to consider their suggestions for improved provisions to help address the concerns raised during the 2021 statutory

consultation. Taking into account this feedback, the Applicant decided to amend the proposed walking, cycling and horse-riding provisions for the Scheme.

7.1.21 The footpath on the western side of the junction, linking the A33/B3047 junction to Winnall Trading Estate on Easton Lane has been revised to include a cycling route. In addition, the footpath on the eastern side of the junction, linking Easton Lane with Long Walk, has been revised to include cycling and horse-riding provisions at a 1:20 gradient to enable use by all users.

7.1.22 In summary, the following new walking, cycling and horse-riding provisions have been included in the Scheme since the 2021 statutory consultation:

- Proposed walking and cycling route to the west of the Scheme – approximately 3,151m in length
- Proposed walking, cycling and horse-riding route to the east of the Scheme – approximately 1,7,17m in length

Additional information

7.1.23 Each project within National Highways’ Major Projects directorate has to go through the project life cycle. The life cycle of a Major Project begins at Stage 1 (Option Identification) and ends at Stage 7 (Closeout). The Project Control Framework (PCF) is the electronic manual for the Major Projects directorate and sets out who needs to do what and when to deliver a successful road project in a consistent and controlled manner throughout the project lifecycle. Equality impacts are considered from PCF Stage 1 (Options Identification) throughout the PCF process including at PCF stage 3 Preliminary Design stage (this stage). The Equality, Diversity and Inclusion sifting Tool (EDIT) is used as part of the process and is designed to help National Highways project managers, designers and engineers make an informed decision about how equality issues relate to their scheme. The updated EDIT tool for the Scheme at PCF Stage 3 is contained in **Appendix A**.

7.1.24 The work that has taken place throughout the process has been informed by desk-based research, surveys, meetings / workshops, statutory consultation and assessment (including EqIA and EIA). This work has enabled mitigation measures to be developed to reduce impacts associated with the Scheme. Measures taken to address potential negative impacts through the PCF process to date are summarised below.

Table 13: Activities taken to address potential negative impacts

Activities to Address any Potential Negative Impacts or Risks to Deliver Positive Impacts	Provide Activity Completion Dates
A WCH workshop was held during PCF Stage 2 (Options Selection). Information on the purpose of journeys and	Complete

Activities to Address any Potential Negative Impacts or Risks to Deliver Positive Impacts	Provide Activity Completion Dates
how WCH users use the surrounding road and PRow network was collected and potential mitigation measures discussed.	
EDIT exercise provides a monitoring tool with an audit trail capturing evidence to ensure the Scheme has complied with both the Equality Act 2010 and the Public Sector Equality Duty. This has been updated for PCF Stage 3.	Complete
Review of the EqIA has been undertaken at PCF Stage 3. The overall EDIT score at this stage is 72%. Please see Appendix A.	Complete
Development of the Traffic Management Plan and Communications Plan have taken into consideration the protected characteristics of different groups.	Complete
Groups representing the elderly, disabled and women during pregnancy and maternity were consulted throughout PCF Stage 3.	Complete
Since the 2021 statutory consultation the Scheme walking, cycling and horse-riding provision has been enhanced. Statements of Common Ground are being drafted at Stage 3 including for Winchester City Council, Hampshire County Council and South Downs National Park Authority. Ongoing efforts to agree Statements of Common Ground will take place at PCF Stage 4.	Ongoing – into PCF Stage 4

Summary of the findings and how these shaped the development

- 7.1.25 The Scheme has the potential to disproportionately affect the age, disability and pregnancy and maternity equality groups due to the potential temporary diversion or closure of routes during construction of the Scheme.
- 7.1.26 The WCH facilities will be upgraded as part of the Scheme which will likely benefit the elderly, disabled, children and pregnancy and maternity equality groups by providing safer and more accessible WCH facilities and PRow during operation. Operational air and noise impacts are not forecast to be significant and no adverse impacts on equality groups are therefore predicted.

8 Monitoring and review

8.1.1 This section outlines how the outcomes of the Scheme will be monitored throughout the project lifecycle and explain how these will be reviewed for the purposes of the EqIA. This is a separate exercise from any monitoring required under the EIA regulations.

8.1.2 **Table 14** below shows the key monitoring actions, indicating who will be responsible for these and when they will be undertaken.

Table 14: Monitoring Actions

Monitoring Action	By Whom	By When
The EqIA is a monitoring tool which is to be refined continuously throughout the Project Delivery.	PCF Stage 4 onwards consultant and National Highways	All subsequent PCF stages

9 Senior responsible officer sign-off

9.1.1 In submitting this EqIA the Senior Responsible Officer (SRO) has:

- Approved all activity including monitoring actions
- Submitted documentation to the [REDACTED]
- For all MP schemes please contact [REDACTED]
- Considered the documentation as robust and suitable for publication
- Checked that the documentation is saved in the EqIA area of the internal filing system and is retained as a record as part of good governance.

Table 15: Senior Responsible Officer Sign-Off

Name	Alan Feist	Date	07/11/2022
Job Title	Programme Leader Major Projects (RIP SE)		

Appendix A Equality, Diversity and Inclusion Tool (EDIT)

E-D-I-T

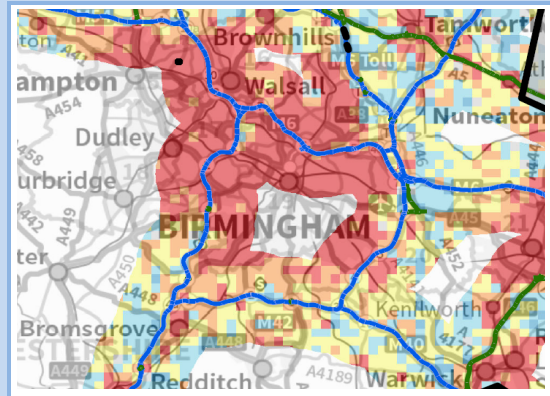
Equality, Diversity and Inclusion Tool

Prepared by Mott MacDonald on behalf of Highways England

About EDIT - the Equality, Diversity and Inclusion Tool

Why do I need to use EDIT on my scheme?

- In England and Wales the **Equality Act 2010** means that considering equality as part of service delivery is required by law.
- Highways England has duties under the Act to ensure that the Strategic Road Network (SRN) is **accessible**, and that economic and social **opportunities** are maximised for all users.
- The **Equality, Diversity and Inclusion Tool (EDIT)** is designed to help you - Highways England project teams - to make an informed decision about how equality, diversity and inclusion (EDI) are relevant to your project.
- EDIT uses information about your scheme, local population data, equality research and any other evidence you may have, to identify whether your scheme is likely to have an **impact** on EDI and what **action** you might need to take to address this.
- EDIT provides an **evidence base** which can help you to make the right decision about how to maximise the benefits of your scheme for all Highways England's customers and the local communities affected by what we do.



Which schemes should I use EDIT on?

In Major Projects

- EDIT should be used on all schemes as part of the **Equality Impact Assessment (EqIA)** PCF product. Complete EDIT during the Equality Impact screening process and again during the full assessment in Project Control Framework (PCF) stages 1 and 3 as a minimum. EDIT can also add value during the construction stage.

In Operations

- EDIT should be used on schemes likely to have an impact on EDI. Use of EDIT for **improvement** schemes, funded via the Designated Funds or as part of delivery of RIS1 and 2, is strongly recommended as these are most likely to have EDI implications, though **asset maintenance** and **renewal** schemes may benefit from the use of EDIT.

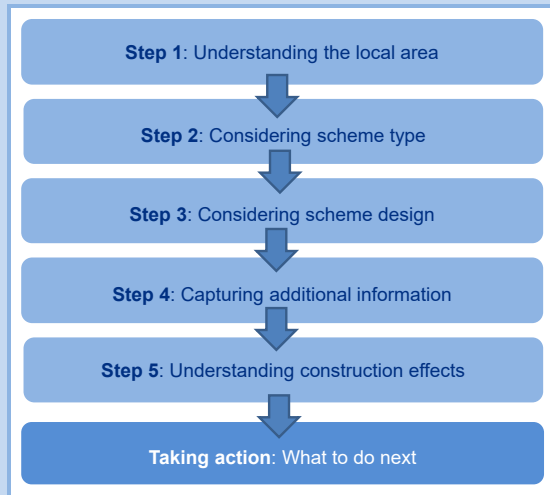
On all schemes

- Consult with your scheme's **Senior Responsible Owner** and **Diversity Representative** if you are unsure about whether to use EDIT, or at what point in the project process it should be applied.
- We have produced a separate guidance note to help guide you through the use of EDIT and the EqIA process in Major Projects - this can be found on SHARE and the supplier portal alongside the EqIA and EDIT materials.

What does EDIT involve?

EDIT involves five steps:

- Step 1 involves an initial review of your scheme using a series of specially-designed EDI **'hotspot' maps**, included in a separate booklet.
- The maps include a single EDI look-up (or 'hotspot') map of the SRN, supported by four further maps covering population, equality and destination data. The maps are designed to allow you to 'zoom in' on the local area of your scheme to understand the factors which may indicate that EDI issues need further consideration.
- Steps 2, 3, 4 and 5 involve an assessment of the different aspects of the scheme to identify in more detail whether EDI is relevant and how.
- The four steps (each one represented by a tab in this Excel workbook) include a range of questions covering details about your scheme, relevant design considerations, and the potential construction effects associated with delivery.
- The steps also include opportunities to capture existing evidence from other assessments or consultation activity being undertaken.
- The assessment process generates a score identifying the extent to which EDI is relevant to your scheme. The score is linked to a number of signposts on what to do next.



How do I get started?

1. Begin by completing the 'spatial assessment' on tab one, using the 'hotspots' mapping booklet for your area. **This will provide you with local social and demographic evidence relevant to your scheme.**
2. Continue through the tool answering the questions on each tab in turn, making any relevant notes as you need to. **Certain selections you make will limit the options available in the tool, particularly around the location of the scheme.**
3. The remainder of the tool asks straightforward questions about the type of scheme, specific design features, assessment and consultation work already undertaken, and construction considerations. Answer all the questions that are applicable by clicking the most appropriate button. **Leave any questions that you cannot answer or do not apply as 'unknown' - these will not affect your EDIT score.**
4. Once you have your EDIT score, **further information is available on the 'Next steps' tab**, highlighted in green on the worksheet tabs below.
5. **You will need to update your EDIT document throughout the project life cycle.** There is a sign-off and version control section on the summary page that should be completed following each revision, which could be undertaken in line with the PCF in Major Projects or the Design Gateway process within OD projects, for example:
 - When assessing and prioritising scheme need (for example as part of the Value Management process)
 - During project design and planning
 - During the construction review process (as part of project delivery)

Some hints and tips

- * The user groups below are those included within the Equality Act 2010, non-motorised users, and those groups that tend to experience disadvantage in terms of transport. **These should be kept in mind when using the tool.**
- * You will see the 'ⓘ' symbol throughout the tool - hover over these with your cursor for more information.
- * Most of the questions require you to select your answer by **clicking the button** 'yes', 'no', or 'unknown' if you do not know the answer. However, some of the questions use **drop-down menu** selections - just look for the downward arrow next to the response boxes, click and make your selection.
- * Consider both your scheme in its current form, and realistic options and alternatives. **This does not mean consider options that are way beyond the budgetary or other constraints in which you are working. Simply consider those design features that could be added to enhance your scheme, if you know of any.**

Who should I be thinking about?

EDIT is intended to help you identify whether your scheme is likely to have an impact on a range of different user groups, this includes people with characteristics protected under the Equality Act 2010, other groups who would potentially experience disadvantage, and other non-motorised users. These are detailed below:

People with characteristics protected under the Equality Act 2010

<p>Age</p> <ul style="list-style-type: none"> • Children (aged under 16) • Younger people (aged 16-24) • Working age people (aged 16-64) • Older working age people (age 55 and over) • Older people of retirement age (age 65 and over) 	<p>Disability</p> <ul style="list-style-type: none"> • Mobility impairments (e.g. wheelchair users) • Sensory impairments (e.g. blind, deaf) • Learning disabilities • Mental wellbeing disabilities • Serious illness (e.g. cancer, AIDS) 	<p>Gender reassignment</p> <ul style="list-style-type: none"> • People who consider themselves to be transgender • Anyone at any stage of gender reassignment • Holders of gender recognition certificate 	<p>Marriage and Civil partnership</p> <ul style="list-style-type: none"> • People who are married • People who are in a civil partnership • People who are single (unmarried, divorced, widowed)
<p>Pregnancy and maternity</p> <ul style="list-style-type: none"> • Women who are pregnant • Women who are on statutory maternity leave (up to six months after their baby is born) • Women with very young children • Breastfeeding mothers 	<p>Race and ethnicity</p> <ul style="list-style-type: none"> • People from Black and Minority Ethnic communities (BAME) • White British and Non White British people • Different BAME categories (e.g. black people), and sub-categories (e.g. Black Caribbean people) 	<p>Religion and belief</p> <ul style="list-style-type: none"> • People from religious groups • People from minority faiths (such as Buddhism, Hinduism, Judaism, Islam and Sikhism) • Christians • People with no religion and atheists 	<p>Sex / gender</p> <ul style="list-style-type: none"> • Men • Women
	<p>Sexual orientation</p> <ul style="list-style-type: none"> • Heterosexuals • Lesbian, gay and bi-sexual people (LGB) 		

Other groups who would potentially experience disadvantage

<p>Poverty</p> <ul style="list-style-type: none"> • People living in income deprived areas • People living in employment deprived areas 	<p>Accessibility</p> <ul style="list-style-type: none"> • People living in access deprived areas 	<p>Health inequality</p> <ul style="list-style-type: none"> • People living with a Long Term Limiting Illness (LTLI) • People claiming Disability Living Allowance • People from health deprived areas 	<p>Rural communities</p> <ul style="list-style-type: none"> • People living in areas defined as very rural or predominantly rural 	<p>Car ownership</p> <ul style="list-style-type: none"> • People living in households without a car
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Other non-motorised and vulnerable users

<p>Pedestrians</p> <ul style="list-style-type: none"> • People travelling on foot • Including disabled pedestrians • People using footpaths or public rights of way 	<p>Cyclists</p> <ul style="list-style-type: none"> • People travelling by bicycle • People using cycle routes, cycle paths, or the National Cycle Network 	<p>Equestrians</p> <ul style="list-style-type: none"> • People travelling by horse • People using bridleways
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EDIT - Equality, Diversity and Inclusion Tool

Step 1: Equality 'hotspot' mapping assessment

About your project

Record the key details of your project in the boxes below.

1.1	Project number / code:	551511
1.2	Project title:	M3 Junction 9 Scheme
1.3	Project manager:	Anne-Marie Palmer
1.4	Contact	anne-marie.palmer@nationalhighways.co.uk
	Telephone:	07711 188199
1.5	Project directorate:	Major Projects (MP)
1.6	Project stage:	PCF Stage 3
1.7	Project type:	Major Scheme
1.8	Project cost range:	Between £160m to £220m

Equality hotspot assessment

1.9	Highways England Area:	3	1.10	Scheme location:	Winchester
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Consider the map booklet for your area, and using the colour code below select a score from 0 to 5 from the drop down menu. If your scheme covers a large area, long distance, or falls between a number of different areas, use your own judgement as to the most appropriate score.

(NOTE: The maps are available to view separately in PDF booklet format and accompany this Excel tool).

For each Highways England Area five maps are available:

1. An equality 'hotspot' map - which shows those parts of the Area with concentrations of all of the above - people, equality groups and destinations.
2. A population map - which shows those parts of the Area with the largest numbers of people.
3. An equality map - which shows those parts of the Area with the largest numbers of people from particular groups.
4. An equality map - which shows those parts of the Area with the highest proportions of people from particular groups.
5. A destinations map - which shows those parts of the Area with the highest numbers of destinations such as schools, hospitals, religious buildings and care homes.

Colour	Description	Score to input
Red	A 'hotspot' area.	5
Orange	High number / proportions	4
Yellow	Medium number / proportions	3
Light Green	Low number / proportions	2
Dark Green	Very low number / proportions	1
Grey	No population or destinations	0

1.11	Using the equality 'hotspot' map: Does the scheme fall within or near to an equality 'hotspot'?	5
1.12	Using the population map: Does the scheme fall within or near to a densely populated area?	5
1.13	Using the equality numbers map: Does the scheme fall within or near to an area with a high number of people from equality groups?	4
1.14	Using the equality proportion map: Does the scheme fall within or near to an area with a high proportion of people from equality groups?	5
1.15	Using the destinations map: Does the scheme fall within or near to an area with a high density of trip attractors?	5
		Yes No Unknown
1.16	Are there any large, seasonal, temporary attractors or destinations in the local area of your scheme?	<input checked="" type="radio"/> <input type="radio"/> <input type="radio"/>

South Downs National Park attracts tourists and is located directly east of the scheme. The historic centre of Winchester including its cathedral and water meadows and footpath network attract tourists to the west of the scheme.

You can get a data snapshot of the local area of your project - including population breakdown, the economy and other information - from the following locations:

You can look up local demographic data on 'Neighbourhood Statistics' here:

[ONS](#)

You can look up local economic data on 'nomis' here:

[nomis](#)

Step 1 Score:

97%

Step 1 is complete, click here to proceed to Step 2

EDIT - Equality, Diversity and Inclusion Tool

Step 2: Considering scheme type

Main effects of the scheme

	Yes	No	Unknown	
① 2.1 Does the scheme involve reorganisation of the built environment?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Levels of traffic are likely to increase as the scheme looks to increase the capacity of the junction. Speed is likely to increase along some links due to increased capacity and reduced congestion.
① 2.2 It the scheme likely to impact upon community severance?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.3 Are there likely to be disproportionate effects on those without access to a car?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.4 Will the scheme impact upon the mobility of non-motorised users?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.5 Will the scheme increase levels and speed of traffic ?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.6 Will the scheme impact upon the distance between people and traffic?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Primary beneficiaries

Do the primary beneficiaries of the scheme include any of the following:				
	Yes	No	Unknown	
① 2.7 Drivers and their passengers?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Public transport users may benefit from the Scheme due to reduced congestion but they do not represent a primary beneficiary.
① 2.8 Public transport users?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.9 Pedestrians?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.10 Cyclists?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.11 Equestrians?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.12 Mobility impaired pedestrians?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Key asset: Motorways

	Yes	No	Unknown	
① 2.13 Is the scheme located entirely on a motorway?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	The scheme has slip roads that directly join the motorway. The scheme may reduce the levels of traffic that queue on the motorway carriageway and therefore may have an impact on average speed/speed limit. The scheme will improve on the level of information available on the motorway through the provision of enhanced signage which will likely improve perceptions of safety.
Motorways				
① 2.14 Is the scheme likely to have an impact on safety or perceptions of safety of the motorway environment?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.15 Will the scheme impact upon users ability to leave their vehicle independently or safely?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.16 Will the scheme impact upon ease of use and accessibility of emergency roadside telephones (ERTS)?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.17 Will the scheme result in changes to the speed, average likely speed or speed limit on the section of motorway?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.18 Will the scheme impact upon the level of information available on the motorway?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Managed / smart motorways				
① 2.19 Is the scheme a smart motorway scheme?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.20 Will the scheme result in temporary or partial loss of the motorway hard shoulder?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.21 Will the scheme increase the distance between refuge areas?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Key asset: Trunk A Roads

	Yes	No	Unknown	
① 2.22 Is the scheme located entirely on a Trunk A Road?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	While not entirely located on a trunk road, the A34 will be affected by the works on the Scheme. The Scheme also includes residential areas in the vicinity (mainly to the south west) but they are not immediately adjacent to the carriageway. Trip attractors could include the National Park and historic Winchester. The A34 / A303 could be an alternative to using the M3.
Trunk A-Roads				
① 2.23 Does the location of the scheme include residential areas immediately adjacent to the carriageway?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.24 Does the location of the scheme include particular relevant trip attractors in close proximity to the carriageway?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.25 Does the scheme include sections of road used as an alternative to motorway travel?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.26 Does the location of the scheme incorporate public transport usage?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Area type: Rural and Urban Areas

	Rural	Urban	Both	
① 2.27 Is the scheme located primarily in a rural area, an urban area or combination of both?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	The scheme will positively impact on the NMU infrastructure in the area
Rural areas				
① 2.28 Will the scheme affect public transport access for people living in rural areas?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.29 Will the scheme affect the visibility of NMUs using rural roads?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.30 Will the scheme affect the accessibility of key services in rural areas?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.31 Will the scheme have an impact on the accident profile of the area?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.32 Will the scheme impact upon NMU infrastructure (pavements, cycle lanes etc.) in the area?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.33 Will the scheme have a disproportionate effect on young people in rural areas?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
Urban areas				
① 2.34 Will the scheme have disproportionate effect on people living in urban areas?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.35 Will the scheme impact upon access to green or open space?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.36 Is the scheme located in an areas of high deprivation?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.37 Is the scheme located in an area with a high accident rate?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Non-motorised user (NMU) impact

	Yes	No	Unknown	
① 2.38 Does the scheme involve Public Rights of Way?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Some ProW may be impacted by the Scheme, particularly the ProW on Easton Lane and the informal path that is used by NMUs to navigate the junction currently. Safety for NMUs will be improved with the addition of segregated ProW and the provision of crossings. New NMU facilities are provided to the west and east of the scheme.
① 2.39 Does the scheme involve a Public Right of Way with equestrian rights?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.40 Does the scheme involve cycle routes, or is it used by cyclists?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.41 Will the scheme increase the length of NMU routes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 2.42 Can the safety of junctions, crossings or roundabouts be improved for NMUs?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Step 2 Score:

71%

High scoring areas:

Main effects of the scheme, Non-motorised user (NMU) impact

Low scoring areas:

Step 2 is complete, [click here to proceed to Step 3](#)

EDIT - Equality, Diversity and Inclusion Tool

Step 3: Considering scheme design

Footways

	Yes	No	Unknown	
① 3.1 Will the scheme involve changes to footways (e.g. width)?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<p>During the construction phase, there will be potential temporary effects on access due to the scheme. However, suitable mitigation will be implemented to reduce the impacts and these will only be short-term and temporary.</p> <p>The WCH facilities around and within the Scheme are to be upgraded and would retain the provision of National Cycle Network (NCN) Route 23. On both sides of the gyratory (east and west), the existing walking and cycling route which links both ends of Ecton Lane, would depend on a subway route.</p>
① 3.2 Will the scheme involve changes to kerbs (e.g. height)?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 3.3 Will the scheme involve changes to footway gradient and level?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 3.4 Will the scheme involve use of tactile paving?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 3.5 Will the scheme permanently affect access to footways?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 3.6 Does the scheme provide an opportunity to enhance the pedestrian environment?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 3.7 Are specific accessibility measures being included as part of the design? (please specify)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Crossings, footbridges and underpasses

	Yes	No	Unknown	
① 3.8 Will the scheme result in changes to traffic levels or speed?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<p>The number of at grade crossings will be reduced; however, grade separated crossings are being introduced as part of the scheme which are safer than the current provisions on the junction.</p> <p>Whilst a footbridge and underpasses are being demolished / closed during construction, these are being rebuilt as part of the scheme. Therefore there is only a temporary impact on accessibility.</p> <p>Measures to improve the accessibility of the footbridge/underpass are not required as they are built into the scheme.</p>
3.9 Will the scheme change the number of crossings available?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
3.10 Will the scheme change the means by which people cross?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.11 Will the scheme affect identified pedestrian desire lines or existing crossing routes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 3.12 Does the scheme involve the addition or removal of footbridges?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.13 Does the scheme involve the addition or removal of underpasses?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.14 Can measures be implemented to improve the accessibility of the footbridge/underpass?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Street furniture and bollards

	Yes	No	Unknown	
① 3.15 Will the scheme involve additional or changes to existing street furniture?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<p>All options will result in changes to the existing street furniture. Opportunities for integrating street furniture through the design will be explored during detailed design.</p>
3.16 Will the scheme affect the location of street furniture?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.17 Can street furniture be combined as part of the design? (i.e. can lighting columns be set into grass verges? Can waste bins be combined with planters or seating?)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
① 3.18 Will the scheme involve the addition or removal of bollards?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Taxis

	Yes	No	Unknown	
① 3.19 Will the scheme impact upon the location of taxi ranks?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
3.20 Will the scheme impact upon access to existing taxi ranks?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
3.21 If taxi ranks are relocated will they be situated at suitable drop off points near key services?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	

Parking

	Yes	No	Unknown	
① 3.22 Will the scheme change the location or affect the provision of and access to on-street parking?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
3.23 Will the scheme change the location or affect the provision of and access to disabled parking?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
3.24 Will the scheme implement red routes, or other measures which prohibit disabled parking?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
3.25 Will the scheme affect parking in destinations where disabled people may disproportionately use services – for example at hospitals or clinics providing outpatient services?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	

Covers and gratings

	Yes	No	Unknown	
① 3.26 Will the scheme change the location of covers or gratings?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<p>It is expected that there will be an increase in covers and gratings and there may be some impact - severity dependent upon the final scheme design.</p>
3.27 Will the scheme involve the addition of covers and gratings?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Walking distances

	Yes	No	Unknown	
① 3.28 Will the scheme affect walking distances between key local destinations?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<p>The scheme may increase walking distances between destinations during construction as a result of diversions or closures of PROW.</p>
3.29 Will the scheme change walking distance between residential areas and public services?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.30 Do proposed walking routes include rest points such as benches?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	

Signage

	Yes	No	Unknown	
① 3.31 Will the scheme change signed or natural / intuitive highways routes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<p>Changes to pedestrian routes are expected to be generally improved.</p>
3.32 Will the scheme change signed or 'natural' pedestrian routes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.33 Will the scheme impact upon Public Rights of Way?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.34 Will the scheme change routes to key destinations?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.35 Will the scheme disrupt way-finding?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	

Personal security, surveillance and lighting

	Yes	No	Unknown	
① 3.36 Will the scheme change the location of street lighting?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
3.37 Will the scheme lead to additional pedestrian routes or new roads where lighting should be considered?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.38 Does the scheme include provision for other personal security measures such as CCTV?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	

Public Transport



- 3.39 Will the scheme change public transport routes?
- 3.40 Will the scheme change the location of bus stops?
- 3.41 Will the scheme affect the accessibility of stops, stations or other public transport facilities?
- 3.42 Will the scheme impact upon existing interchange facilities?
- 3.43 Are measures proposed to enhance and support personal security?

Yes No Unknown

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Step 3 Score:

64%

High scoring areas:
Footways, Covers and gratings
Low scoring areas:
Parking, Public Transport

Step 3 is complete, [click here to proceed to Step 4](#)

EDIT - Equality, Diversity and Inclusion Tool

Step 4: Capturing additional evidence

Scheme consultation, appraisal and assessment activity

	Yes	No	Unknown		Yes	No	Unknown
① 4.1 Have consultation or other public or stakeholder engagement activities been undertaken as part of scheme development, options appraisal or similar?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Has this process resulted in findings relevant to equality, diversity or inclusion issues?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
① 4.2 Has an Equality Impact Assessment (EqIA) or other form of Equality Analysis been undertaken?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Has this process resulted in findings relevant to equality, diversity or inclusion issues?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
① 4.3 Have Social and Distributional Impact Appraisals been undertaken in accordance with WebTAG Units A4.1 and A4.2?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Has this process resulted in findings relevant to equality, diversity or inclusion issues?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
① 4.4 Has a Health Impact Assessment (HIA) been undertaken?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Has this process resulted in findings relevant to equality, diversity or inclusion issues?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
① 4.5 Has a Non-motorised User (NMU) audit been undertaken?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Has this process resulted in findings relevant to equality, diversity or inclusion issues?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
① 4.6 Has an Environmental Statement been prepared, or an Environmental Impact Assessment (EIA) been undertaken?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Has this process resulted in findings relevant to equality, diversity or inclusion issues?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
① 4.7 Has a Strategic Environmental Assessment (SEA) been undertaken?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Has this process resulted in findings relevant to equality, diversity or inclusion issues?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
① 4.8 Has a Sustainability Appraisal been completed?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Has this process resulted in findings relevant to equality, diversity or inclusion issues?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A Health Impact Assessment has not been carried out, however health impacts have been assessed within the air quality, noise and vibration, population and human health and road drainage and the water environment of the Environmental Statement. A Social and Distributional Impact Appraisal has been carried out.

Relevant activity being undertaken by other bodies locally

① 4.10 Is any other highways work being undertaken in the local area (for example by the local highways authority) that is relevant to the project?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<p>M3 Junction 9 - 14 central reservation hardening is taking place and ties into this proposed scheme.</p>			
4.11 Is any of the work scheduled to be undertaken likely to contribute to the scheme's equality or community impact?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Step 4 Score:

68%

High scoring areas:

Low scoring areas:

Relevant activity being undertaken by other bodies locally

Step 4 is complete, click here to proceed to Step 5

EDIT - Equality, Diversity and Inclusion Tool

Step 5: Understanding construction effects

Likely construction effects

NOTE: This step may not yet be applicable if you are early on in the delivery of your project.

	Yes	No	Unknown
5.1 Are there likely to be any specific construction effects?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.2 Will vehicular access routes be temporarily affected by construction of the scheme?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.3 Will footpaths, public rights of way, or access routes be temporarily impacted by construction?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.4 Will public transport routes be temporarily altered or service levels temporarily reduced by construction?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.5 Will any community facilities (such as educational or healthcare facilities) be impacted by construction?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
5.6 Will the full function of the facilities in question be impeded for any period during construction?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
5.7 Will use of the facilities be temporarily disrupted due to construction noise, additional traffic or other construction activities?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.8 Will access to facilities be disrupted? If so, for how long? And will alternative access be provided?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
5.9 Will there be temporary land take from community facilities as a result of construction?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Construction impacts due to traffic will be managed through a Construction Traffic Management Plan submitted as part of the DCO application.

Construction assessment and management processes

	Yes	No	Unknown
5.10 Has a construction impact assessment been undertaken for the scheme?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.11 Has a Code of Construction Practice (CoCP) been implemented for the scheme?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
5.12 Has a Construction Environmental Management Plan (CEMP) been implemented for the scheme?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.13 Does the CoCP or CEMP identify any measures designed to manage effects relevant to EDI?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

A CEMP will be submitted with the DCO application

Step 5 Score:

62%

High scoring areas:

Low scoring areas:

Step 5 is complete. Your EDIT summary and score are on the 'Summary' tab. [Click here to view.](#)

EDIT - Equality, Diversity and Inclusion Tool

Summary and sign-off

What does this page tell me?

This sheet summarises the findings of the EDIT process. Your running totals from each of the previous sheets is summarised here alongside a summary of the process including:

- The key areas driving your score (where you have primarily answered positively or negatively)
- Any steps where the score is based on a low response rate (you have provide fewer than 50% of answer)
- Any area where you answers do not match previously entered information (where your responses within two separate steps are contradictory)

The sheet also provides a final space to make some further notes for each of the steps

Summary of: Step 1: Hotspot identification and preliminary decision

Step 1 score 97%

The outcome of the hotspot mapping exercise showed that your scheme is located in:
An equality 'hotspot' area, An area of high population density, An area with large numbers of people from equality groups, An area with high proportions of people from equality groups, An area with a large number of destinations used by members of

Key areas identified for consideration include:

Your response rate for this step was:
100% While you have answered more than 50% of questions on this sheet your score for this section may require further scrutiny

① The scheme is within what could be considered a 'high sensitivity' area given that the hotspot mapping exercise provided scores for 5 (the maximum) on all but the equality numbers map which achieved a 4.

Summary of: Step 2: Information about the scheme

Step 2 score 71%

Your score at step 2 is influenced by the following areas of positive response:
Main effects of the scheme, Non-motorised user (NNU) impact

Your score at step 2 is influenced by the following areas of negative response:

Your response rate for this step was:
95% While you have answered more than 50% of questions on this sheet your score for this section may require further scrutiny

① The scheme scores highly on the potential changes and effects to non-motorised users since the scheme involves public rights of way used by pedestrians, equestrians and cyclists. The scheme is however likely to improve non motorised user facilities by increasing the length of PRoW (particularly the footpath extending north of the National Highways depot) and provide safer and more accessible crossings and PRoW.

Summary of: Step 3: Scheme design elements for consideration

Step 3 score 64%

Your score at step 3 is influenced by the following areas of positive response:
Footways, Covers and gratings

Your score at step 3 is influenced by the following areas of negative response:
Parking, Public Transport

Your response rate for this step was:
98% While you have answered more than 50% of questions on this sheet your score for this section may require further scrutiny

① As mentioned in the summary for Step 2, the scheme has the potential to affect public rights of way users, however assuming appropriate mitigation measures are implemented during construction, non-motorised users are unlikely to be disproportionately affected. The scheme will not be affecting the parking capacity or access/provision of disabled spaces due to the location of the scheme near the M3 and A34.

Summary of: Step 4: Capturing additional information

Step 4 score 68%

Your score at step 4 is influenced by the following areas of positive response:

Your score at step 4 is influenced by the following areas of negative response:
Relevant activity being undertaken by other bodies locally

Your response rate for this step was:
67% While you have answered more than 50% of questions on this sheet your score for this section may require further scrutiny

① Consultation and discussions have been held with Hampshire County Council and statutory environmental bodies to identify groups that should be consulted about the scheme. An NNU workshop was held in January 2018 along with several public consultation events and further meetings with NNU groups held throughout (until 2022). An EqlA has been undertaken to identify any protected characteristic groups that may be disproportionately affected by the scheme. A health impact screening assessment has been undertaken, however a full health impact assessment has not. Health has been covered in the

Summary of: Step 5: Understanding construction effects

Step 5 score 62%

Your score at step 4 is influenced by the following areas of positive response:

Your score at step 4 is influenced by the following areas of negative response:

Your response rate for this step was:
100% While you have answered more than 50% of questions on this sheet your score for this section may require further scrutiny

① There is the potential for specific construction effects to arise, however a CEMP and Construction Traffic Management Plan have been prepared to accompany the DCO application.

OVERALL EDIT SCORE:

72%

Equality, diversity and inclusion issues are likely to be a factor in the effective delivery of your scheme. An Equality Impact Assessment should be considered - consult your SRO or Diversity Representative for more information on this.

Further consideration of development, design and construction measures will be required at the next project stage - guidance on this can be found within the next tab. Consult your SRO and Diversity Representative for more information. EDIT is now complete for this stage.



REMEMBER! You know your scheme better than EDIT does.
EDIT provides a mechanism to help you make an informed and evidence-based decision about progressing your scheme.
If in doubt, consult the signposting for next steps on the next sheet.



[Click here to navigate to the 'next steps' tab.](#)

Revision number:

4

Project stage:

PCF Stage 3

Date:

Aug-22

Signed off by Senior Responsible Owner:

Name:

Job title:

Signature:

Date:

Signed off by Diversity Representative (where applicable):

Name:

Date:

Signature:

EDIT - Equality, Diversity and Inclusion Tool

What next? Signposting for potential next steps

Undertaking further assessment: the Equality Impact Assessment (EqIA) process

If your scheme scored over 60% you should consider undertaking further explicit equality analysis on your scheme. If your scheme scored over 80% it is highly likely that some form of additional analysis will be required.

Highways England currently uses **Equality Impact Assessment (EqIA)** to assess those schemes considered likely to have a disproportionate impact on different sections of society. EqIA, when used in conjunction with EDIT, is a good way of evidencing your decision-making processes to support compliance with the **Equality Act 2010** and **Public Sector Equality Duty**.

Contact the Senior Responsible Owner for your scheme and your divisional diversity representative for more information on **Highways England's EqIA screening pro-forma** - a mandatory part of the EqIA process and a useful tool for turning what you have learned about your scheme from the EDIT process into an action plan to help you decide how to proceed with your project.

Guidance is available from Highways England and from national bodies responsible for this policy area.

Click on the headline links in each section to access the guidance online.



Highways England (2016): 'Public Sector Equality Duty Objectives (2016-2020) and Annual Progress Report'

Includes information on the objectives that Highways England has set itself as an organisation in fulfilment of its duties under the Equality Act 2010.

Highways Agency (2011): 'Guide to Equality Impact Assessments'

PLEASE NOTE THAT THIS GUIDANCE IS UNDER REVIEW - THE DRAFT EMERGING HIGHWAYS ENGLAND GUIDANCE ON EqIA IS AVAILABLE ON SHARE / THE SUPPLIER PORTAL

Includes guidance on :

- Highways England process for EqIA
- Your legal duties
- What an EqIA is and who should undertake it
- Key EqIA stages within Highways England
- Screening and full EqIA processes



Equality and Human Rights Commission (2014): 'Meeting the Equality Duty in Policy and Decision-Making'

Includes guidance on :

- What is equality analysis
- What you need to demonstrate to comply with the PSED
- Gathering evidence and information
- Publishing your findings
- Consultation and engagement



Government Equality Office (2011): 'Public Sector Equality Duty: What Do I Need to Know?'

Includes guidance on :

- Your duties under the PSED
- What you need to demonstrate to comply with the PSED
- How to evidence your decisions
- Common misconceptions about the Equality Act and PSED

Consultation and engagement guidance

As part of developing, designing and delivering your scheme, you may need to undertake consultation or engagement with statutory consultees, key stakeholders and members of the public. Equality legislation places significant priority on consultation as a means of demonstrating compliance with the PSED and even if a decision is taken not to undertake an Equality Impact Assessment, demonstrating consideration for equality issues within project development and design processes is strongly supported by robust engagement with stakeholders, representatives of people with protected characteristics, and members of these groups.



Equality and Human Rights Commission (2014): 'Engagement and the equality duty: A guide for public authorities'

Includes guidance on:

- Timescales
- Who to involve
- Engagement methodologies
- Publication of engagement materials

Amending your scheme: design guidance

One key conclusion you may have drawn from undertaking the EDIT process (and from any further assessment activity you undertake) is that certain aspects of your design may need to be revisited to further explore opportunities to maximise EDI benefits.

There is a range of guidance available, and while some of it is now more than ten years' old, it remains current. Much of it has been issued by the Department for Transport or Highways England and constitutes the 'design standard' on many of the issues considered throughout EDIT.

Click on the headline links in each section to access the guidance online.



Highways Agency: 'DMRB, Volume 5: Assessment and preparation of road schemes'

Contains guidance on:

- Crossings
- Junctions
- General considerations (such as surfaces, signing and markings, lighting, drainage and manholes, street furniture, personal safety and security, maintenance and monitoring and other issues (bus stops, escape routes for disabled motorists, and service and picnic areas).



Department for Transport (2005): 'Inclusive Mobility: a Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'

Section 2 on preparation and implementation, includes part 4, covering provision for non-motorised users and contains guidance on:

- Pavement widths
- Gradients
- Seating
- Barriers on footways
- Street furniture
- Street works
- Surfaces
- Crossings
- Bay design
- Bus stops
- Taxi ranks



Department for Transport: 'Manual for Streets'

Guidance on different types of crossings linked to user groups, cyclists, public transport, bus stops



Department for Transport: 'Shared Space'

Guidance on shared space, which may be of particular relevance to people with disabilities.



SaMERU - Safer Mobility for Elderly Road Users (2013): 'Guidance'

Specific guidance for making the environment accessible for elderly road users.



Inclusive Design for Getting Outdoors (I'DGO)

Specific guidance for improving the environment for older people:

- Seating guidance
- Bus stops
- Tactile paving
- Pedestrian crossings
- Widths of footways and footpaths
- Adjacent and shared use (cyclists and pedestrians) of footways and footpaths
- Materials of footways and footpaths
- Changes in level of footways and footpaths
- Kerbs including tactile dropped kerbs of footways and footpaths
- Signage



Sustrans (2014): 'Design Manual: Handbook for cycle-friendly design'

Technical guidance on key issues around on and off highway cycle infrastructure, covering:

- Understanding user needs
- Network planning
- Streets and roads
- Traffic free routes
- Rural areas
- Crossings
- Interface with carriageway
- Bridges and other structures
- Destination signage
- Cycle parking



Department for Transport (2012): 'Shared Use Routes for Pedestrians and Cyclists'

Guidance on

- Site assessment
- General design considerations
- Detailed design issues

Appendix B Building Accessibility Checklists

Building Accessibility Checklist – Winchester Guildhall

This checklist will help you to evaluate the accessibility of a venue. It is not a full access audit, but will be helpful for you when planning events, such as training.

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
ACCESS TO BUILDING / TRAVEL				
1. Is there accessible public transport to the venue?	✓			
a) Low floor bus route?	✓			Winchester Bus Station opposite
b) Taxi drop off point?	✓			There are suitable places where a taxi can stop
c) Metro link?		✓		
d) Train station close by?	✓			15 minute walk
2. Are the pavements leading to the venue in good condition with dropped kerbs?	✓			
a) Good accessible road crossings with warning texture and crossing systems?	✓			
3. Is there accessible parking near the entrance?	✓			
a) How many spaces are there?				6 plus city centre parking RQ: How far away is city centre parking?
b) Is it within 50 metres uncovered or 100 metres covered to an accessible entrance?	✓			
c) Is there lighting from the accessible parking to accessible entrance?	✓			
4. Is the main entrance easy to recognise, which can be defined by a unique physical feature or colour?	✓			
a) If dark outside is there appropriate lighting?	✓			Reception is left of the main outside staircase
5. Is the entrance accessible?	✓			
a) If there is a ramp, does it have a levelled area at the top?	✓			Ground floor

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
b) If the doors are closed, can they be opened unaided by a person in a wheelchair i.e. light weight door (try opening it with one finger), low door handle...?	✓			Automatic doors
c) Are steps and floor level changes clearly marked with a bright contrast edging?	✓			
6. Is there an entrance Lobby where a wheelchair user can move clear of one door before using the next one?	✓			
a) Does the lobby door have space to be fully opened?	✓			
b) Is there a trip hazard?		✓		
c) Is there a visual panel so you can see someone approaching?	✓			Glass door
7. Is there a reception area?	✓			
a) Is there a low area for someone who may not be able to see over the counter?	✓			
b) Is there a higher area for tall people who might find it difficult to bend for signing things?	✓			
c) Is there a minicom?		✓		
d) Is there a fax?		✓		
e) Are the staff trained to help with disabilities?	✓			
8. Are the floor surfaces non-slip?	✓			
a) Does the floor surface create a glare?		✓		
9. If there is seating, do some have armrests?	✓			
a) Is the seating fixed to the floor?		✓		
b) Is the seating set out in rows and if so can you get a walking frame down the rows?	✓			Seating can be moved
c) Is there a clear space for wheelchair users to sit where they are away from traffic flow?	✓			

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
ROOM AND FACILITIES				
10. Is there clear access to the meeting room?	✓			
a) Wide doors?	✓			
b) Wide corridor?	✓			
c) No obstacles in the way i.e. rubbish bin, etc...		✓		
d) If the doors are closed, can they be opened unaided by a person in a wheelchair i.e. light weight door (try opening it with one finger), low door handle...?		✓		Door can be pushed open, but it can't be opened with one finger
11. Is there colour contrasting in the building so that the doors and fixtures are easy to distinguish?	✓			
a) Does the furniture contrast with the surroundings so that people don't bump it?	✓			
12. Is there an accessible toilet at least 1.5m x 2.2m?	✓			
a) How many toilets are there?				Multiple cubicles, male, female and disabled toilets
b) Wide door?	✓			
c) Is there a low door handle?	✓			0.89m – disabled, 1.1m – male and female
d) Does the handle have a lock that can be flipped or slid to lock? I.e. no twisting locks	✓			
e) Is it kept clear of storage equipment?	✓			
f) Is it easily accessible from the meeting room?	✓			
g) Is the sink near the toilet, so it can be reached while on the toilet, but not located in the transfer space?	✓			
13. Do the average toilets have door handles no higher than 1.1m?	✓			
a) Are the cubical door handles near 80cm from the floor & have a lock that can be flipped or slid? I.e. no twisting locks	✓			

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
b) Do the toilets and sinks contrast with surroundings so they can be easily identified?	✓			
14. Is the meeting room on the ground floor?	✓			Ground floor
a) If not is there a lift?				
b) Are the buttons in the lift at the height that a wheelchair user could reach?				
15. Is there equipment to assist with hearing?	✓			Can hire at extra cost
a) Is there a working induction loop available to users of the meeting room?		✓		
b) Do you have amplifiers and microphones available to hirers of the meeting room?	✓			
c) Does the wiring for these systems impede access to seating		✓		
d) Are there power points available to plug in equipment?	✓			
16. Is there clear signage?	✓			
a) Is only the first letter of each word capitalised?	✓			
b) Is the font simple or plain, such as Arial or Helvetica?	✓			
c) Is there colour contrasting, such as black & white or yellow & dark blue?	✓			
18. Is there an outdoors area for a Service or Guide dog to "relieve" itself?	✓			
19. Is there a public phone?				Phone at reception
a) Is there a low phone for wheelchair users?		✓		
b) Is there a minicom for Deaf people?		✓		
EVACUATION PROCEDURES				

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
<p>20. What is the evacuation procedure for assisting wheelchair users out of the building? Give details...</p>				<p>Please see Fire Evacuation Plan</p>

Created by [James Kennaby](#), Diversity Team –
GTN – [REDACTED] 0121 678 4184

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Source data includes –
www.salford.gov.uk
and
www.laria.gov.uk

(Document entitled – Guidelines on Effective Communication and Consultation

Building Accessibility Checklist – Kings Worthy Community Centre/ Tubbs Hall

This checklist will help you to evaluate the accessibility of a venue. It is not a full access audit, but will be helpful for you when planning events, such as training.

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
ACCESS TO BUILDING / TRAVEL				
1. Is there accessible public transport to the venue?	✓			
a) Low floor bus route?	✓			Bus Stop Opposite – 30 metres away
b) Taxi drop off point?	✓			
c) Metro link?		✓		
d) Train station close by?		✓		
2. Are the pavements leading to the venue in good condition with dropped kerbs?	✓			
a) Good accessible road crossings with warning texture and crossing systems?	✓			
3. Is there accessible parking near the entrance?	✓			
a) How many spaces are there?				21 spaces + 2 disabled spaces plus on road parking
b) Is it within 50 metres uncovered or 100 metres covered to an accessible entrance?	✓			
c) Is there lighting from the accessible parking to accessible entrance?		✓		No lighting in the car park to the rear of the building
4. Is the main entrance easy to recognise, which can be defined by a unique physical feature or colour?	✓			At the front of the building, up the steps and clear signage
a) If dark outside is there appropriate lighting?	✓			Covered by tree branches but light should still shine through
5. Is the entrance accessible?	✓			
a) If there is a ramp, does it have a levelled area at the top?	✓			
b) If the doors are closed, can they be opened unaided	✓			Push button / Automatic doors

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
by a person in a wheelchair i.e. light weight door (try opening it with one finger), low door handle...?				
c) Are steps and floor level changes clearly marked with a bright contrast edging?	✓			Different surfaces
6. Is there an entrance Lobby where a wheelchair user can move clear of one door before using the next one?	✓			
a) Does the lobby door have space to be fully opened?	✓			
b) Is there a trip hazard?		✓		
c) Is there a visual panel so you can see someone approaching?	✓			Glass door
7. Is there a reception area?		✓		
a) Is there a low area for someone who may not be able to see over the counter?		-		
b) Is there a higher area for tall people who might find it difficult to bend for signing things?		-		
c) Is there a minicom?		-		
d) Is there a fax?		-		
e) Are the staff trained to help with disabilities?		-		No staff will be present on the day
8. Are the floor surfaces non-slip?	✓			
a) Does the floor surface create a glare?		✓		
9. If there is seating, do some have armrests?		✓		Seating provided but without arm rests
a) Is the seating fixed to the floor?		✓		
b) Is the seating set out in rows and if so can you get a walking frame down the rows?		✓		Not fixed seating
c) Is there a clear space for wheelchair users to sit where they are away from traffic flow?	✓			
ROOM AND FACILITIES				

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
10. Is there clear access to the meeting room?	✓			
a) Wide doors?	✓			
b) Wide corridor?	✓			
c) No obstacles in the way i.e. rubbish bin, etc...		✓		
d) If the doors are closed, can they be opened unaided by a person in a wheelchair i.e. light weight door (try opening it with one finger), low door handle...?	✓			
11. Is there colour contrasting in the building so that the doors and fixtures are easy to distinguish?	✓			
a) Does the furniture contrast with the surroundings so that people don't bump it?	✓			
12. Is there an accessible toilet at least 1.5m x 2.2m?	✓			
a) How many toilets are there?				1 male, 1 female and 1 disabled
b) Wide door?	✓			
c) Is there a low door handle?	✓		1 metre from the ground	
d) Does the handle have a lock that can be flipped or slid to lock? I.e. no twisting locks	✓			
e) Is it kept clear of storage equipment?	✓			
f) Is it easily accessible from the meeting room?	✓			
g) Is the sink near the toilet, so it can be reached while on the toilet, but not located in the transfer space?	✓			
13. Do the average toilets have door handles no higher than 1.1m?	✓			
a) Are the cubical door handles near 80cm from the floor & have a lock that can be flipped or slid? I.e. no twisting locks		✓		The handles are 1.1m from the ground
b) Do the toilets and sinks contrast with surroundings	✓			

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
so they can be easily identified?				
14. Is the meeting room on the ground floor?				Only 1 floor
a) If not is there a lift?	-			
b) Are the buttons in the lift at the height that a wheelchair user could reach?	-			
15. Is there equipment to assist with hearing?		✓		
a) Is there a working induction loop available to users of the meeting room?		✓		
b) Do you have amplifiers and microphones available to hirers of the meeting room?		✓		
c) Does the wiring for these systems impede access to seating		✓		
d) Are there power points available to plug in equipment?	✓			
16. Is there clear signage?	✓			
a) Is only the first letter of each word capitalised?	✓			
b) Is the font simple or plain, such as Arial or Helvetica?	✓			
c) Is there colour contrasting, such as black & white or yellow & dark blue?	✓			
18. Is there an outdoors area for a Service or Guide dog to "relieve" itself?	✓			Open land at the front
19. Is there a public phone?		✓		
a) Is there a low phone for wheelchair users?		✓		
b) Is there a minicom for Deaf people?		✓		
EVACUATION PROCEDURES				

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
<p>20. What is the evacuation procedure for assisting wheelchair users out of the building? Give details...</p>				<p>Please see the fire information pack</p>

Created by [James Kennaby](#), Diversity Team –
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Source data includes –
www.salford.gov.uk
and
www.laria.gov.uk

(Document entitled – Guidelines on Effective Communication and Consultation with Disabled People)