

# A1 in Northumberland: Morpeth to Ellingham

**Scheme Number: TR010059**

## **Equality Impact Assessment**

AFPF Rules 2010 Rule 8(1)(c)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

Infrastructure Planning

Planning Act 2008

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

**The A1 in Northumberland: Morpeth to  
Ellingham**

Development Consent Order 20[xx]

---

**Equality Impact Assessment**

---

<b>Regulation Reference:</b>	APFP Regulation 8(1)(c)
<b>Planning Inspectorate Scheme Reference:</b>	TR010059
<b>Doc Reference:</b>	6.23
<b>Author:</b>	A1 in Northumberland: Morpeth to Ellingham Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	January 2021	Deadline 2



# CONTENTS

---

<b>1</b>	<b>EQUALITY IMPACT ASSESSMENT</b>	<b>1</b>
<b>2</b>	<b>SCHEME EQUALITY IMPACT ASSESSMENT</b>	<b>3</b>

---

## ***TABLES***

Table 2-1 - Scheme EqIA	4
-------------------------	---

---

## ***APPENDICES***

APPENDIX A

PART A - EDIT

APPENDIX B

PART B - EDIT

APPENDIX C

AREA 14 HOT SPOT MAPS

APPENDIX D

SCHEME FIGURES

APPENDIX E

BUILDING ACCESSIBILITY CHECKLISTS

---

# 1 EQUALITY IMPACT ASSESSMENT

---

- 1.1.1. This Equality Impact Assessment (this “EqIA”) relates to an application made on 7 July 2020 for development consent by Highways England (the “Applicant”) to the Secretary of State for Transport via the Planning Inspectorate for the A1 in Northumberland: Morpeth to Ellingham (the “Scheme”).
- 1.1.2. The Scheme is formed of two parts known as Part A (Morpeth to Felton) and Part B (Alnwick to Ellingham). A detailed description of the Scheme can be found in Chapter 2: The Scheme of the Environmental Statement (ES) [APP-037].
- 1.1.3. The application for development consent was accepted for Examination on 4 August 2020. This EqIA is submitted at Deadline 2 (29 January 2021) of the Examination.
- 1.1.4. To comply with the Equality Act 2010 and public sector equality duty an EqIA was undertaken for Part A (see Appendix A) and Part B (see Appendix B) during the preliminary design stage of the Scheme. The outputs from the assessment of Part A and Part B have been combined to form an EqIA for the Scheme. This is detailed in Table 1-1 below
- 1.1.5. Appendix C of this EqIA provides a specially designed Equality, Diversity and Inclusion (EDI) ‘Hotspot Map’ which covers the area within which the Scheme is located. The ‘Hotspot Map’ is designed to understand factors which may indicate EDI issues which need further consideration in developing and delivering the Scheme.
- 1.1.6. The EqIA was informed by The Equality, Diversity and Inclusion sifting Tool (EDIT). EDIT is a sifting tool developed by the Applicant to support informed decision making on how equality, diversity and inclusion are relevant to schemes. EDIT was applied to Part A and Part B to inform the level of assessment required.
- 1.1.7. On completion of EDIT a score is applied to indicate the level of assessment required. The EDIT score as shown in Appendix A for Part A was 59% and as shown in Appendix B for Part B the score was 63%. indicating the requirement for a full EqIA. Any scheme which scores over 50% should proceed with a full EqIA. The EDIT highlighted equality, diversity and inclusion issues that are likely to be a factor in the effective delivery of the Scheme, and further consideration of measures to tackle these issues are required throughout the lifecycle of the Scheme.
- 1.1.8. The EDIT identified key elements of the Scheme which could disproportionately affect vulnerable groups. These are as follows:
  - a. Scheme design impacts:
    - i. Amendments to public transport facilities, such as bus stops; and
    - ii. Impacts on physical accessibility to rural and community facilities, due to increase in Public Rights of Way (PRoW) length, including some permanent closures, temporary closure of certain roads and routes during construction of the Scheme as well as potential changes to PRoW and footpath gradients.

**b. Construction impacts:**

- i.** Pedestrian or community severance due to construction disruption;
- ii.** Temporary changes, diversions or closures to the road, PRow networks or other key non-designated routes;
- iii.** Temporary or permanent changes to public transport facilities, such as bus stops; and
- iv.** Noise, dust, light and other environmental impacts associated with the Scheme have the potential to impact on health and wellbeing of the local populations.

## **2 SCHEME EQUALITY IMPACT ASSESSMENT**

---

- 2.1.1. The EqIA for the Scheme is shown below in Table 2-1 below. The EDIT exercise for Part A and Part B has informed this assessment.

**Table 2-1 - Scheme EqIA**

Equality Impact Screening and Assessment			
<b>Name of Practice/Policy</b>	A1 in Northumberland: Morpeth to Ellingham	<b>Proposed or Current</b>	Proposed
<b>Person Completing the Assessment</b>		Rebecca Dipoti	
<b>Directorate</b>		Major Projects	
<b>Date</b>	January 2021	<b>EqIA Register Ref No: (Obtained from the EDI Advocate)</b>	
<p><b>A: In this section, outline the aims, purpose, desired benefits and expected outcomes of the practice/policy, identifying the customers, staff or stakeholders involved or affected.</b>                      The A1 is one of the longest roads in the country, connecting London to Newcastle and Edinburgh. The route currently consists of motorway standard and dual carriageway standard, with some single carriageway sections running between Morpeth and Ellingham. The A1 in Northumberland runs through an extensive rural landscape, close to the Northumberland coastline and provides a nationally important connection between Newcastle and Edinburgh and is an essential link for the North East and Northumberland.</p> <p>This section of the A1 is used by a wide variety of road users for many different reasons: business users travelling between Newcastle and Edinburgh; local traffic accessing rural areas; and tourists visiting the many historic attractions and coastline.</p> <p>Over the last decade there have been significant upgrades to the A1 south of Newcastle, with many sections upgraded to motorway standard, and there are further plans to improve the section of the A1 around Newcastle and Gateshead.</p> <p><b>Part A</b></p> <p>Part A will provide approximately 12.6km of dualling of the A1 between Warreners House Interchange at Morpeth to the existing dual carriageway at Felton (see <b>Figure 1 of Appendix D</b>). Part A includes approximately 6.5km of online widening and approximately 6.1km of new offline highway. Other features include: three new junctions at Highlaws, Fenrother and West Moor, an overbridge, an underbridge, a new subway and a new bridge over the River Coquet. To facilitate the construction of Part A, three bus stops will be removed and statutory utilities apparatus will require diverting. Between the southern extent of Part A, where the A1 meets the A697 near Northgate Hospital and Warrener’s House in Morpeth, and Priest’s Bridge additional capacity would be through online widening to provide two lanes in each direction. Between Priest’s Bridge and Burgham Park Part A would comprise a new offline section of dual carriageway to the west of the existing A1 passing west of Earsdon Moor and east of Causey Park. Between Burgham Park and Parkwood, widening would be online to provide two lanes in each direction until the tie in point west of Felton where the existing A1 is dual carriageway.</p> <p><b>Part B</b></p> <p>Part B comprises approximately 8km of online dualling of the existing A1 between the villages of Alwick and Ellingham (see <b>Figure 2 of Appendix D</b>), approximately 15km north of Part A. One new junction at Charlton Mires and a new accommodation overbridge at (Heckley Fence) would be provided along with new and extended culverts, temporary and permanent PRow diversions and new access roads.</p> <p><b>Scheme Objectives</b></p> <p>The Scheme’s objectives are to:</p> <ul style="list-style-type: none"> <li>– Improve journey times on this route of strategic national importance;</li> <li>– Improve network resilience and journey time reliability;</li> <li>– Improve safety;</li> <li>– Maintain access for local traffic whilst improving the conditions for strategic traffic; and</li> <li>– Facilitate future economic growth.</li> </ul>			

### Equality Impact Screening and Assessment

In addition, the design of the Scheme would be made in the context of the Performance Specification set out in the Department for Transport's Road Investment Strategy<sup>1</sup>, which identified targets and requirements relating to the environment, cyclists, pedestrians and other vulnerable users of the network (such as horse riders).

**Appendix C** of this EqlA displays the Equality Hotspot Maps covering the area within which the Scheme is located. The area surrounding the Scheme is a generally open and rural landscape of medium to large scale intensive farmland with arable and pasture fields enclosed by hedgerows, some tree-lined, and some stone walls. The population density in the areas surrounding the Scheme is reflected in the Hot Spot Map for the area. Morpeth and Alwick have been identified on the Hot Spot Maps as having a high number of destinations i.e. schools, hospitals, religious buildings and care homes. Destinations are very sparse surrounding the rest of the Scheme.

#### B: SCREENING (Stage 1)

Questions considered to determine whether the practice/policy has the potential to positively or negatively affect any of the protected characteristic groups.

Protected characteristic groups under the Equality Act 2010<sup>2</sup>

	Sex	Religion or Belief	Age	Disability	Race	Sexual Orientation	Gender Re-assignment	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?	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
2: Is there evidence or an indication of higher or lower uptake by different groups?	Yes	No	Yes	Yes	No	No	No	Yes	No
3: Do people have different levels of access? Are there social or physical barriers to participation (e.g. language, format, physical access)?	Yes	No	Yes	Yes	Yes	No	No	Yes	No
4: Is there an opportunity to advance equality or foster good relations by altering the policy/practice?	Yes	Yes	Yes	Yes	No	No	No	Yes	No
5: Is there an opportunity to advance equality or foster good relations by working or engaging with other organisations or the wider community?	Yes	Yes	Yes	Yes	No	No	No	Yes	No

<sup>1</sup> Department for Transport (2015) Road Investment Strategy: For the 2015/16-2019/20 Road Period [online]. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/408514/ris-for-2015-16-road-period-web-version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/408514/ris-for-2015-16-road-period-web-version.pdf)

<sup>2</sup> Equality Act 2010. Part 2, Chapter 1, Section 4.

### Equality Impact Screening and Assessment

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?	Yes	No	Yes	Yes	No	No	No	No	No
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?	Yes	No	Yes	Yes	No	No	No	Yes	No
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).	Yes	No	Yes	Yes	No	No	No	Yes	No

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

##### **Q1: Is there any indication or evidence that difference groups have different needs, experiences, issues or priorities in relation to practice/policy?**

According to the National Travel Survey (NTS) 2019<sup>3</sup>, women make more walking, car and bus trips per year than men, which could result in women being more exposed to the Scheme and therefore disproportionately impacted. In addition, the survey report notes that it is more common for adults accompanying young children to school to be women.

According to the NTS 2019, elderly people (but particularly elderly women), children (aged 0-16) and young adults (aged 17-20) make more trips via public transport per year than those of other ages. Older people are also more likely to be affected by disruption and changes to familiar routes when driving, and less able to adapt to change.

The NTS 2019 states that many older people (particularly older women) and younger people and those with disabilities are pedestrians or users of public transport, and rely on appropriate and safe pedestrian, cyclist and horse-rider connectivity to access educational, social and community resources.

According to ONS data from 2011<sup>4</sup>, in Northumberland approximately 22% of the households do not have access to a car; this is a lower percentage than the England average (25.8%), but owing to the rural location of the Scheme, the change in bus stop locations has the potential to cause disruption to the day to day lives for those without a car.

It is understood, through consultation with Northumberland County Council (NCC), that Gypsy, Roma and Traveller communities may use this route to reach Appleby Horse Fair which occurs in June each year. Travellers may have additional transport needs such as travelling with caravans or more traditionally on horse-drawn carriages. There is no publicly available data stating how many travellers use this route each year, but it is noted that they may be affected by changing routes during construction and operation of the Scheme. It is recommended that contact should be made with the Traveller Liaison Officer at NCC to better understand the use of this route by these communities.

There is no evidence to suggest that the religion and belief, sexual orientation, gender reassignment, or marriage and civil partnerships groups have different needs in relation to the Scheme.

##### **Q2: Is there evidence or an indication of higher or lower uptake by different groups?**

According to 2011 Census data found in the NOMIS local area reports<sup>5</sup> there is a higher proportion of older people in all six local areas where the A1 runs through the area or in close proximity:

- Longhorsley – 55.9% of residents are over the age of 45, 48% are over 65;

<sup>3</sup> National Travel Survey (2019) [online]. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/906847/nts-2019-factsheets.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906847/nts-2019-factsheets.pdf)

<sup>4</sup> NOMIS (2011) [online]. Available at: [https://www.nomisweb.co.uk/reports/localarea?compare=E92000001#section\\_7\\_3](https://www.nomisweb.co.uk/reports/localarea?compare=E92000001#section_7_3)

<sup>5</sup> NOMIS local area report [online]. Available at: <https://www.nomisweb.co.uk/reports/localarea>



### Equality Impact Screening and Assessment

- Morpeth North – 59.7% of residents are over the age of 45, 36.3% are over 65;
- Shilbottle – 56.6% of residents are over the age of 45, 30.4% are over 65;
- Tritlington and West Chevington – 56.3% of residents are over the age of 45, 24.5% are over 65;
- Thirston – 58.8% of residents are over the age of 45, 26.4% are over 65;
- Hebron – 58.2% of residents are over the age of 45, 27.2% are over 65;
- Lesbury – 61.3% of the residents are over the age of 45, 27.4% are over 65; and
- Longhoughton – 48.9% of the residents are over the age of 45, 19.9% are over 65.

This is high relative to the national average of 16.4% of the population who are over 65, showing that this area is likely to have a notable elderly population. It is notable that the Grovewood House care home is located within 1.3km of the Part B, and there are others located outside the study area but within the town of Morpeth and Alnwick, to which the A1 might be a main access route.

17.9% of the population in Longhorsley, 25.3% of the population in Morpeth North, 18.2% of the population in Shilbottle, 14.7% of the population in Tritlington and West Chevington, 12.7% of the population in Thirston, 13% of the population in Hebron, 8.9% of the population in Lesbury and 6.6% of the population in Longhoughton experience some or a lot of difficulty when carrying out day to day activities, compared to the national average of 8.3%. The proportion of people who may be dependent on public transport as a means of moving between locations, and who are likely to be using the A1 to travel to GPs and doctors' surgeries.

There are two primary schools within 1km of Part A, one of which (Tritlington C of E Aided First School) is immediately adjacent to the existing A1, which could result in a high proportion of children, families, pregnant women and new mothers travelling to and from these facilities; these groups are associated with the sex, age and pregnancy and maternity protected characteristics. There are no schools within 1km of Part B, however, the Ellingham C of E School is 1.5km to the east and the A1 is likely a main route to the school. A high proportion of children, families, pregnant women, women escorting children to educational facilities, and new mothers travelling to and from these facilities; these groups are associated with the sex, age and pregnancy and maternity protected characteristics.

There is no evidence to suggest that the religion and belief, race, sexual orientation, gender reassignment, or marriage and civil partnerships group have a higher or lower uptake.

#### **Q3: Do people have different levels of access? Are there social or physical barriers to participation (e.g. language, format, physical access)?**

The Scheme falls within six Lower Super Output Areas (LSOAs):

- Northumberland 015B – 50% most deprived;
- Northumberland 015C – 40% least deprived;
- Northumberland 006E – 20% least deprived;
- Northumberland 007A – 50% most deprived;
- Northumberland 004C – 50% most deprived; and
- Northumberland 004A – 50% most deprived.

These communities are likely to interact with the Scheme in different ways; for instance, individuals in the Northumberland 015C and 006E LSOAs would be more likely to drive interacting with the Scheme via the main A1 route, whilst those in the more deprived areas would be more likely to be pedestrians, cyclists, and public transport users, interacting with the Scheme via PRow, crossings or bus routes at the junctions. Certain groups, such as older and younger people, or parents of young children likely with pushchairs) or school age children, could be more likely to be pedestrians, cyclists and horse-riders and therefore be limited in terms of physical access to routes that were accessible. Additionally, those with limited mobility or sensory



### Equality Impact Screening and Assessment

function may be more likely to be pedestrians and are also likely to encounter greater difficulty physically accessing routes. For the majority of pedestrians, this equates to a maximum walking distance of up to 2km between origin and destination<sup>6</sup>; however, for individuals with mobility issues, this distance is likely to be lower.

Gypsy, Roma and Traveller groups who may use the A1 could be harder to engage with given that they are not likely to have a fixed address in the locality. It is also evident that the levels of literacy for members of the travelling community are lower than the national average, with Gypsy and Irish Travellers having the highest proportion with no qualifications of any ethnic group in England and Wales (60% compared to 23% in England and Wales<sup>7</sup>) meaning that written methods of communication with these groups may not be the best method for consultation and communication of details of the Scheme. Contact should be made with the Traveller Liaison Officer at NCC to better understand the use of this route by these communities, and to use existing relationships to effectively communicate with these groups.

#### **Q4: Is there an opportunity to advance equality or foster good relations by altering the policy/practice?**

The Scheme is located in close proximity to a number of community resources including Tritlington C of E Aided First School, Felton C of E Primary School, Rock Cricket Club, Doxford Hall Hotel and Spa and numerous woods and parks. The Grovewood House care home and Ellingham C of E School are located 1.3km and 1.5km away from the Scheme respectively and may experience access disruption during Scheme construction as the A1 is likely a main access route. The Construction Traffic Management Plan [APP-347] notes that a procedure would be put in place around school times to avoid any construction traffic impact at this location. The towns of Morpeth and Alnwick are located approximately 2km from the Scheme, to which the A1 is a main route, and contains many community resources including nursery, primary, and secondary schools, churches, healthcare facilities, and town halls/community spaces.

There have been some recent improvements to the A1 adjacent to Tritlington C of E Aided First School such as bus stops and pavements with dropped kerbs and tactile paving. It is therefore likely that some children who attend the school travel there using public transport. There are currently no traffic lights or island crossing facilities; therefore, there is an opportunity for improvement in relation to the sex, age, disability and pregnancy and maternity protected groups by implementing such facilities to improve safety while crossing the road.

The Church of St Cuthbert, Jesus Christ of Latter Day Saints Church, Alnwick Kingdom Hall of Jehovah's Witnesses and St Michael's and All Angels Church are all located within 1km of the Scheme. During construction there is likely to be some disruption due to HGV movements, construction noise and road closures and diversions, however, these effects will be temporary in nature and traffic management measures will be in place to mitigate any detrimental effects.

Additional resources beyond the 1km study area including GPs, hospitals including a maternity unit, primary schools, secondary school, churches, supermarkets, pharmacies, community centres amongst others. It is likely that some children who attend the schools and some ill or elderly patients who attend the GPs or hospital travel there using public transport. This Scheme would ultimately reduce delays on this stretch of the A1, and would assist in the accessibility of these facilities, although during construction the delays may be heightened. There is, however, an opportunity to improve relations with local groups by communicating with these facilities on specific construction activities/diversions where considered appropriate. This could be undertaken in collaboration with the communications team at NCC who would likely have existing relationships with these groups.

There would likely to be benefits in relation to improved crossings on PRow's that cross the A1. The Walking, Cycling and Horse Riding Assessments<sup>8 9</sup> state that some crossings, notably around the River Coquet and footpaths associated with the bus stops at North Charlton and Brownieside were considered dangerous due to the speed of the road and lack of full visibility to observe traffic. By improving crossing facilities and moving bus stops off the main A1 carriageway and onto the B6341, the Scheme is likely to benefit users of PRow's which may include the age, maternity, disability and sex protected characteristic groups.

A shared footway/cycleway will be included adjacent to Part A between Bockenfield and West Moor junction, which will improve connectivity for users.

<sup>6</sup> Dept for Transport (2017) Local Cycling and Walking Infrastructure Plans [online]. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf)

<sup>7</sup> Office for National Statistics (2011) [online.] Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/ethnicity/datasets/2011censusanalysiswhatdoesthe2011censusstellusaboutthecharacteristicsofgypsyoririshtravellersinenglandandwales>

<sup>8</sup> WSP (2018) HD 42/17 Walking, Cycling and Horse-Riding Assessment (M2F). Reference: HE551459-WSP-HGN-M2F-RP-CH-1138

<sup>9</sup> WSP (2018) HD 42/17 Walking, Cycling and Horse-Riding Assessment (A2E). Reference: HE551459-WSP-GEN-A2E-RP-CH-00001

### Equality Impact Screening and Assessment

A new footway along Part B will stretch from the new bus stops on the B6341 over the Charlton Mires overbridge and across to the properties on the opposite side of the A1. This would ensure disabled users would be able to use the entire PRow from the new bus stops to the properties on the opposite side of the A1. There is also scope within the Order Limits of the Scheme to include a drop off zone at the relocated the bus stops, to provide a location where disabled, elderly, very young, pregnant or women with children could be dropped off by a car in order to catch the bus. It is understood that this is common in rural areas owing to the distance from properties to bus stops. In addition, an accommodation overbridge would be included east of Heckley Fence, which would provide connectivity to the south of the Scheme, whilst improving safety for pedestrians, cyclists and horse-riders. The overbridge at Charlton Mires Junction would also accommodate pedestrians, cyclists and horse riders.

The types of paving, kerbs, signage and crossing times proposed at the junctions should take account of those with sensory or mobility limitations, or different mobility needs.

#### **Q5: Is there an opportunity to advance equality or foster good relations by working or engaging with other organisations or the wider community?**

The local community was given an opportunity to comment on the Scheme design through both the statutory and non-statutory consultation process. The Consultation Report [APP-021] outlines consultations undertaken for the Scheme, as well as the key responses received during the consultation process. A range of consultation methods were employed, including an online response form, paper feedback/response forms, and face to face exhibitions at a range of locations. Building checklists were completed for each of the exhibition consultation venues, and due regard to the Equality Act 2010 was given in the organisation of the consultation events (see **Appendix E** for the Building Accessibility Checklists). The building checklists show that there was a wheelchair access ramp at one location, wheelchair accessible toilets at both, and designated disabled parking in close proximity to one of the venues. It should be noted that due to the rural location of the Scheme, the potential venues to host public exhibitions were very limited. The venue with the best public transport links and overall Equality Act 2010 compliance were selected:

- Tritlington C of E Aided First School, Morpeth – one event;
- Morpeth Town Hall, Morpeth – three events;
- Felton Village Hall, Felton – one event;
- Longhorsley Village Hall, Morpeth – one event;
- Willowburn Leisure Centre, Alnwick – two events;
- Rennington Village Hall, Rennington – one event; and
- A mobile roadshow event undertaken on 1 March 2019 which travelled through Heighley Gate and Alnwick (stopped in Alnwick Main Square, which is easily accessible).

There was also targeted consultation with two of the affected landowners whose residential properties and associated outbuildings would be demolished as part of the Scheme (specifically the construction of the Charlton Mires junction). A meeting regarding the preferred route announcement took place with the first affected landowners in September 2017. Consultation with the second affected landowners took place between September 2017 and again in August 2019. No concerns specific to equality issues were raised, however it is understood that the elderly parents of both of the affected landowners also live at the properties. Both affected landowners are currently subject of a blight claim related to the demolition of their properties. Pursuant to the Compensation Code<sup>10</sup>, homeowners of the residential properties would be financially compensated as part of the Scheme. According to Highways England guidance<sup>11</sup> compensation will be provided as deemed appropriate and may include reasonable removal costs negotiated as part of the settlement. The construction programme has been phased to ensure the priority of sensitive activities; therefore, it is understood that the demolition of the properties would occur during Phase 1 of the construction process. Families would therefore be relocated prior to construction, meaning that disturbance related to construction activities is reduced.

Consultation with Arriva in November and December 2017 on Part A and September 2018 on Part B regarding the maintenance of bus routes and movement/closure of bus stops associated with the Scheme. The X15 bus route along Part A would be maintained and the Warreners House, Hebron Road End and Low Espley Road End bus stops will be removed from the service, as they cannot be accommodated on the A1 carriageway. For Part B, It was confirmed that the most used bus stop location is an informal stop outside Rock Lodge at the junction of the

<sup>10</sup> The rights to compensation and methods and procedures for assessing the correct amount are derived from what is commonly referred to as the "Compensation Code". This is made up of Acts of Parliament, case law and established practice. The principal Acts are the Land Compensation Acts of 1961 and 1973 and the Compulsory Purchase Act 1965.

<sup>11</sup> Highways England (2020). Your property and blight [online]. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/859080/BED19\\_0151\\_Your\\_property\\_and\\_blight\\_2020.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/859080/BED19_0151_Your_property_and_blight_2020.pdf)

### Equality Impact Screening and Assessment

B6341 and B6347; as a result, this location was chosen to situate the new bus stops, and in turn removing the formal bus stops (and bus shelter) along the current A1. It was also confirmed that the X15 service does not utilise the A1 south of Charlton Mires junction. The opportunity for Arriva to continue to feedback details on any additional informal bus stops was highlighted.

Due to the lack of information relating to the characteristics of the bus stop users at Warreners House, Hebron Road End and Espley Road End bus stops, it cannot be determined whether one or more of the protected characteristic groups will be disproportionately impacts as a result of the bus stop removals. Therefore, posters will be placed at the bus stops to be removed and any others that might be impacted to provide a direct source of information regarding the Scheme, its implications for the bus stop users and contact details for queries relating to the proposed bus stop changes. Although bus user numbers are very low, this then will give users the opportunity to raise any questions and concerns.

**Q6: 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?**

#### Part A

Highways England received a petition with 18 signatures from the Felton and Thirston Women's Institute stating their concerns about maintaining and improving the connectivity of PRowWs at the River Coquet crossing, which could potentially disproportionately impact the age (elderly) and sex (female) protected characteristic groups.

Numerous comments from the consultation events criticised Part A as it would pass through the countryside, and notably straight through Causey Park. This could cause negative impacts to users of the Causey Park and surrounding countryside. Using demographic data from the area it could be assumed the age, sex and disability protected groups would be the most impacted.

In 2016 several public consultation events with local groups and individuals were undertaken to understand the issues affecting walking, cycling and horse riding groups and the wider public. The concerns raised from the consultations were regarding access to bus stops and if they would be retained and that the at-grade crossing points on the existing A1 were deemed dangerous.

In May 2018 a number of local user groups and wider public were contacted by email to understand the issues affecting pedestrian, cyclists and equestrians along the A1. The British Horse Society (BHS) Bridleways Officer indicated that there has been serious difficulties for horse riders wanting to use the existing Rights of Way to cross the A1 but they are not suitable for equestrians. They also confirmed that the proposed re-alignment of the A1 will create opportunities for equestrians to cross the A1 safely. Not every stakeholder had responded at the time of issuing the WCHAR report.

#### Part B

One comment raised during public consultation events, raised specific concerns that the plans for the Charlton Mires Junction would be confusing for some drivers. There is likely to be some temporary confusion and a period of adjustment upon completion of construction, which is likely to last longer for elderly people; this is also lessened to some extent assuming that signage would be provided in accordance with industry standards. Temporary diversions during construction would also be agreed with NCC, and all diversions would be appropriately signed.

A further concern raised relates to the prompt and reliable bus service during the construction of Part B. For reasons discussed above, those with protected characteristics, notably the young, the elderly, the disabled and pregnant women/mothers may be more likely to use public transport, and therefore may be more susceptible to inconvenience caused by an unreliable or delays to the public transport service during construction. A Construction Traffic Management Plan [APP-347] has been produced and will be developed further to set out how traffic will be managed during construction, and proposals to minimise disruption to bus services along the affected stretch of the A1.

Changes to the reliability of the bus service may affect some protected characteristic groups (such as disabled, elderly and very young persons, and maternal/pregnant women) disproportionately, as they have a higher than average need for safe/reliable travel options for accessing community services and healthcare facilities. Another point raised and set out in the Consultation Report [APP-021], is that there are concerns about an increase in noise, vibration, dust, smell and other nuisances associated with both construction and operation. Those in protected characteristic groups (the very young and the elderly, disabled and women/pregnant women/mothers) are more susceptible to changes in air quality and noise levels; **Chapter 12: Population and Human Health Part A** of the ES [APP-054] and **Chapter 12: Population and Human Health Part B** of the ES [APP-055] contains greater detail on the impacts of the Scheme on health and predicts no significant effects will occur.

Other comments raised and set out in the Consultation Report [APP-021], relate both to the to the additional time needed for emergency vehicles to reach their destination during construction, and also once the Scheme is operational. This could concern the elderly, the disabled and pregnant women more than other groups, as they may be at a higher than average risk of requiring the emergency services. However, during construction, accesses to properties, whether existing or alternative, will be retained. Additionally, suitable signage to advise of impending changes will be erected, and as stated above a Construction Traffic Management Plan [APP-347] will be produced. The local police, fire department, hospitals and Accident and Emergency (A&E) departments will be informed of changes to the road layouts and access to destinations during the construction of the Scheme.

There were also concerns about long diversions which result from re-routing PRowWs over the overbridges, however that this would be preferable to NCC than severing the network. There were additional concerns that by providing very long diversions, the public would risk crossing the A1 instead of using the diversion.

**Equality Impact Screening and Assessment**

**Q7: 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?**

The relocation several bus stops from the main A1 carriageway to the realigned B6341 and closure of others may create an adverse effect on equality of opportunity and, although there is extremely low usage at these locations the services may be crucial to some people. It is also more likely that the usage is by young people, the elderly and the disabled, and those who are economically deprived, potentially travelling into facilities in Morpeth and Alnwick, which could have detrimental effects.

There is the potential for a positive benefit in relation to the improvement of crossings at points where the A1 intersects PRowS, thereby improving safety for pedestrians, cyclists and equestrians while crossing the A1. During operation, by closing off dangerous informal crossings and providing overbridges instead, safety for pedestrians, cyclists and horse-riders crossing the A1 would improve. These overbridges would also be wheelchair and pushchair accessible in line with Department for Transport 'Inclusive Mobility' guidance<sup>12</sup>, and wheelchair users have been considered in design decisions relating to the ramp gradients for the overbridges.

**Q8: 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)**

No direct discrimination is anticipated. There is the potential for indirect discrimination against:

- Those within the age (children) characteristic who attend the schools accessed via the A1, which could be potentially affected by the Scheme due to travel disruption during construction;
- Those within the age (elderly and/or young people) characteristic or those with disability characteristic who use the bus stops that may be impacted by their relocation or closure; the removal could increase walking distances to the next alternative bus stop, which may not be possible for some users;
- Those within the sex (females) and age (elderly) characteristic groups who regularly use the PRowS and access the countryside may be impacted due to increased walking distances due to the PRowS being diverted. This is a permanent effect;
- Those within the sex (females) characteristic as they make more trips and are also more likely to be the parent taking their children to and from school through non-motorised means;
- Those falling under the religious protected characteristic group, as access to their place of worship may be affected; and
- It is possible that the construction and operation of the Scheme may have detrimental effects on Gypsy, Roma and Traveller communities using this route, specifically before, during and after the Appleby Horse Fair (which occurs in June).

**Confirmation – State whether a full equality impact assessment is required  
(Tick box as appropriate)**

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

<sup>12</sup> UK Government (2005) Department for Transport, Inclusive Mobility Guidance [online]. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3695/inclusive-mobility.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf)



**Equality Impact Screening and Assessment**

**D: ASSESSMENT (Stage 2)**

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

Further information has been provided below to display how each protected characteristic group would be impacted during construction and operation of the Scheme.

**C – during construction, O – during operation**

Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources (data research and consultation) supporting this analysis
Sex		<b>C</b>	<b>O</b>	<p>The NTS 2019<sup>3</sup> showed that women make more trips than men and therefore could be disproportionately impacted by delays and diversions along the A1 route.</p> <p>Additionally, during construction women could be more affected by construction impacts such as increased noise levels, which could disproportionately affect them as they make more journeys than men. There is also the potential for disruption to pedestrian and cycling routes, particularly those used during school runs. There could also be a negative effect associated with the changes to bus stop locations and permanent closure of the three bus stops located along the A1.</p> <p>During construction walkers, cyclists and horse-riders may experience negative impacts due to diversions, however these would be temporary in nature. The local Women's Institute group stated that the PRow crossing to the south of the River Coquet (422/002 and 422/020) was considered dangerous, if this section of the A1 is widened it would become more difficult to cross. Comments about retaining this PRow were also made during the statutory consultation on Part A. The Scheme design now includes a footbridge that will be constructed under the existing and new A1 bridges on the southern side of the River Coquet, which will maintain connectivity of the PRow and will allow safer crossing.</p> <p>During operation, there may be adverse effects relating to increased walking distances to the relocated bus stops and closed PRow. It is recommended that benches are included in the detailed design at appropriate distances along such routes to provide a rest point for those who may struggle with the additional distance. In general, however, women are likely to benefit from improved safety and reduced journey times that would occur upon Scheme completion.</p>
Religion or Belief	<b>O</b>	<b>C</b>		<p>There are four places of worship within 1km of the Scheme including: Church of St Cuthbert, Jesus Christ of Latter Day Saints Church, Alnwick Kingdom Hall of Jehovah's Witnesses and St Michael's and All Angels Church which may be affected by increased traffic movements associated with the construction compounds. There are additional places of worship outside the 1km study area, particularly within Alnwick and Morpeth. There is therefore the potential for disruption due to increased traffic volume and diversions, and lengthened journey times during construction, which could be especially disruptive during religious festivals when traffic to and from places of worship further increases, however these impacts would be temporary in nature. It is expected that these groups would benefit from communication prior to and during construction (especially before/during religious festivals) regarding the construction programme and details of traffic diversions.</p> <p>During operation, access and safety would be improved and journey times should reduce.</p>

**Equality Impact Screening and Assessment**

Age	O	C O	
			<p>There are two schools within 1km of the Scheme, including: Tritlington C of E Aided First School and Felton C of E Primary School. There are also additional schools in Morpeth and Alnwick for which the A1 is the main connecting route. Those who travel to school by car may be impacted by increased congestion and traffic noise during the construction of the Scheme, however this would be temporary in nature. There is an opportunity for improvement by reducing the speed limit on the de-trunked road (which is currently 60mph) around the Tritlington school.</p> <p>Children attending the school may benefit from the Scheme as a large volume of traffic would be moved to the offline section of Part A, therefore reducing noise levels. This may benefit Tritlington C of E Aided First School more, as it is located immediately adjacent to the existing A1.</p> <p>A meeting was held with Tritlington C of E Aided First School in January 2018 to ensure they were aware of the Scheme and to discuss possible sites for material storage. There is a desire for engagement with the school during construction to ensure they are aware of the progression of the Scheme and to deliver the message of safety on construction sites. The children could also benefit from periodic highway safety sessions.</p> <p>PRoW 423/001 is a direct route to Tritlington C of E Aided First School from Fenrother. The Scheme would involve this PRoW being re-routed north to the new Fenrother Grade Separated Junction, where a pedestrian bridge will be constructed, adding approximately 900m to the PRoW length. There is an opportunity for improvements by ensuring there is a safe path from the pedestrian bridge to the school.</p> <p>Due to construction works and diversions on the A1, this may impact young and older drivers in particular. Younger drivers may lack confidence and experience to navigate through construction works and unfamiliar diversions and could be adversely impacted by the Scheme.</p> <p>Older drivers can experience physical (including restricted mobility and joint movements), cognitive (increased difficulties with processing information) and sensory impairments (sight or hearing problems). These impairments can limit both mobility and also affect their driving confidence in the same way that young drivers are affected.</p> <p>Concerns have been raised about access for emergency services, which may disproportionately affect elderly persons although suitable signage will be erected to advise of impending changes and access to the area will be retained during the construction of the Scheme. The local police, fire department, hospitals and A&amp;E departments will be informed of changes to the road layouts and access to destinations during the construction of the Scheme. Construction works and diversions would be temporary in nature; once the Scheme is operational the increased capacity of the A1 will lead to a faster and more reliable response time from the emergency services.</p> <p>Also, traffic delays and driver stress would be reduced once the Scheme is operational, because access and safety would be improved, and journey times should reduce.</p> <p>Given the older demographic in the areas surrounding the Scheme, and the removal of six bus stops at Warreners House, Hebron Road End, Espley Road End, Charlton Mires, there is a risk of a potential impact on elderly people who use the affected bus stops. Walking distances would increase to an alternative bus stop which may not be possible for some users, despite the improved safety provided by the new overbridge. Benches could be provided along this route to provide a rest stop (to be confirmed at detailed design).</p>

**Equality Impact Screening and Assessment**

				<p>The Scheme is likely to be more beneficial to younger users as they are likely to be more mobile and willing to walk further. By re-routing the PRowWs to grade separate crossings, safety would be improved. For the elderly, increased walking distances (although not expected to be significant) could be positive or negative. For those not able to walk as far they are likely to be negatively impacted, however if they are able, they would benefit from safer crossing points.</p>
Disability	O	CO		<p>During construction works, disabled drivers could be adversely affected by road diversions due to lack of confidence or mobility when using diverted routes, that increase uncertainty or limit stopping and passing places. However, construction works and diversions would be temporary in nature, and once the Scheme is operational traffic delays and driver stress would be reduced.</p> <p>The X15 and X18 bus routes travels along the existing A1 between Morpeth and Ellingham. This route may face delays due to increased traffic volumes during construction. However, these impacts would be temporary in nature.</p> <p>Disabled users of the bus stops which are being removed or relocated could be impacted during construction and operation, due to the increased distance travelled to reach the stops. However, there is the potential for pedestrians, cyclists and equestrians to benefit from the Scheme if all overbridges and underpasses are accessible for all users.</p> <p>Concerns have been raised about access for emergency services, which may disproportionately affect disabled persons although suitable signage will be erected to advise of impending changes and access to the area will be retained during the construction of the Scheme. The local police, fire department, hospitals and A&amp;E departments will be informed of changes to the road layouts and access to destinations during the construction of the Scheme. Construction works and diversions would be temporary in nature; once the Scheme is operational the increased capacity of the A1 will lead to a faster and more reliable response time from the emergency services.</p> <p>Tactile paving would be provided at all uncontrolled crossing points, linking bus stops on the eastern and western sides of the A1 and at proposed bus stop locations on the de-trunked section of the A1, making the use of these areas easier for the visually impaired.</p> <p>Those who have sensory impairments may be adversely impacted in the short-term while they familiarise themselves with the new layout / design.</p> <p>During operation, access and safety would be improved and journey times should reduce.</p>
Race			CO	<p>There could be detrimental effects from the construction and operation on Gypsy, Roma and Traveller communities, especially before, during and after the Appleby Horse Fair. These groups (especially individuals travelling via more traditional means such as horse-drawn methods of transport) should be considered and provided for in the Construction Traffic Management Plan [APP-347] and communicated with by appropriate means in advance of commencement of construction. Contact should be made with the Traveller Liaison Officer at NCC to better understand the use of this route by these communities, and to use existing relationships to effectively communicate with these groups.</p> <p>It is assumed that, in general, there would be neutral impacts to these user groups, during both construction and operation of the Scheme.</p>

Equality Impact Screening and Assessment				
Sexual Orientation			<b>CO</b>	It is assumed that, in general, there would be neutral impacts to these user groups, during both construction and operation of the Scheme.
Gender Reassignment (Incl. Transsexual and Transgender)			<b>CO</b>	It is assumed that, in general, there would be neutral impacts to these user groups, during both construction and operation of the Scheme.
Pregnancy & Maternity	<b>O</b>	<b>CO</b>		<p>There are two schools within 1km of the Scheme and several other schools outside the 1km study area. This could suggest a higher number of expecting women, parents or caregivers of young children travelling to these facilities, who could be disproportionately impacted by the Scheme particularly during construction.</p> <p>PRoW 423/001 is a direct route to Tritlington C of E Aided First School from Fenrother. The Scheme would involve this PRoW being re-routed north to the new Fenrother Grade Separated Junction, where a pedestrian bridge would be constructed, adding approximately 900m to the PRoW length. There is an opportunity for improvements by ensuring there is a safe path from the pedestrian bridge to the school.</p> <p>Physical and physiological effects such as: mobility restrictions, inconvenience of a seatbelt in later pregnancy, fear of going into labour while driving and fear of breaking down due to exposure to oncoming traffic make pregnant women feel more vulnerable resulting in a lack of confidence and willingness to drive. These effects are likely to be worsened due to construction works and diversions along the A1.</p> <p>Women with young children may also be at risk due to increased distraction from young children, particularly when navigating through construction works and unfamiliar diversions.</p> <p>There could also be detrimental effects associated with the change in location/closure of bus stops; women with prams may struggle with the additional distance to walk to the new bus stops, especially given the requirement to use the new overbridges provided.</p> <p>Concerns have been raised about access for emergency services, which may disproportionately affect pregnant women, although suitable signage will be erected to advise of impending changes and access to the area will be retained during the construction of the Scheme. The local police, fire department, hospitals and A&amp;E departments will be informed of changes to the road layouts and access to destinations during the construction of the Scheme. Construction works and diversions would be temporary in nature; once the Scheme is operational the increased capacity of the A1 will lead to a faster and more reliable response time from the emergency services.</p> <p>When the Scheme is in operation, delays and noise levels would be reduced which is likely to improve confidence and safety, resulting in a positive impact for expecting women or mothers with young children.</p>
Marriage & Civil Partnership			<b>CO</b>	It is assumed that, in general, there would be neutral impacts to these user groups, during both construction and operation of the Scheme.
<b>Potential Risks Identified – Including insufficient information to make robust decisions (Yes/No ticked as appropriate)</b>				



**Equality Impact Screening and Assessment**

<p><b>No</b></p> <p><b>Yes (Mitigating action shown in Section F)</b></p>	<p>✓</p>	<p><b>Identified Risks:</b></p> <ul style="list-style-type: none"> <li>– The age, sex, religion or belief, race, disability and pregnancy and maternity protected groups are likely to be negatively impacted, particularly during construction.</li> <li>– Pedestrians, cyclists and horse-riders may be adversely impacted during operation due increased walking distances and accessibility at crossing points.</li> <li>– Impact on the users of the bus stops (particularly the elderly given the older demographics in the area) at Warreners House, Hebron Road End, Espley Road End and South Charlton bus stops, as well as the other informal bus stops along A1 carriageway, which are to be removed and will likely result in longer journeys to a replacement.</li> <li>– Construction works on the carriage way, resulting in unfamiliar diversions and new junctions, which may lead to confusion and potential for increased accidents during construction. This could increase driver stress disproportionately for younger and older drivers, expecting mothers, parents and caregivers with young children and disabled users.</li> <li>– Increased chance of congestion during the construction period, which may increase the risk of accidents. This could increase driver stress disproportionately for younger and older drivers, expecting mothers, parents and caregivers with young children and disabled users.</li> </ul>
---	----------	---

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

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

**Equality Impact Screening and Assessment**

**(Sign Off in Section H)**

**(A negative impact has been identified that cannot be justified)**

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

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

<b>Activities to address any potential negative impacts or risks to deliver positive impacts</b>	<b>Provide activity completion dates</b>
Update the EDIT when the detailed designs for crossings and pedestrian, cycling and horse-rider routes are finalised.	Ongoing through the Scheme design and construction.
Update the EDIT at detailed design stage.	Ongoing through the Scheme design and construction.
An Implementation Action Plan is being used to facilitate consultation and evidence gathering in relation to the risks identified in Section D, as well as facilitate action and change in the design/construction/operation of the Scheme.	Ongoing through the Scheme design and construction.
Undertake communication exercise at bus stops which are to be removed	Prior to construction.
Designers to continue exploring opportunities to make routes to alternative bus stops suitable for a range of users e.g. footpath surfacing, crossing points, rest areas/seating, dropped kerbs, signage.	Before/during detailed design development.
A Construction Traffic Management Plan, PRoW Management Plan within the Construction Environmental Management Plan and Code of Construction Practice would be further developed at detailed design and prior to commencement of construction to provide information about diversions and details of the construction works, the relevant content of which would be agreed with NCC.	Ongoing through the Scheme design and construction.
Engage with the Liaison Officer for Travellers at NCC to better understand the requirements of the travelling community in this location and determine appropriate measures for inclusion in the Construction Traffic Management Plan prior to commencement of construction.	Detailed Design
Undertake wider communication exercise with protected groups regarding details of construction diversions, road closures and delays. This could be undertaken alongside the communications team at NCC who would likely have links to local protected groups.	Prior to and during construction.

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

### Equality Impact Screening and Assessment

The local Women's Institute group stated that the PRow crossing to the south of the River Coquet (422/002 and 422/020) was considered dangerous, if this section of the A1 is widened it would become more difficult to cross. Comments about retaining this PRow were also made during the statutory consultation on Part A. It was confirmed prior to the consultation events that a footbridge will be constructed under the existing and new A1 bridges on the southern side of the River Coquet, which will maintain connectivity of the PRow and will allow safer crossing.

Additional comments/concerns raised during statutory consultation are as follows:

- Construction duration;
- More cycle provisions;
- Noise levels and impacts upon views and house prices;
- Maintenance of PRows around the River Coquet, particularly around the southern side;
- Increased congestion through villages during construction;
- Concern over impact of Charlton Mires Junction construction and that it would be confusing for drivers;
- The Scheme would improve safety in crossing the A1 east/west;
- Bus use would be improved; and
- Opportunities for increased access through footpath provision and upgrades to bridleway.

Since these statutory consultation events were undertaken, a new segregated 3m wide footway/cycleway will be provided along the entire length of the eastern side of the Scheme between the de-trunked A1 and Felton Road.

**Where available and appropriate – photographic evidence or link.**

**E.g. successful installation of footbridges, shared footpaths, letters of appreciation, commendation received etc.**

**(For Highways England internal records):**

N/A

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

**(For Highways England internal records):**

The following documents provide evidence for the findings of this equality impact screening and assessment:

- Stage 3 EDIT: Part A (Appendix A)
- Stage 3 EDIT: Part B (Appendix B)
- Area 14 Hotspot Maps (Appendix C)
- Building Accessibility Checklists (Appendix E)
- Part A Walking, Cycling and Horse Riding Assessment
- Walking, Cycling and Horse Riding Assessment (WCHAR) (August 2018)
- Public Consultation Report – April 2017
- Public Consultation Report (18 June 2018 – 29 July 2018) – March 2019
- Public Consultation Report (January 2020)
- Part A Inclusion Action Plan (May – June 2018)
- Part B Inclusion Action Plan (up to and including November 2019)
- Environmental Statement (June 2020)

**Equality Impact Screening and Assessment**

**G: Monitoring (Stage 3)**

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

Agreed actions to implement the findings of this assessment.

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

Monitoring Action	By Whom	By When
This EqIA and EDIT will be updated and reviewed through the remaining stages of the Scheme.	EqIA specialist	Throughout Scheme design and construction
Stakeholder Tracker will be updated.	Stakeholder specialist	Throughout Scheme design and construction
Scheme Communications Plan will be produced, and groups will be targeted with appropriate engagement following EqIA and in advance of construction.	Stakeholder specialist	Throughout Scheme design and construction
The Inclusion Action Plan will be updated and reviewed throughout the remaining stages of the scheme to ensure actions are appropriately addressed.	EqIA specialist	Throughout Scheme design and construction
Put public non-vehicular access rights in place on all new crossings of the A1 in Northumberland.	Highways England Project Manager	Prior to opening of new crossings

**H: Highways England Senior Responsible Owner (SRO) Sign-Off:**

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

Name	Date
Job Title	

In submitting this EqIA the SRO has:

- Approved all activity including monitoring actions
- Submitted documentation to the Directorate's Equality, Diversity and Inclusion Advocate for quality assurance and registration.
- For all MP schemes please contact MP Representative for the Highways England Diversity Group
- Considered the documentation as robust and suitable for publication
- Checked that the documentation is saved in the EqIA area of the internal filing system and is retained as a record as part of good governance.

# Appendix A

**PART A - EDIT**

# E-D-I-T

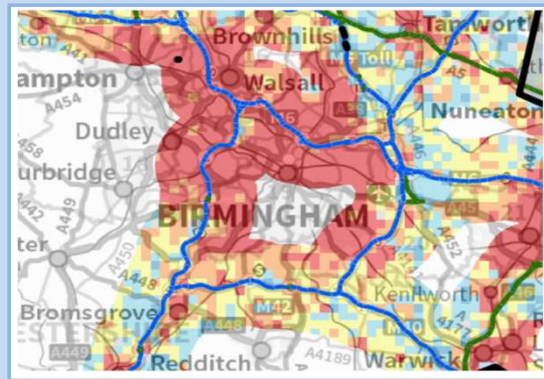
## Equality, Diversity and Inclusion Tool

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.

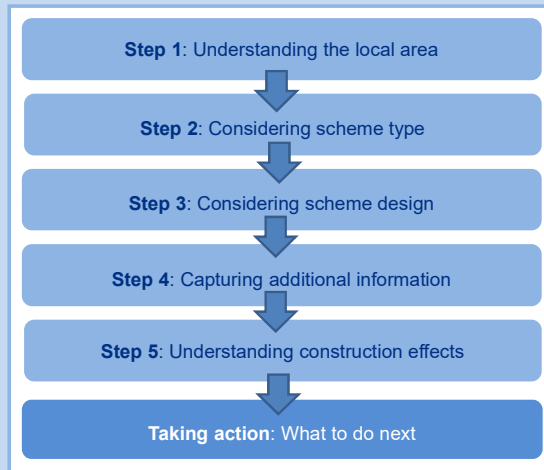
##### On all schemes

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

#### Other groups who would potentially experience disadvantage

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

#### Other non-motorised and vulnerable users

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



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:	70044136
1.2	Project title:	A1 in Northumberland: Morpeth to Felton Scheme
1.3	Project manager:	Mark Stoneman
1.4	Contact Email: Telephone:	Mark.Stoneman@highwaysengland.co.uk [REDACTED]
1.5	Project directorate:	Major Projects (MP)
1.6	Project stage:	PCF Stage 3: Preliminary Design
1.7	Project type:	Major Scheme
1.8	Project cost range:	Greater than £100 million

Equality hotspot assessment

1.9	Highways England Area:	14	1.10	Scheme location:	Morpeth to Felton
-----	------------------------	----	------	------------------	-------------------

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.

The colour coding on the maps is as follows:

Colour	Description	Score to input
Red	A 'hotspot' area.	5
Orange	High number / proportions	4
Yellow	Medium number / proportions	3
Light Blue	Low number / proportions	2
Dark Blue	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'?	2	1.11 - The closest hot spot was Morpeth to the south, however this falls outside of the red line boundary.
1.12	Using the population map: Does the scheme fall within or near to a densely populated area?	3	1.12 - Morpeth is the largest hotspot area with a smaller small hotspot area near Felton. The area in between is a mix of very low, low and medium.
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?	2	1.13 - The hot spot map indicates the scheme falls within areas with a very low and low population of people from equality groups.
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?	3	1.14 - Morpeth and Felton are hot spot areas with high proportions of people from equality groups, the area in between is a mix of very low, low and medium.
1.15	Using the destinations map: Does the scheme fall within or near to an area with a high density of trip attractors?	1	1.15 - The vast majority of the hot spot map indicated there was no trip attractions or a very low number in the scheme area.
1.16	Are there any large, seasonal, temporary attractors or destinations in the local area of your scheme?	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	1.16 - Morpeth Food and Drink Festival - attracted 50,000 people in 2017, and the Alnwick Food and Beer Festival - attracted 30,000 people, many of which might have used the A1

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:

51%

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 checked="" type="radio"/>	<input type="radio"/>	2.1 - Online improvements would be within the highway boundary, offline improvements would run through a rural area. 2.2 - Several PRoW will be intersected as a result of the Proposed Scheme. This will require some PRoWs to be re-routed, which could add up to 900m to the current route. Re-routing the PRoWs will ensure safe crossing over the Proposed Scheme.
① 2.2 It the scheme likely to impact upon community severance?	<input type="radio"/>	<input checked="" 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 checked="" type="radio"/>	<input type="radio"/>	
① 2.4 Will the scheme impact upon the mobility of non-motorised users?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.5 Will the scheme increase levels and speed of traffic ?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.6 Will the scheme impact upon the distance between people and traffic?	<input type="radio"/>	<input checked="" 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.7 - Drivers would benefit from reduced journey time, congestion and driver stress, as well as increased safety. 2.8 - Due to the removal of bus stops at 3 locations, public transport users could experience increased walking distances to the next closest bus stop. However, during operation users of public transport i.e. the X15 route, would also benefit from reduced congestion and journey times.
① 2.8 Public transport users?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		
① 2.9 Pedestrians?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		
① 2.10 Cyclists?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		
① 2.11 Equestrians?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		
① 2.12 Mobility impaired pedestrians?	<input type="radio"/>	<input checked="" 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"/>	
<b>Motorways</b>				
① 2.14 Is the scheme likely to have an impact on safety or perceptions of safety of the motorway environment?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	N/A
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 type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.18 Will the scheme impact upon the level of information available on the motorway?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
<b>Managed / smart motorways</b>				
① 2.19 Is the scheme a smart motorway scheme?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	N/A
① 2.20 Will the scheme result in temporary or partial loss of the motorway hard shoulder?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.21 Will the scheme increase the distance between refuge areas?	<input type="radio"/>	<input checked="" 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"/>	
<b>Trunk A Roads</b>				
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"/>	2.22 - Only part of the Scheme is located on a Trunk A Road, the remaining section would be an offline dual carriageway. 2.23 - There are no residential areas, but there are scattered farms, some of which are in close proximity to the Scheme. 2.24 - The Scheme is in close proximity to Burgham Park Golf and Leisure Club, Northumberland County Zoo, Eshott
① 2.24 Does the location of the scheme include particular relevant trip attractors in close proximity to the carriageway?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.25 Does the scheme include sections of road used as an alternative to motorway travel?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.26 Does the location of the scheme incorporate public transport usage?	<input type="radio"/>	<input checked="" 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 checked="" type="radio"/>	<input type="radio"/>	
<b>Rural areas</b>				
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"/>	2.28 - Delays should be expected during construction due to slow moving traffic, however would experience more reliable journey times on completion. 2.29 - The proposed route intersects numerous rural roads to the west of the existing A1 which could impact visibility. 2.30 - The existing A1 is a key ambulance route which may impact ambulances and other members of the public trying to get to the Northgate Hospital, Morpeth.
2.29 Will the scheme affect the visibility of NMUs using rural roads?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
2.30 Will the scheme affect the accessibility of key services in rural areas?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
2.31 Will the scheme have an impact on the accident profile of the area?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
2.32 Will the scheme impact upon NMU infrastructure (pavements, cycle lanes etc.) in the area?	<input type="radio"/>	<input checked="" 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"/>	
<b>Urban areas</b>				
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"/>	N/A
2.35 Will the scheme impact upon access to green or open space?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
2.36 Is the scheme located in an areas of high deprivation?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
2.37 Is the scheme located in an area with a high accident rate?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	

**Non-motorised user (NEMU) impact**

	Yes	No	Unknown	
① 2.38 Does the scheme involve Public Rights of Way?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	2.38 - The scheme would intersect 8 PRoWs. 2.39 - There is one 'all traffic PRoW' that meets the A1, but does not cross it, however no impacts are anticipated. 2.40 - There are no cycle routes in the area. 2.41 - Some PRoWs may be re-routed, which could add up to 900m to the current route to other crossing points. The
① 2.39 Does the scheme involve a Public Right of Way with equestrian rights?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.40 Does the scheme involve cycle routes, or is it used by cyclists?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.41 Will the scheme increase the length of NEMU routes?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
① 2.42 Can the safety of junctions, crossings or roundabouts be improved for NMUs?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	

Step 2 Score:

**75%**

**High scoring areas:**  
Rural areas  
**Low scoring areas:**  
Motorways

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	
3.1 Will the scheme involve changes to footways (e.g. width)?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	3.1 - The footpath on the existing A1 where online widening would be undertaken would remain, and as an indicative width of 1m. A potential opportunity to widen a shared cycleway is currently being investigated, and separate funding is being sort to approach a landowner to see if another footpath/cycleway can be linked, however this is still to be confirmed. 3.2 / 3.3 - Existing footways would remain in situ. Online widening of the A1 would take place along the western side,
3.2 Will the scheme involve changes to kerbs (e.g. height)?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	
3.3 Will the scheme involve changes to footway gradient and level?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	
3.4 Will the scheme involve use of tactile paving?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.5 Will the scheme permanently affect access to footways?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.6 Does the scheme provide an opportunity to enhance the pedestrian environment?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
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	
3.8 Will the scheme result in changes to traffic levels or speed?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	3.8 - Traffic levels would be reduced on the de-trunked section. Speed limit for the offline section of the Scheme would be 70mph. The de-trunked A1 would stay as 60mph. The new proposed alignment at Fenrother has a provision for 40mph, however this is to be determined during detailed design. 3.9 - Crossings at new junction would replace at grade crossings. 3.10 - All crossing points of the offline section of the Scheme
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"/>	
3.12 Does the scheme involve the addition or removal of footbridges?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
3.13 Does the scheme involve the addition or removal of underpasses?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
3.14 Can measures be implemented to improve the accessibility of the footbridge/underpass?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	

**Street furniture and bollards**

	Yes	No	Unknown	
3.15 Will the scheme involve additional or changes to existing street furniture?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.15 - Road signage would be impacted throughout the site to reflect the new highway layout. 3.16 - All street furniture in areas of online dualling would be removed and/or replaced. 3.17 - To be assessed at the detailed design stage. 3.18 - Bollards are present adjacent to the A1, and are
3.16 Will the scheme affect the location of street furniture?	<input type="radio"/>	<input checked="" 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 type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	
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	
3.19 Will the scheme impact upon the location of taxi ranks?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	There are no taxi ranks in the vicinity of the Scheme.
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 checked="" type="radio"/>	<input type="radio"/>	

**Parking**

	Yes	No	Unknown	
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"/>	The existing A1 is a clearway, therefore there are no public parking areas served directly by the existing A1 carriageway. Whilst access roads to adjacent businesses/facilities would be altered, parking at these locations is not anticipated to be affected.
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	
3.26 Will the scheme change the location of covers or gratings?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.26 - All existing surface water drainage would be removed for online sections, and any underground utilities would be diverted out of the carriageway. Associated covers and
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	
3.28 Will the scheme affect walking distances between key local destinations?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	3.28 - Although walking distances would increase due to re-routing of PRow's over the proposed junctions, it is not anticipated that this would have any significant impact on walking distances.
3.29 Will the scheme change walking distance between residential areas and public services?	<input type="radio"/>	<input checked="" 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	
3.31 Will the scheme change signed or natural / intuitive highways routes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.31 / 3.35 - Existing A1 to be de-trunked and vehicles diverted onto the new offline carriageway. Proposed junctions would alter local road connectivity. All road signage would be amended to reflect the new layout. 3.32 - N/A 3.33 - Some PRow's would be severed, with some diverted
3.32 Will the scheme change signed or 'natural' pedestrian routes?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	
3.33 Will the scheme impact upon Public Rights of Way?	<input type="radio"/>	<input type="radio"/>	<input checked="" 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	

**Personal security, surveillance and lighting**

	Yes	No	Unknown	
3.36 Will the scheme change the location of street lighting?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	There is no existing or proposed street lighting in the area affected by the Scheme.
3.37 Will the scheme lead to additional pedestrian routes or new roads where lighting should be considered?	<input type="radio"/>	<input checked="" 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**

	Yes	No	Unknown	
3.39 Will the scheme change public transport routes?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.39 - 3.41 - The Arriva X15 Newcastle to Berwick upon Tweed would be re-routed via Fenrother junction.
3.40 Will the scheme change the location of bus stops?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.41 Will the scheme affect the accessibility of stops, stations or other public transport facilities?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	

3.42 Will the scheme impact upon existing interchange facilities?

3.43 Are measures proposed to enhance and support personal security?

Step 3 Score:

**47%**

High scoring areas:

Covers and gratings

Low scoring areas:

Taxis, Parking, Personal security, surveillance and lighting

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
4.1 Have <b>consultation</b> or other <b>public</b> or <b>stakeholder engagement</b> 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"/>
4.2 Has an <b>Equality Impact Assessment (EqIA)</b> or other form of <b>Equality Analysis</b> been undertaken?	<input type="radio"/>	<input 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"/>
4.3 Have <b>Social and Distributional Impact Appraisals</b> been undertaken in accordance with WebTAG Units A4.1 and A4.2?	<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"/>
4.4 Has a <b>Health Impact Assessment (HIA)</b> 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"/>
4.5 Has a <b>Non-motorised User (NMU)</b> audit been undertaken?	<input 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"/>
4.6 Has an <b>Environmental Statement</b> been prepared, or an <b>Environmental Impact Assessment (EIA)</b> been undertaken?	<input type="radio"/>	<input 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 checked="" type="radio"/>
4.7 Has a <b>Strategic Environmental Assessment (SEA)</b> 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"/>
4.8 Has a <b>Sustainability Appraisal</b> 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"/>

4.1 - Several mention that countryside would be lost, which could potentially have health and wellbeing impacts to the users of the PRoWs and countryside that would be impacted by the Scheme. Due to the demographics in the area the age, disability and sex protected groups are likely to be impacted the most.  
 4.2 - The EqIA report provides evidence that the age, disability, sex and pregnancy and maternity protected groups could be impacted by the Scheme, however this would be temporary in nature.  
 4.3 - Will be carried out at the end of the Environmental Statement.  
 4.4 - A formal

**Relevant activity being undertaken by other bodies locally**

4.10 Is any other highways work being undertaken in the local area (for example by the <b>local highways authority</b> ) that is relevant to the project?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.10 - The A1 would be improved from Morpeth to Ellingham.			
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:

**58%**

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
① 5.1	Are there likely to be any specific construction effects?	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.6	Will the full function of the facilities in question be impeded for any period during construction?	<input checked="" type="radio"/>	<input 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 checked="" type="radio"/>	<input 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"/>

5.2-5.5 - Temporary road closures would be required during construction, particularly impacting roads connecting to the proposed junctions. Several PRoW routes would be diverted, however this would ensure safer crossing points across the Scheme.  
 5.7 / 5.8 - Tritlington C of E Aided First School is the only public facility that is anticipated to be impacted during construction. De-trunking works to the existing A1, including resurfacing, is likely to generate noise and may require temporary road closures.

Construction assessment and management processes

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

A new contractor has now been taken on. Although the above have not yet been carried out, they will be. The outline CEMP will be produced with the ES.

Step 5 Score:

**46%**

High scoring areas:

Low scoring areas:

Construction assessment and management processes

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**

**51%**

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 overall cost as of August 2018 is expected to be around £218,523,598. There are 2 large events held nearby to the A1, due to the number of people attending these events consideration of how they will get along the A1 while construction is ongoing should be given.

Summary of: **Step 2: Information about the scheme**

**Step 2 score**

**75%**

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

Rural areas

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

Motorways

Your response rate for this step was:

**84%** While you have answered more than 50% of questions on this sheet your score for this section may require further scrutiny

①

Summary of: **Step 3: Scheme design elements for consideration**

**Step 3 score**

**47%**

Your score at step 3 is influenced by the following areas of positive response:

Covers and gratings

Your score at step 3 is influenced by the following areas of negative response:

Taxis, Parking, Personal security, surveillance and lighting

Your response rate for this step was:

**86%** While you have answered more than 50% of questions on this sheet your score for this section may require further scrutiny

① Walking distances (3.28) - If the same crossing point is used, distances to key local destinations would be unchanged. However, several PRowWs would be re-routed which would increase walking distances. Some users, in particular the elderly and less mobile, may be disproportionately impacted by increases in walking distances.

Summary of: **Step 4: Capturing additional information**

**Step 4 score**

**58%**

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:

**44%** You have answered less than 50% of questions on this sheet and your score for this section should be treated with some caution

①

Summary of: **Step 5: Understanding construction effects**

**Step 5 score**

**46%**

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:

Construction assessment and management processes

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

**OVERALL EDIT SCORE:**

**59%**

From the information you have provided:

Equality, diversity and inclusion issues are likely to be a factor in the effective delivery of your scheme. Further consideration of appropriate development, design and construction measures should form part of subsequent project stages - guidance on this can be found within the next tab. Consult with your SRO and Diversity Representative for further 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:

Project stage:

Date:

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 (IDGO)

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

**PART B - EDIT**

# E-D-I-T

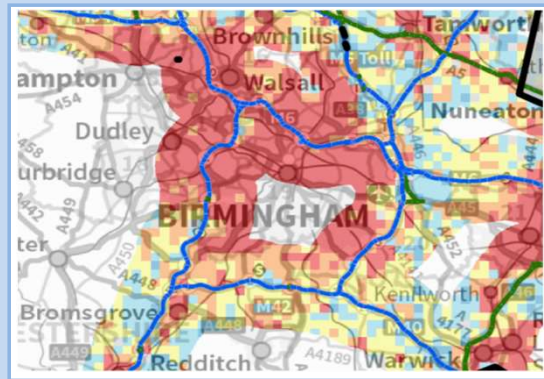
## Equality, Diversity and Inclusion Tool

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.

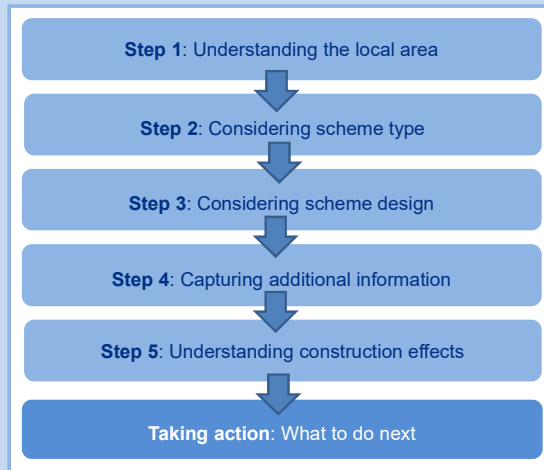
##### On all schemes

- 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 '⓪' 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><b>Age</b></p> <ul style="list-style-type: none"> <li>• Children (aged under 16)</li> <li>• Younger people (aged 16-24)</li> <li>• Working age people (aged 16-64)</li> <li>• Older working age people (age 55 and over)</li> <li>• Older people of retirement age (age 65 and over)</li> </ul>	<p><b>Disability</b></p> <ul style="list-style-type: none"> <li>• Mobility impairments (e.g. wheelchair users)</li> <li>• Sensory impairments (e.g. blind, deaf)</li> <li>• Learning disabilities</li> <li>• Mental wellbeing disabilities</li> <li>• Serious illness (e.g. cancer, AIDS)</li> </ul>	<p><b>Gender reassignment</b></p> <ul style="list-style-type: none"> <li>• People who consider themselves to be transgender</li> <li>• Anyone at any stage of gender reassignment</li> <li>• Holders of gender recognition certificate</li> </ul>	<p><b>Marriage and Civil partnership</b></p> <ul style="list-style-type: none"> <li>• People who are married</li> <li>• People who are in a civil partnership</li> <li>• People who are single (unmarried, divorced, widowed)</li> </ul>
<p><b>Pregnancy and maternity</b></p> <ul style="list-style-type: none"> <li>• Women who are pregnant</li> <li>• Women who are on statutory maternity leave (up to six months after their baby is born)</li> <li>• Women with very young children</li> <li>• Breastfeeding mothers</li> </ul>	<p><b>Race and ethnicity</b></p> <ul style="list-style-type: none"> <li>• People from Black and Minority Ethnic communities (BAME)</li> <li>• White British and Non White British people</li> <li>• Different BAME categories (e.g. black people), and sub-categories (e.g. Black Caribbean people)</li> </ul>	<p><b>Religion and belief</b></p> <ul style="list-style-type: none"> <li>• People from religious groups</li> <li>• People from minority faiths (such as Buddhism, Hinduism, Judaism, Islam and Sikhism)</li> <li>• Christians</li> <li>• People with no religion and atheists</li> </ul>	<p><b>Sex / gender</b></p> <ul style="list-style-type: none"> <li>• Men</li> <li>• Women</li> </ul>
<p><b>Sexual orientation</b></p> <ul style="list-style-type: none"> <li>• Heterosexuals</li> <li>• Lesbian, gay and bi-sexual people (LGB)</li> </ul>			

#### Other groups who would potentially experience disadvantage

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

#### Other non-motorised and vulnerable users

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

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:	TR010053
1.2	Project title:	A1 in Northumberland: Alnwick to Ellingham
1.3	Project manager:	Amy Lynch
1.4	Contact Email:	amy.lynch@highwaysengland.co.uk
	Telephone:	[REDACTED]
1.5	Project directorate:	Major Projects (MP)
1.6	Project stage:	PCF Stage 3
1.7	Project type:	Highways
1.8	Project cost range:	

Equality hotspot assessment

1.9	Highways England Area:	14	1.10	Scheme location:	Northumberland
-----	------------------------	----	------	------------------	----------------

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.

The colour coding on the maps is as follows:

Colour	Description	Score to input
Red	A 'hotspot' area.	5
Orange	High number / proportions	4
Yellow	Medium number / proportions	3
Light Blue	Low number / proportions	2
Dark Blue	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'?	3	1.11. Nearest hotspot is in Alnwick to the south of the Scheme, but outside of the Scheme boundary. Some areas of medium and low proportions within the Scheme boundary. 1.12. Alnwick is a densely populated area located to the south of the Scheme, just outside of the Scheme boundary. The Scheme itself is in a rural area. 1.13. Some high number areas are within/adjacent to Scheme boundary (South Charlton). 1.14. Some high proportion areas to the east of the Scheme boundary. Generally low/very low proportion. 1.15. Generally very low number of hospots. Hotspot area in Alnwick, to the south of the Scheme but outside the Scheme boundary. 1.16. Alnwick Food and Beer Festival occurs in September of every year - it attracted 25,000 people in 2018, many of which might have used the A1
1.12	Using the population map: Does the scheme fall within or near to a densely populated area?	2	
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?	4	
1.15	Using the destinations map: Does the scheme fall within or near to an area with a high density of trip attractors?	2	
1.16	Are there any large, seasonal, temporary attractors or destinations in the local area of your scheme?	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	

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:

66%

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	
2.1 Does the scheme involve reorganisation of the built environment?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.1. Online improvements within highway boundary and offline improvements within rural area. Demolition of 2 residential properties required. Utilities will need to be diverted. 2.2. Some private means of access to the A1 will be stopped up, meaning potentially extended journey times. Several PRoW will be stopped up and rerouted (longest diversion 4.6km) or extinguished.
2.2 It the scheme likely to impact upon community severance?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
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"/>	
2.4 Will the scheme impact upon the mobility of non-motorised users?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.5 Will the scheme increase levels and speed of traffic ?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
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	
2.7 Drivers and their passengers?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.7. Drivers will benefit from reduced journey time, congestion and driver stress, as well as increased safety. During construction, driver stress may increase owing to long diversions and unfamiliar road layout, but this will be a short term and temporary effect. 2.8. Three bus stops (two informal, one formal) will be extinguished during the operation of the scheme, which will
2.8 Public transport users?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.9 Pedestrians?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.10 Cyclists?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.11 Equestrians?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.12 Mobility impaired pedestrians?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

**Key asset: Motorways**

	Yes	No	Unknown	
2.13 Is the scheme located entirely on a motorway?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
<b>Motorways</b>				
2.14 Is the scheme likely to have an impact on safety or perceptions of safety of the motorway environment?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	N/A
2.15 Will the scheme impact upon users ability to leave their vehicle independently or safely?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.16 Will the scheme impact upon ease of use and accessibility of emergency roadside telephones (ERTs)?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.17 Will the scheme result in changes to the speed, average likely speed or speed limit on the section of motorway?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.18 Will the scheme impact upon the level of information available on the motorway?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
<b>Managed / smart motorways</b>				
2.19 Is the scheme a smart motorway scheme?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	N/A
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"/>	
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	
2.22 Is the scheme located entirely on a Trunk A Road?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
<b>Trunk A Roads</b>				
2.23 Does the location of the scheme include residential areas immediately adjacent to the carriageway?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.23. Residences at North Charlton (not strictly next to the new carriageway but within RLB), also West Linkhall, Charlton Mires (to be demolished) Rock Lodge (to be demolished), Heckley Fence, and other indirect effects predicted on numerous other properties in the vicinity of the scheme.
2.24 Does the location of the scheme include particular relevant trip attractors in close proximity to the carriageway?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.25 Does the scheme include sections of road used as an alternative to motorway travel?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.26 Does the location of the scheme incorporate public transport usage?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

**Area type: Rural and Urban Areas**

	Rural	Urban	Both	
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 type="radio"/>	
<b>Rural areas</b>				
2.28 Will the scheme affect public transport access for people living in rural areas?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.28. The loss of three bus stops (despite being replaced by 2 new stops along the B6341) will likely lead to inconvenience and disruption. There would likely be disruption to journeys of users of public transport during construction, which should stop with the smoother traffic flow upon completion. The provision of an overbridge at Charlton Mires will improve safety to public transport users, despite a potential increase in journey times.
2.29 Will the scheme affect the visibility of NMUs using rural roads?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.30 Will the scheme affect the accessibility of key services in rural areas?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.31 Will the scheme have an impact on the accident profile of the area?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.32 Will the scheme impact upon NMU infrastructure (pavements, cycle lanes etc.) in the area?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.33 Will the scheme have a disproportionate effect on young people in rural areas?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
<b>Urban areas</b>				
2.34 Will the scheme have disproportionate effect on people living in urban areas?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	N/A
2.35 Will the scheme impact upon access to green or open space?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.36 Is the scheme located in an areas of high deprivation?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.37 Is the scheme located in an area with a high accident rate?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

**Non-motorised user (NEMU) impact**

	Yes	No	Unknown	
2.38 Does the scheme involve Public Rights of Way?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.38. The scheme will improve, intersect, reroute, or permanently close 13 PRoWs. 2.39. Yes, Byway 110/013 will be diverted north over the Heckley Fence overbridge, and Byway 129/022 will be extinguished. Equestrian opportunities were incorporated into the design of the scheme including access for
2.39 Does the scheme involve a Public Right of Way with equestrian rights?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.40 Does the scheme involve cycle routes, or is it used by cyclists?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.41 Will the scheme increase the length of NEMU routes?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2.42 Can the safety of junctions, crossings or roundabouts be improved for NMUs?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Step 2 Score:

**82%**

**High scoring areas:**  
Main effects of the scheme, Trunk A-Roads  
**Low scoring areas:**  
Motorways

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	
3.1 Will the scheme involve changes to footways (e.g. width)?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.1 - 3.3 and 3.5 - The existing footpath that runs from a bus stop south of Charlton Mires Junction to a lay-by north of the junction is to be removed as it is no longer required (bus stop/lay-by have been relocated). New footways have been provided around the proposed compact grade separated junction to enhance accessibility across the A1 and provide safe access to the relocated bus stops on the B6341. A maximum longitudinal gradient of 6.5% has been utilised over the compact connector road. To assist cyclists
3.2 Will the scheme involve changes to kerbs (e.g. height)?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.3 Will the scheme involve changes to footway gradient and level?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.4 Will the scheme involve use of tactile paving?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.5 Will the scheme permanently affect access to footways?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.6 Does the scheme provide an opportunity to enhance the pedestrian environment?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.7 Are specific accessibility measures being included as part of the design? (please specify)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

**Crossings, footbridges and underpasses**

	Yes	No	Unknown	
3.8 Will the scheme result in changes to traffic levels or speed?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.8. There will be an increase in speed limit from 60mph to the national speed limit (70mph) in dualled areas. 3.9. Yes. There are currently no formal crossings available along this section of the A1. There will be provision of pedestrian access on the two new bridges included in the scheme design. 3.10. Yes. There will be a significant change, notably that crossings will become much safer, and via the overbridge only - not by informal, potentially dangerous crossings.
3.9 Will the scheme change the number of crossings available?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.10 Will the scheme change the means by which people cross?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.11 Will the scheme affect identified pedestrian desire lines or existing crossing routes?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.12 Does the scheme involve the addition or removal of footbridges?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.13 Does the scheme involve the addition or removal of underpasses?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.14 Can measures be implemented to improve the accessibility of the footbridge/underpass?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

**Street furniture and bollards**

	Yes	No	Unknown	
3.15 Will the scheme involve additional or changes to existing street furniture?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.15 - 3.16 - Bus stops, vehicle barriers and traffic signs will be moved, replaced or removed as a result of the works. 3.17 - No street lighting is required on the scheme. There may be opportunities to combine other street furniture but this will be determined at a later date during detailed design. 3.18 - The scheme does not involve the addition or removal
3.16 Will the scheme affect the location of street furniture?	<input 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.18 Will the scheme involve the addition or removal of bollards?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

**Taxis**

	Yes	No	Unknown	
3.19 Will the scheme impact upon the location of taxi ranks?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.19-3.21 There are no taxi ranks in the vicinity of the scheme.
3.20 Will the scheme impact upon access to existing taxi ranks?	<input type="radio"/>	<input 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 type="radio"/>	

**Parking**

	Yes	No	Unknown	
3.22 Will the scheme change the location or affect the provision of and access to on-street parking?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.22-3.24 - There is currently no on-street parking, only personal driveways accessed off the main road. The scheme includes laybys but not designated parking.
3.23 Will the scheme change the location or affect the provision of and access to disabled parking?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.24 Will the scheme implement red routes, or other measures which prohibit disabled parking?	<input type="radio"/>	<input 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 type="radio"/>	<input type="radio"/>	

**Covers and gratings**

	Yes	No	Unknown	
3.26 Will the scheme change the location of covers or gratings?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.26 - Existing manhole covers and gully gratings will be removed/relocated as a result of the scheme. New surface water drainage is proposed throughout
3.27 Will the scheme involve the addition of covers and gratings?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

**Walking distances**

	Yes	No	Unknown	
3.28 Will the scheme affect walking distances between key local destinations?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.28 - It is likely that those using the PRoWs for recreational purposes to access local destinations such as cafes or the Charlton museum may be disrupted during construction and operation with the closure/diversion of many of the PRoWs.
3.29 Will the scheme change walking distance between residential areas and public services?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.30 Do proposed walking routes include rest points such as benches?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

**Signage**

	Yes	No	Unknown	
3.31 Will the scheme change signed or natural / intuitive highways routes?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.31. The scheme comprises of online widening and therefore should not affect natural highways routes. 3.32 - PRoWs are to be diverted. Effect on associated signage is to be determined during detailed design. 3.33 - Approximately 13 PRoWs will be affected either temporarily during construction or permanently during operation.
3.32 Will the scheme change signed or 'natural' pedestrian routes?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.33 Will the scheme impact upon Public Rights of Way?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.34 Will the scheme change routes to key destinations?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.35 Will the scheme disrupt way-finding?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

**Personal security, surveillance and lighting**

	Yes	No	Unknown	
3.36 Will the scheme change the location of street lighting?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.36-3.38 No lighting or CCTV is included as part of the scheme.
3.37 Will the scheme lead to additional pedestrian routes or new roads where lighting should be considered?	<input 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 type="radio"/>	<input type="radio"/>	

**Public Transport**

	Yes	No	Unknown	
3.39 Will the scheme change public transport routes?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.39. The bus route number X15 and X18 route will remain the same, although the bus stops would now be situated along the B6341 as opposed to the A1. 3.40. Three bus stops (two informal, one formal) will be established during operation of the scheme, which will
3.40 Will the scheme change the location of bus stops?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
3.41 Will the scheme affect the accessibility of stops, stations or other public transport facilities?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

- 3.42 Will the scheme impact upon existing interchange facilities?
- 3.43 Are measures proposed to enhance and support personal security?

extinguished during the operation of the scheme, which will not be replaced along the route of the A1. However, they will be replaced by two new bus stops along the realigned B6341.

Step 3 Score:

**50%**

**High scoring areas:**  
Covers and gratings  
**Low scoring areas:**  
Taxis, Parking, Personal security, surveillance and lighting

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
4.1	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Have <b>consultation</b> or other <b>public or stakeholder engagement</b> activities been undertaken as part of scheme development, options appraisal or similar?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
4.2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Has an <b>Equality Impact Assessment (EqIA)</b> or other form of <b>Equality Analysis</b> been undertaken?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Have <b>Social and Distributional Impact Appraisals</b> been undertaken in accordance with WebTAG Units A4.1 and A4.2?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.4	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Has a <b>Health Impact Assessment (HIA)</b> been undertaken?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.5	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Has a <b>Non-motorised User (NMU)</b> audit been undertaken?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.6	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Has an <b>Environmental Statement</b> been prepared, or an <b>Environmental Impact Assessment (EIA)</b> been undertaken?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.7	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Has a <b>Strategic Environmental Assessment (SEA)</b> been undertaken?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.8	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Has a <b>Sustainability Appraisal</b> been completed?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4.1. Statutory and non-statutory consultation has been undertaken for the Scheme, and included engagement with NMU groups, as well as the local community and all appropriate local councils. There were comments raised supporting the improved safety of the Charlton Mires junction and improved safety generally along the A1 corridor owing to the removal of dangerous informal crossing points. There were comments about the potential improvements in travel by bus due to the provision of footpaths adjacent to the A1 carriageway, and encouraged by increased access via footpath provision and upgrades to bridleway. There were concerns however about the increased distance travelled for some local residents and increased associated costs, and additional concerns that the new Charlton Mires

**Relevant activity being undertaken by other bodies locally**

4.10	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Is any other highways work being undertaken in the local area (for example by the <b>local highways authority</b> ) that is relevant to the project?
<p>The A1 will be improved from Morpeth to Ellingham; a separate DCO has been submitted to upgrade the A1 between Morpeth and Felton. Northumberland County Council has not yet published any future highways work relating to the this stretch of the A1 / neighbouring areas, but this should be monitored to ensure cumulative effects on equality groups do not occur.</p>				
4.11	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Is any of the work scheduled to be undertaken likely to contribute to the scheme's equality or community impact?

Step 4 Score:

**41%**

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

5.2. There will be temporary (and permanent) access changes to a number of properties located immediately adjacent to the scheme with direct access to the A1, as well as those not directly adjacent to the scheme with indirect access to the A1. Access to businesses such as Rock Lodge Holiday lets, and the farm holdings across the scheme area would also be affected during construction.

5.3. Several PRoWs will be affected temporarily (and in many cases permanently) by scheme construction. Those permanently affected include PRoWs 129/04,

Construction assessment and management processes

	Yes	No	Unknown
5.10 Has a construction impact assessment been undertaken for the scheme?	<input type="radio"/>	<input checked="" 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"/>

5.10 - A construction impact assessment has not been undertaken.

5.11 - A CoCP has not been developed for the scheme.

5.12 - An Outline CEMP has been drafted.

5.13 - The Outline CEMP contains measures such as ensuring clear signage and road layout during construction, clearly advertising diversions, maintaining access to

Step 5 Score:

**46%**

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**

**66%**

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 Insert any additional coments regarding this part of the assessment here:

**Summary of: Step 2: Information about the scheme**

**Step 2 score**

**82%**

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

Main effects of the scheme, Trunk A-Roads

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

Motorways

Your response rate for this step was:

**84%** While you have answered more than 50% of questions on this sheet your score for this section may require further scrutiny

① Insert any additional coments regarding this part of the assessment here:

**Summary of: Step 3: Scheme design elements for consideration**

**Step 3 score**

**50%**

Your score at step 3 is influenced by the following areas of positive response:

Covers and gratings

Your score at step 3 is influenced by the following areas of negative response:

Taxis, Parking, Personal security, surveillance and lighting

Your response rate for this step was:

**88%** While you have answered more than 50% of questions on this sheet your score for this section may require further scrutiny

① Insert any additional coments regarding this part of the assessment here:

**Summary of: Step 4: Capturing additional information**

**Step 4 score**

**41%**

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:

**56%** While you have answered more than 50% of questions on this sheet your score for this section may require further scrutiny

① Insert any additional coments regarding this part of the assessment here:

**Summary of: Step 5: Understanding construction effects**

**Step 5 score**

**46%**

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 Insert any additional coments regarding this part of the assessment here:

**OVERALL EDIT SCORE:**

**63%**

From the information you have provided:

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:

Project stage:

Date:

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 ('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



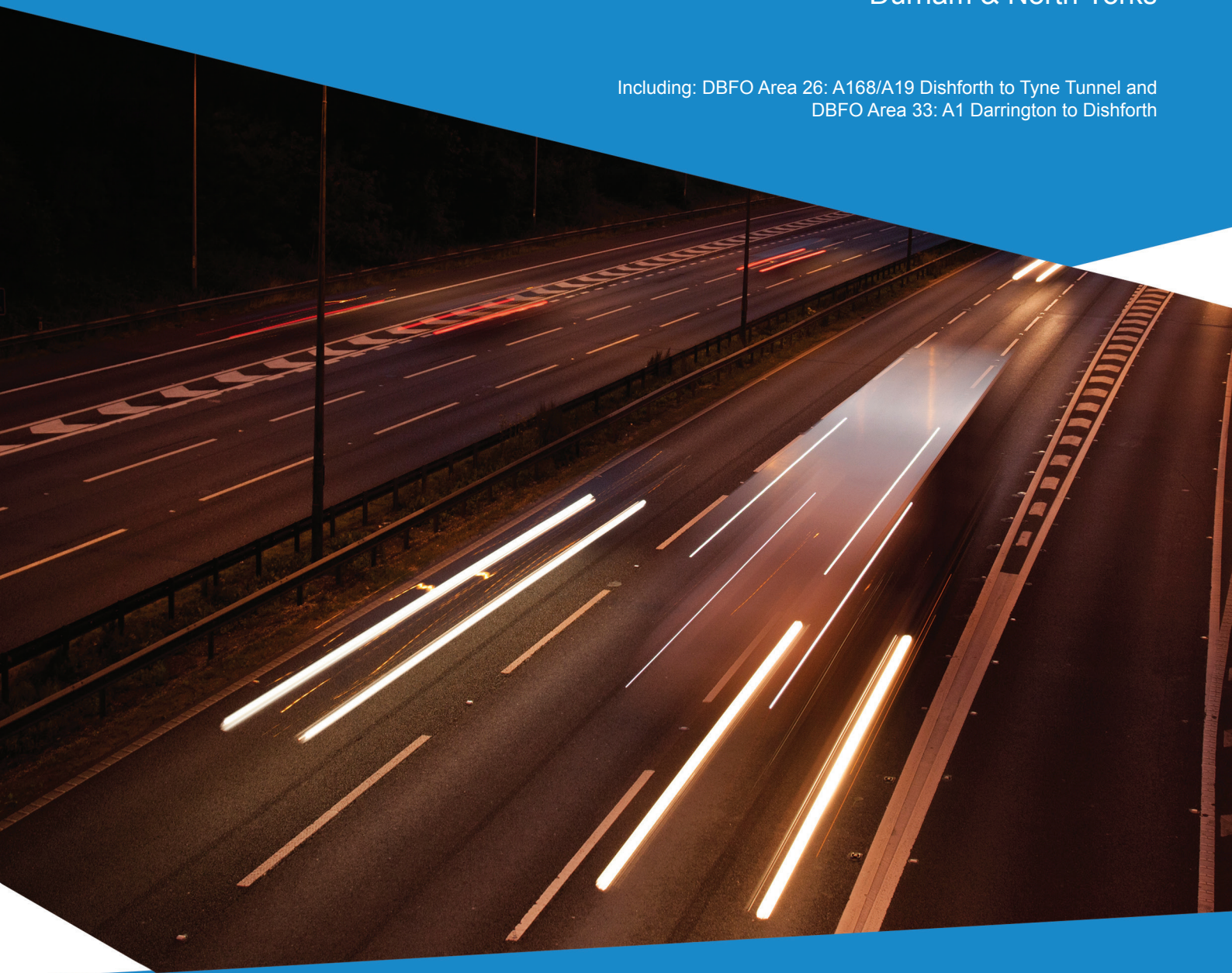
# Appendix C

## **AREA 14 HOT SPOT MAPS**

# Equality, Diversity and Inclusion Tool (EDIT)

Area 14 – Northumberland, Tyne & Wear,  
Durham & North Yorks

Including: DBFO Area 26: A168/A19 Dishforth to Tyne Tunnel and  
DBFO Area 33: A1 Darrington to Dishforth



# Contents

1. Introduction
2. Equality Hot Spots
3. Population Density
4. Equality Group Density
5. Equality Group Proportions
6. Destinations
7. Approach





# Introduction

## About EDIT

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 our network is accessible, and that economic and social opportunities are maximised for all.

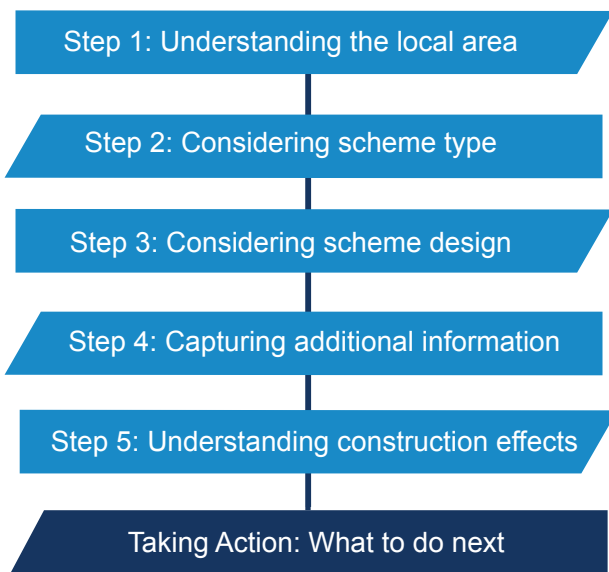
The Equality, Diversity and Inclusion Tool (EDIT) is designed to help you – Highways England project teams – to identify and understand how equality, diversity and inclusion (EDI) are relevant to your project.

EDIT uses information about your scheme, local population data, equality research, and draws on 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 of our customers and the local communities affected by what we do.

## Using EDIT

EDIT includes 5 steps:



## Undertaking Step 1

Step 1 involves an initial review of your scheme and its local area using a series of specially-designed EDI 'hotspot' maps, contained within this booklet.

The maps include a single EDI look-up (or 'hotspot') map of the network, 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.

## For each Highways England Area five maps are available:

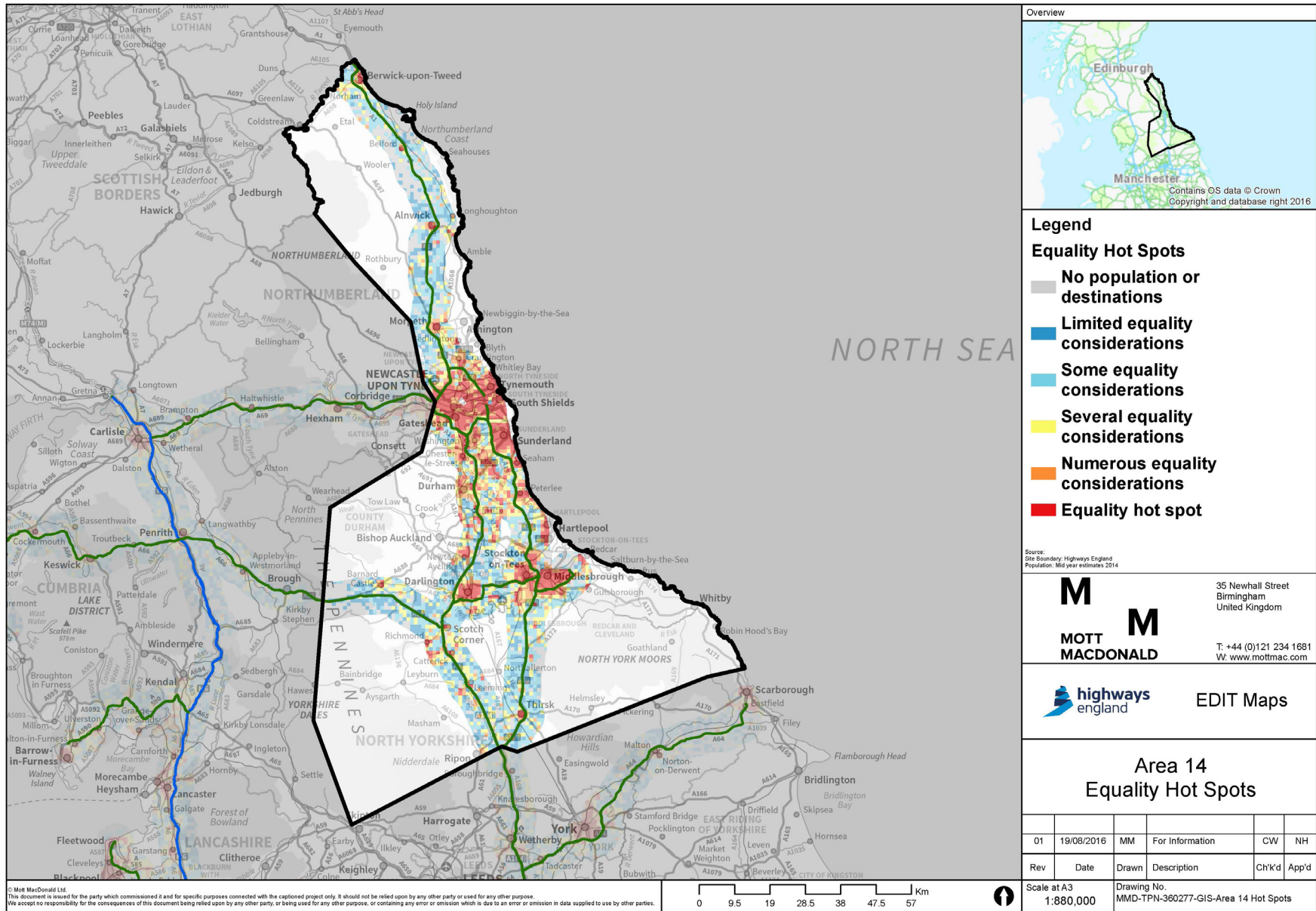
1. **An 'equality hot spots' map** - which shows those parts of the Area with high concentrations of people, equality groups and destinations.
2. **A population map** - which shows those parts of the Area with the largest numbers of people.
3. **An equality map** - which shows those parts of the Area 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.

Consider the map booklet for your area, and using the colour code in the Excel tool select a score from 0 to 5 from the drop down menu.

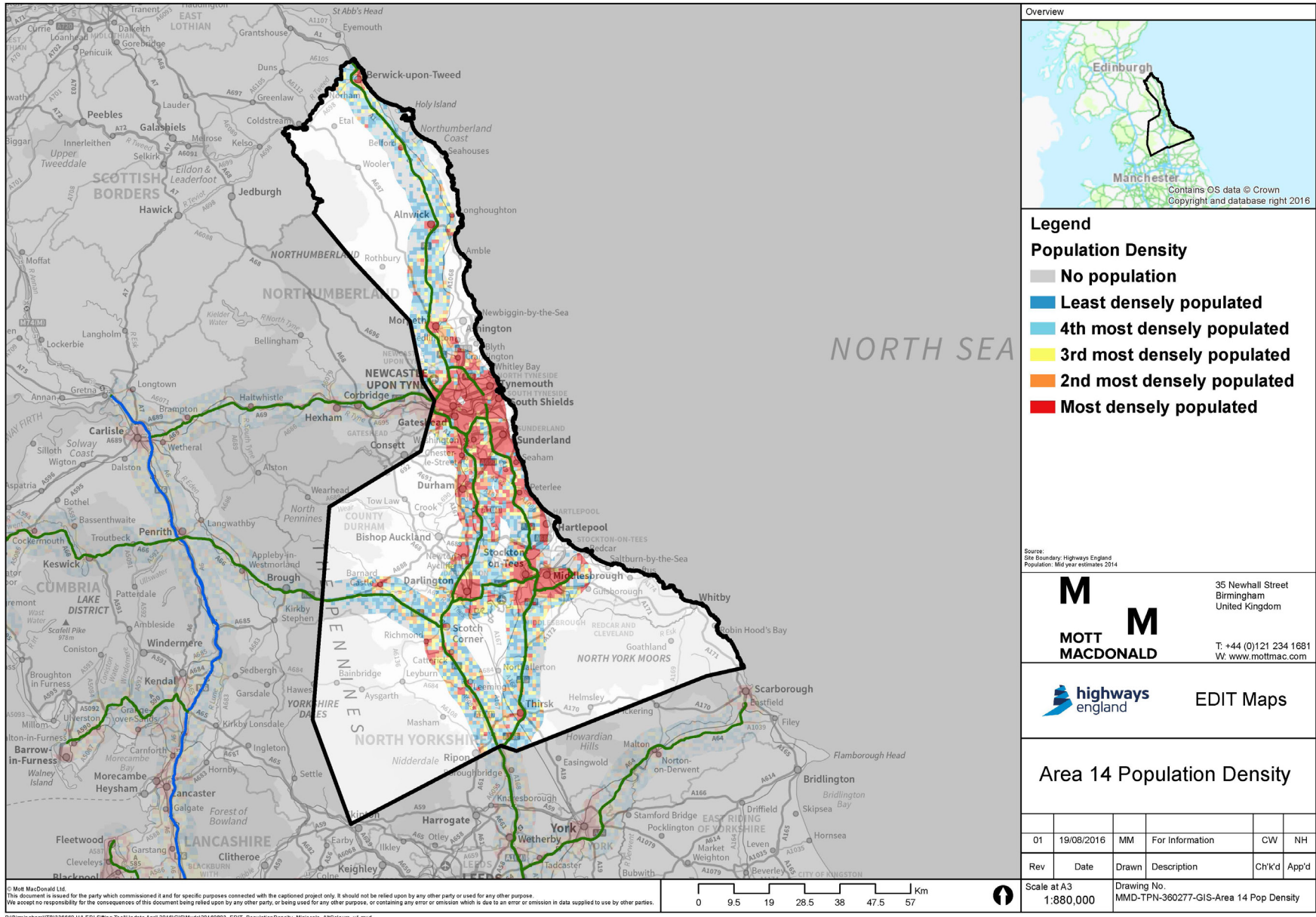
If your scheme covers a large area, long distance, or falls between a number of different areas, use your own judgement as to the most appropriate score. It is recommended that the highest scoring area be used.

The methodology by which the maps have been developed is included in the back of this booklet.

# Area 14 - Equality Hot Spots

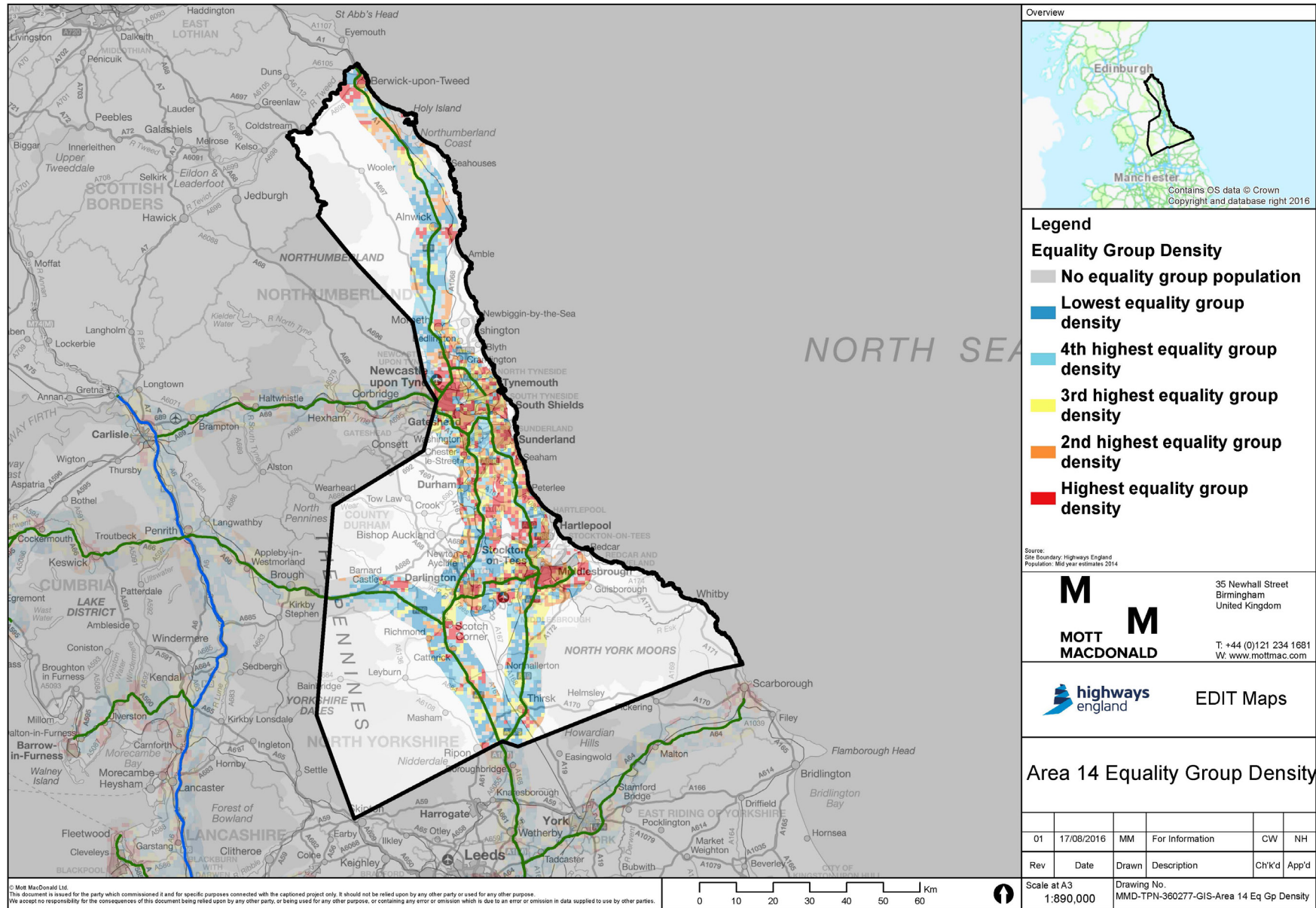


# Area 14 - Population Density

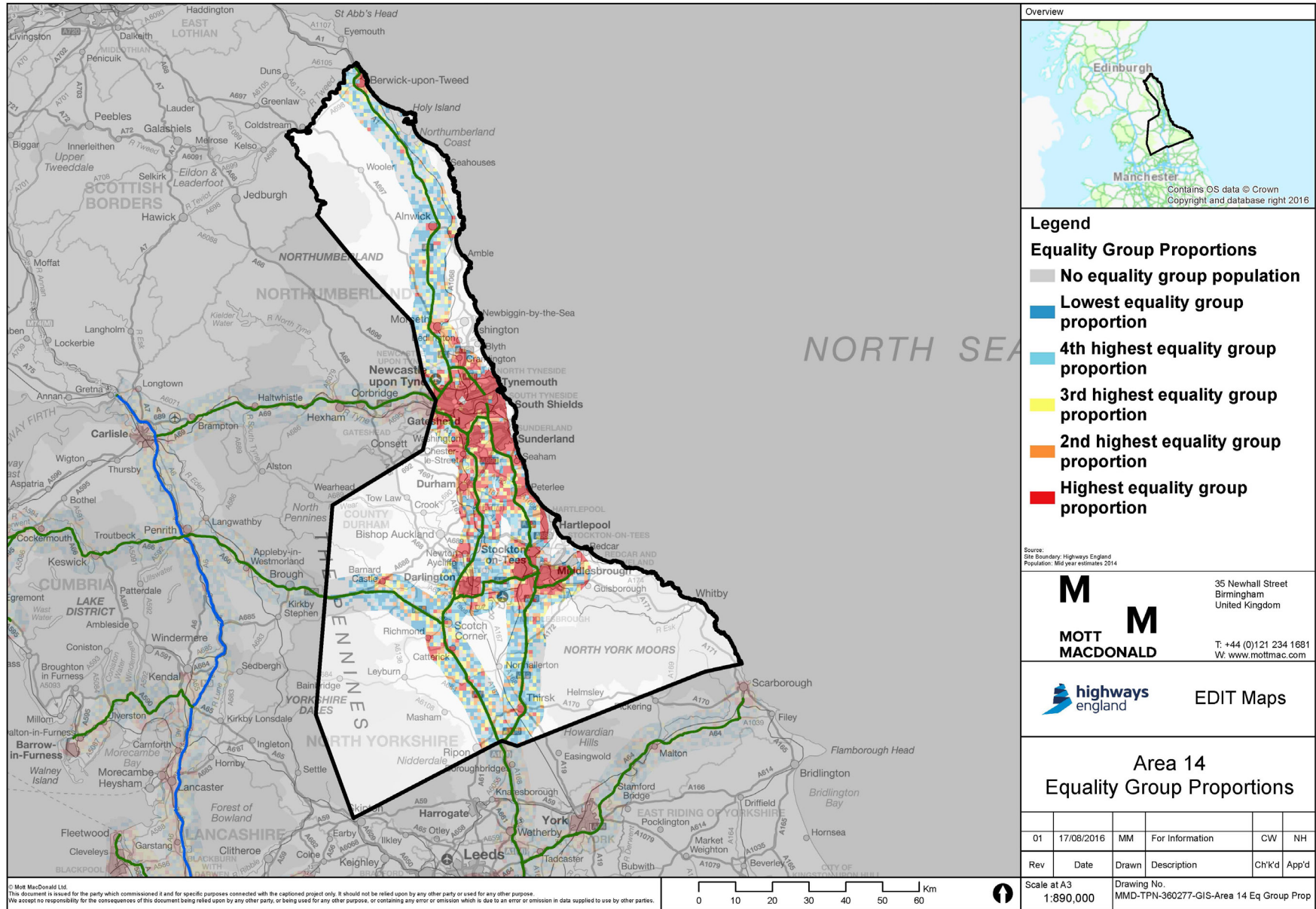




# Area 14 - Equality Group Density

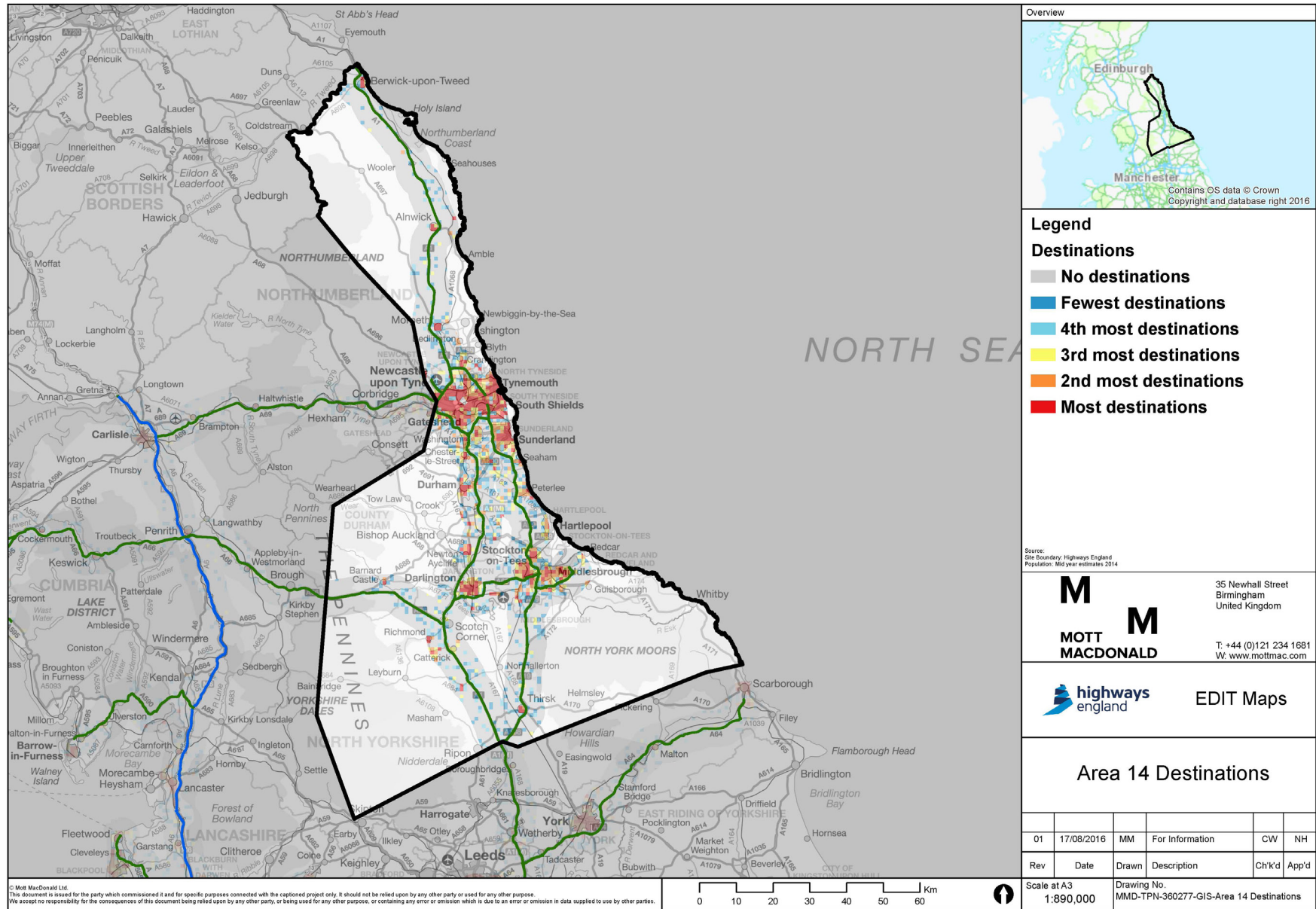


# Area 14 - Equality Group Proportions





# Area 14 - Destinations



# Methodological approach to the equality 'hotspot' maps

## Overall approach

The Equality, Diversity and Inclusion Tool (EDIT) includes five area maps:

- **A population density map** - which shows those parts of the Highways England Area with the largest numbers of people.
- **An equality population density map** - which shows those parts of the Area with the largest numbers of people from protected groups.
- **An equality population proportion map** - which shows those parts of the Area with the highest proportions of people from protected groups.
- **A destinations / 'trip attractors' map** - which shows those parts of the Area with the highest numbers of destinations such as schools, hospitals, religious buildings and care homes.
- **An 'equality hot spots' map** – which shows those parts of the Area with concentrations of all of the above - people, equality groups and destinations.

Each of the maps has been divided into **grid squares measuring 1km by 1km**. This allows the maps to be 'scalable' – readable at both one map per page, and when 'zoomed in' for a close up view of a scheme. In addition, standard small area geographical boundaries – such as output areas and lower super output areas – vary in size (particularly between rural and urban areas), and the grid-based approach used in EDIT allows for a consistent spatial scale in which to appraise schemes.

Available data has been aggregated to fit the pre-defined 1km grid squares providing a more accurate profile for the area. Residential address points have been analysed to estimate the size of the population who live within each 1km grid square, without needing to use existing area boundaries.

## Population density map

Population data has been sourced from the Office for National Statistics (ONS) **2014 Mid-Year Population Estimates** (MYE – which are based on the 2011 Census) and has been assigned to the 1km grid squares using the address point methodology identified above. This aggregated total has then been divided by the size of the area to establish its population density.

In order to identify the relative population density of areas, the grid squares were **ranked from lowest population density to highest**. The areas were then **split into five subsets** with a score of 1 to 5 (1 being the lowest, with the lowest population density, and 5 being the highest) and mapped. Grid squares with a population of 0 were excluded from the ranking process.

## Equality population density map

The equality population density data has been sourced from the ONS 2014 MYE, based on the 2011 Census, and has been assigned to the 1km grid squares in the same way. The equality population is defined as the total number of people who are:

- under 16;
- over 65;
- under one year old;
- have a long term limiting illness;
- from a Black, Asian or Minority Ethnic (BAME) group; and
- Buddhist, Hindu, Jewish, Muslim, Sikh or 'other' religion.

**Certain protected characteristics have not been included** because data sets are not available (for example, regarding gender reassignment, or sexual orientation for which no reliable national level data exists) or do not add value to spatial analysis (for example, the proportion of males and females varies only by around one percentage point in any given area).

In other cases, **proxy measures have been used** (for example, the number of children less than one year old has been used as a proxy for pregnancy and maternity).

People with other characteristics identified as experiencing transport-related disadvantaged but who are not covered by the Equality Act 2010 (such as people living in households without a car, or within a rural area) have not been included at this stage. This information is captured within other parts of the tool.

The aggregated total has been divided by the size of the area to establish its equality population density. The grid squares were then ranked from lowest to highest, divided into five subsets and mapped. Grid squares with an equality population of 0 were again excluded from the analysis.

## Equality population proportion map

Including the proportion to which some groups are represented within a population can provide further insights not captured by population density.

The equality population proportion data has been sourced from the ONS 2014 MYE, based on the 2011 Census and has been assigned to the 1km grid squares in the same way. The equality population has been defined in the same way as above.

The proportion of the total population for each of the social and demographic groups has been identified, and then **averaged to provide a mean proportion of people belonging to particular groups**. Once again, the areas were ranked from lowest proportion to highest and divided into quintiles. Where the equality group total proportion was 0, grid squares were again excluded from this analysis.

## Destination / trip attractor density map

The destination or 'trip attractor' data was taken from the **OS Address Base Plus data** set (under licence) which contains data on addresses compiled by local authorities. Address Base data includes a detailed classification system allowing the identification of specific, relevant destinations for EDI analysis.

The destinations that are included in the process are those likely to be used to a greater extent by people from the social and demographic groups identified. Destination included in the mapping are listed in the table below:

Destinations / trip attractors			
Public / village hall / other community facility	Secondary / high school	Bingo hall / cinema / conference exhibition, theatre/ concert hall	Professional medical service
Church hall / religious meeting place / hall	University	Zoo / theme park	Public park / garden
Community service centre / office	Special needs establishment	Arena / stadium	Playground
Job centre	Other educational establishment	Dentist	Sheltered accommodation
College	Library	General practice surgery / clinic	Care / nursing home
Children's nursery / crèche	Museum / gallery	Hospital / hospice	Communal residence
Preparatory / first / primary / infant / junior / middle school	Indoor / outdoor leisure / sporting activity / centre	Medical / Testing / Research Laboratory	Residential education

Destinations were assigned to the 1km grid squares to establish the number of destinations per grid square. The grid squares were again ranked from lowest to highest in terms of number of attractors and s. Grid squares which have 0 attractors were excluded from the analysis.

Of those grid squares with destinations present, approximately 40% had only one destination and the five subsets were amended to account for this. Those in the lowest 50% were automatically allocated to the lowest quintile. The remaining 50% were then split into four equal subsets to make up the remainder. This allowed for the variation to be more effectively represented through the five subsets and the mapped data is therefore presented in terms of 'ranges' in the number of destinations in each grid square.

The destinations map does not provide information on where specific (or specific kinds of) attractors are, or whether they will cause local populations to make use of the network.

## Equality 'hot spots' map

The hot spots map uses the quintiles from the previous four maps described above, to create a final hot spots map to illustrate where EDI should be most carefully considered.

The map sums the score for the grid in each of the four supporting maps to get a score out of 20 (4 maps, each scoring out of 5). The higher the score the more emphasis needs to be placed on EDI for the scheme. A score of 0 indicates that there is no population or destinations within this 1km grid square. An average score has then been obtained by dividing the total score by 4 to provide a score of 1 to 5, where 1 is the lowest, and 5 is an 'equality hotspot'.

## Limitations

With all of the maps that form part of the tool, as with all geographical information, the data should be used with caution. The following should be kept in mind when using the maps:

- Destination data cannot provide specific information about the location or type of destinations within the 1km grid square. Some destinations are very large, seasonal or temporary.
- Destination may not influence behaviour – in particular, the maps do not disaggregate types of destination or particular equality groups. The maps will not, for example, explicitly show that an area has a high concentration of both children and schools which might in turn cause them to use or interact with the SRN.
- Density of population does not imply greater need per se, only greater volume of potential need (i.e. a single persons need may be greater than the needs of a whole group, but the maps would not necessarily show this)
- The maps cannot show severance or accessibility effects of the SRN, and only show information about the area the network passes through. The maps cannot show how the network interacts with its surroundings.

As such, the first stage sift using the 'hotspot' mapping tool should be undertaken with caution, and applying any available additional knowledge regarding the project where possible.

# Appendix D

## **SCHEME FIGURES**





**Key**

- DCO Application - Part A: Morpeth to Felton
- Areas Which Are Not Included in the DCO Application

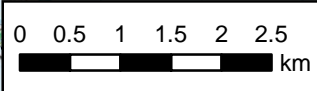
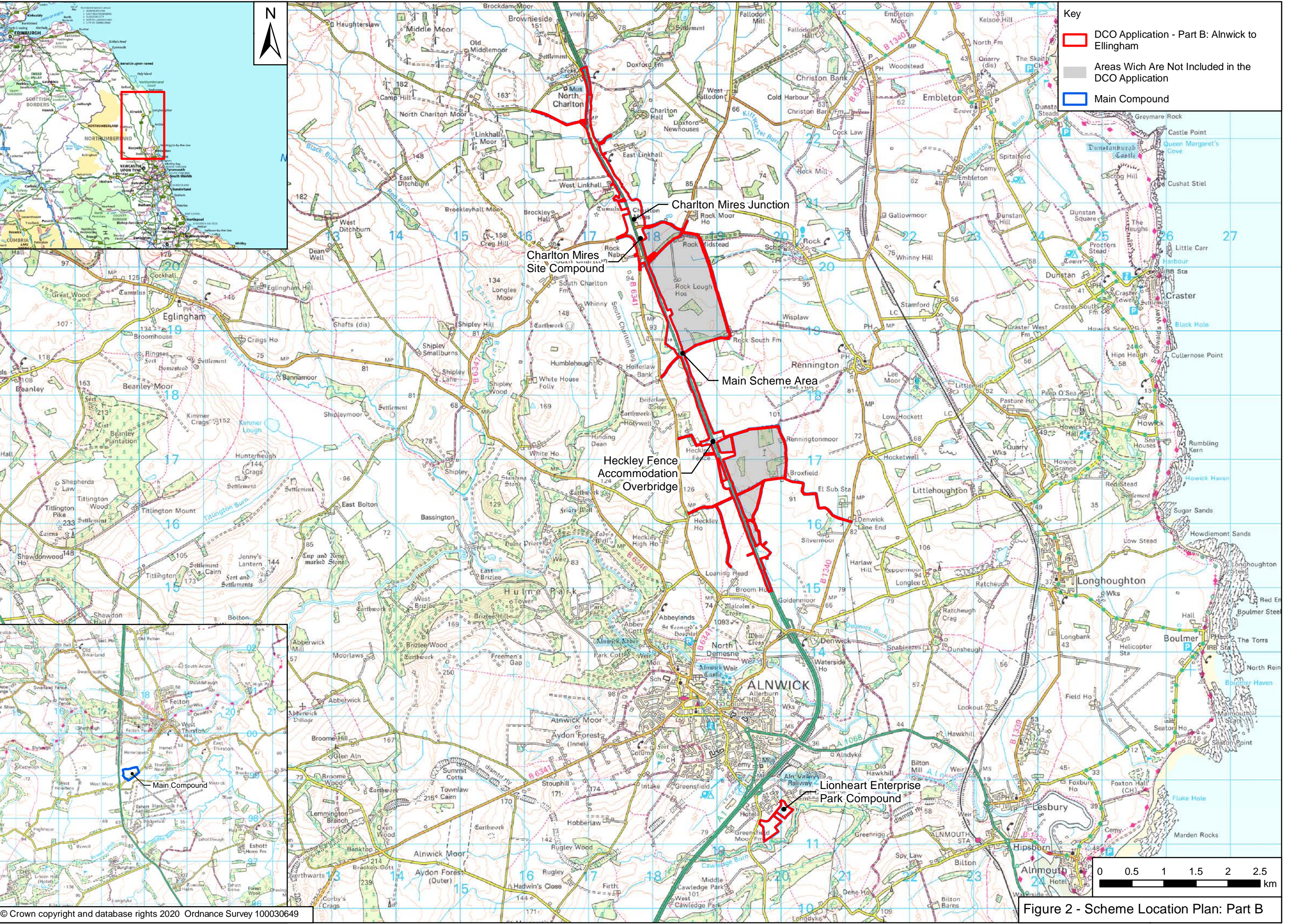


Figure 1 - Scheme Location Plan: Part A





**Key**

- DCO Application - Part B: Alnwick to Ellingham
- Areas Which Are Not Included in the DCO Application
- Main Compound

Figure 2 - Scheme Location Plan: Part B



# Appendix E

## **BUILDING ACCESSIBILITY CHECKLISTS**

## Building Accessibility Checklist- Tritlington CoE Aided First School

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.

COMMENT: Tritlington CoE Aided First School is used as a polling station

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
<b>ACCESS TO BUILDING / TRAVEL</b>				
<b>1. Is there accessible public transport to the venue?</b>		X		
a) Low floor bus route?		X		
b) Taxi drop off point?		X		
c) Metro link?		X		
d) Train station close by?		X		
<b>2. Are the pavements leading to the venue in good condition with dropped kerbs?</b>	X			
a) Good accessible road crossings with warning texture and crossing systems?		X		
<b>3. Is there accessible parking near the entrance?</b>		X		School car park available for use.
a) How many spaces are there?		X		7 standard spaces
b) Is it within 50 metres uncovered or 100 metres covered to an accessible entrance?	X			
c) Is there lighting from the accessible parking to accessible entrance?	X			Street lighting
<b>4. Is the main entrance easy to recognise, which can be defined by a unique physical feature or colour?</b>	X			
a) If dark outside is there appropriate lighting?	X			Street lighting
<b>5. Is the entrance accessible?</b>	X			
a) If there is a ramp, does it have a levelled area at the top?		X		
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...?		X		
c) Are steps and floor level changes clearly marked with a bright contrast edging?		X		No steps
<b>6. Is there an entrance Lobby where a wheelchair user can move clear of one door before using the next one?</b>	X			
a) Does the lobby door have space to be fully opened?	X			
b) Is there a trip hazard?		X		
c) Is there a visual panel so you can see someone approaching?	X			Glass entrance
<b>7. Is there a reception area?</b>		X		
a) Is there a low area for someone who may not be able to see over the counter?		X		Event will use a table at the entrance to enable people to sign in.
b) Is there a higher area for tall people who might find it difficult to bend for signing things?		X		
c) Is there a minicom?		X		
d) Is there a fax?		X		

e) Are the staff trained to help with disabilities?		X		
<b>8. Are the floor surfaces non-slip?</b>		X		
a) Does the floor surface create a glare?		X		
<b>9. If there is seating, do some have armrests?</b>		X		
a) Is the seating fixed to the floor?		X		
b) Is the seating set out in rows and if so can you get a walking frame down the rows?		X		
c) Is there a clear space for wheelchair users to sit where they are away from traffic flow?	X			Entrance to the school is through the playground.
<b>ROOM AND FACILITIES</b>				
<b>10. Is there clear access to the meeting room?</b>	X			
a) Wide doors?		X		
b) Wide corridor?	X			
c) No obstacles in the way i.e. rubbish bin, etc...	X			
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...?		X		
<b>11. Is there colour contrasting in the building so that the doors and fixtures are easy to distinguish?</b>	X			
a) Does the furniture contrast with the surroundings so that people don't bump it?	X			
<b>12. Is there an accessible toilet at least 1.5m x 2.2m?</b>	X			
a) how many toilets are there?	X			1 DDA Compliant
b) Wide door?	X			
c) Is there a low door handle?	X			
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?	X			
f) Is it easily accessible from the meeting room?	X			
g) Is the sink near the toilet, so it can be reached while on the toilet, but not located in the transfer space?		X		
<b>13. Do the average toilets have door handles no higher than 1.1m?</b>	X			
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				
b) Do the toilets and sinks contrast with surroundings so they can be easily identified?				
<b>14. Is the meeting room on the ground floor?</b>	X			
a) If not is there a lift?	N/A			
b) Are the buttons in the lift at the height that a wheelchair user could reach?	N/A			

<b>15. Is there equipment to assist with hearing?</b>		X		
a) Is there a working induction loop available to users of the meeting room?		X		
b) Do you have amplifiers and microphones available to hirers of the meeting room?		X		
c) Does the wiring for these systems impede access to seating		X		
d) Are there power points available to plug in equipment?	X			
<b>16. Is there clear signage?</b>		X		Signage for the event will be provided by HE team.
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?				
<b>18. Is there an outdoors area for a Service or Guide dog to "relieve" itself?</b>		X		
<b>19. Is there a public phone?</b>		X		
a) Is there a low phone for wheelchair users?		X		
b) Is there a minicom for Deaf people?		X		
<b>EVACUATION PROCEDURES</b>				
<b>20. What is the evacuation procedure for assisting wheelchair users out of the building? Give details...</b>				

Created by [James Kennaby](#), Diversity Team –  
 GTN – 6189 4184, 0121 678 4184

Source data includes –  
[www.salford.gov.uk](http://www.salford.gov.uk)  
 and  
[www.laria.gov.uk](http://www.laria.gov.uk)

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



Entrance



Room to hire



## Building Accessibility Checklist- Morpeth Town 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.

**COMMENT:** Morpeth Town Hall is used as a polling station

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
<b>ACCESS TO BUILDING / TRAVEL</b>				
<b>1. Is there accessible public transport to the venue?</b>		X		
a) Low floor bus route?		X		
b) Taxi drop off point?		X		
c) Metro link?		X		
d) Train station close by?		X		
<b>2. Are the pavements leading to the venue in good condition with dropped kerbs?</b>	X			
a) Good accessible road crossings with warning texture and crossing systems?		X		
<b>3. Is there accessible parking near the entrance?</b>	X			
a) How many spaces are there?	X			1 designated disabled parking space on Bridge Street
b) Is it within 50 metres uncovered or 100 metres covered to an accessible entrance?	X			
c) Is there lighting from the accessible parking to accessible entrance?	X			Street lighting
<b>4. Is the main entrance easy to recognise, which can be defined by a unique physical feature or colour?</b>	X			
a) If dark outside is there appropriate lighting?	X			Street lighting
<b>5. Is the entrance accessible?</b>	X			
a) If there is a ramp, does it have a levelled area at the top?	X			
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...?	X			Automatic door.
c) Are steps and floor level changes clearly marked with a bright contrast edging?		X		No steps
<b>6. Is there an entrance Lobby where a wheelchair user can move clear of one door before using the next one?</b>	X			
a) Does the lobby door have space to be fully opened?	X			
b) Is there a trip hazard?		X		
c) Is there a visual panel so you can see someone approaching?	X			Glass entrance
<b>7. Is there a reception area?</b>		X		
a) Is there a low area for someone who may not be able to see over the counter?		X		Event will use a table at the entrance to enable people to sign in.
b) Is there a higher area for tall people who might find it difficult to bend for signing things?		X		
c) Is there a minicom?		X		

d) Is there a fax?		X		
e) Are the staff trained to help with disabilities?		X		
<b>8. Are the floor surfaces non-slip?</b>		X		
a) Does the floor surface create a glare?		X		
<b>9. If there is seating, do some have armrests?</b>		X		
a) Is the seating fixed to the floor?		X		
b) Is the seating set out in rows and if so can you get a walking frame down the rows?		X		
c) Is there a clear space for wheelchair users to sit where they are away from traffic flow?	X			
<b>ROOM AND FACILITIES</b>				
<b>10. Is there clear access to the meeting room?</b>	X			
a) Wide doors?		X		
b) Wide corridor?	X			
c) No obstacles in the way i.e. rubbish bin, etc...	X			
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...?		X		
<b>11. Is there colour contrasting in the building so that the doors and fixtures are easy to distinguish?</b>	X			
a) Does the furniture contrast with the surroundings so that people don't bump it?	X			
<b>12. Is there an accessible toilet at least 1.5m x 2.2m?</b>	X			
a) how many toilets are there?	X			1 DDA Compliant
b) Wide door?	X			
c) Is there a low door handle?	X			
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?	X			
f) Is it easily accessible from the meeting room?	X			
g) Is the sink near the toilet, so it can be reached while on the toilet, but not located in the transfer space?		X		
<b>13. Do the average toilets have door handles no higher than 1.1m?</b>	X			
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				
b) Do the toilets and sinks contrast with surroundings so they can be easily identified?				
<b>14. Is the meeting room on the ground floor?</b>	X			
a) If not is there a lift?	X			
b) Are the buttons in the lift at the height that a wheelchair user could reach?	X			

<b>15. Is there equipment to assist with hearing?</b>		X		
a) Is there a working induction loop available to users of the meeting room?		X		
b) Do you have amplifiers and microphones available to hirers of the meeting room?		X		
c) Does the wiring for these systems impede access to seating		X		
d) Are there power points available to plug in equipment?	X			
<b>16. Is there clear signage?</b>		X		Signage for the event will be provided by HE team.
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?				
<b>18. Is there an outdoors area for a Service or Guide dog to "relieve" itself?</b>		X		
<b>19. Is there a public phone?</b>		X		
a) Is there a low phone for wheelchair users?		X		
b) Is there a minicom for Deaf people?		X		
<b>EVACUATION PROCEDURES</b>				
<b>20. What is the evacuation procedure for assisting wheelchair users out of the building? Give details...</b>				

Created by [James Kennaby](#), Diversity Team –  
 GTN – 6189 4184, 0121 678 4184

Source data includes –  
[www.salford.gov.uk](http://www.salford.gov.uk)  
 and  
[www.laria.gov.uk](http://www.laria.gov.uk)

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



Entrance from Bridge Street



Room to hire

## Building Accessibility Checklist- Felton Village 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.

COMMENT: Felton Village Hall is used as a polling station

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
<b>ACCESS TO BUILDING / TRAVEL</b>				
<b>1. Is there accessible public transport to the venue?</b>		X		
a) Low floor bus route?		X		
b) Taxi drop off point?		X		
c) Metro link?		X		
d) Train station close by?		X		
<b>2. Are the pavements leading to the venue in good condition with dropped kerbs?</b>	X			
a) Good accessible road crossings with warning texture and crossing systems?		X		
<b>3. Is there accessible parking near the entrance?</b>		X		
a) How many spaces are there?	X			No defined spaces
b) Is it within 50 metres uncovered or 100 metres covered to an accessible entrance?	X			
c) Is there lighting from the accessible parking to accessible entrance?	X			Street lighting
<b>4. Is the main entrance easy to recognise, which can be defined by a unique physical feature or colour?</b>	X			
a) If dark outside is there appropriate lighting?	X			Street lighting
<b>5. Is the entrance accessible?</b>	X			
a) If there is a ramp, does it have a levelled area at the top?	X			
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...?		X		
c) Are steps and floor level changes clearly marked with a bright contrast edging?	X			
<b>6. Is there an entrance Lobby where a wheelchair user can move clear of one door before using the next one?</b>	X			
a) Does the lobby door have space to be fully opened?	X			
b) Is there a trip hazard?		X		
c) Is there a visual panel so you can see someone approaching?		X		
<b>7. Is there a reception area?</b>		X		
a) Is there a low area for someone who may not be able to see over the counter?		X		Event will use a table at the entrance to enable people to sign in.
b) Is there a higher area for tall people who might find it difficult to bend for signing things?		X		
c) Is there a minicom?		X		
d) Is there a fax?		X		

e) Are the staff trained to help with disabilities?		X		
<b>8. Are the floor surfaces non-slip?</b>		X		
a) Does the floor surface create a glare?		X		
<b>9. If there is seating, do some have armrests?</b>		X		
a) Is the seating fixed to the floor?		X		
b) Is the seating set out in rows and if so can you get a walking frame down the rows?		X		
c) Is there a clear space for wheelchair users to sit where they are away from traffic flow?	X			
<b>ROOM AND FACILITIES</b>				
<b>10. Is there clear access to the meeting room?</b>	X			
a) Wide doors?		X		
b) Wide corridor?	X			
c) No obstacles in the way i.e. rubbish bin, etc...	X			
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...?		X		
<b>11. Is there colour contrasting in the building so that the doors and fixtures are easy to distinguish?</b>	X			
a) Does the furniture contrast with the surroundings so that people don't bump it?	X			
<b>12. Is there an accessible toilet at least 1.5m x 2.2m?</b>	X			
a) how many toilets are there?	X			1 DDA Compliant
b) Wide door?	X			
c) Is there a low door handle?	X			
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?	X			
f) Is it easily accessible from the meeting room?	X			
g) Is the sink near the toilet, so it can be reached while on the toilet, but not located in the transfer space?		X		
<b>13. Do the average toilets have door handles no higher than 1.1m?</b>	X			
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				
b) Do the toilets and sinks contrast with surroundings so they can be easily identified?				
<b>14. Is the meeting room on the ground floor?</b>	X			
a) If not is there a lift?	N/A			
b) Are the buttons in the lift at the height that a wheelchair user could reach?	N/A			

<b>15. Is there equipment to assist with hearing?</b>		X		
a) Is there a working induction loop available to users of the meeting room?		X		
b) Do you have amplifiers and microphones available to hirers of the meeting room?		X		
c) Does the wiring for these systems impede access to seating		X		
d) Are there power points available to plug in equipment?	X			
<b>16. Is there clear signage?</b>		X		Signage for the event will be provided by HE team.
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?				
<b>18. Is there an outdoors area for a Service or Guide dog to "relieve" itself?</b>		X		
<b>19. Is there a public phone?</b>		X		
a) Is there a low phone for wheelchair users?		X		
b) Is there a minicom for Deaf people?		X		
<b>EVACUATION PROCEDURES</b>				
<b>20. What is the evacuation procedure for assisting wheelchair users out of the building? Give details...</b>				

Created by [James Kennaby](#), Diversity Team –  
 GTN – 6189 4184, 0121 678 4184

Source data includes –  
[www.salford.gov.uk](http://www.salford.gov.uk)  
 and  
[www.laria.gov.uk](http://www.laria.gov.uk)

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





Entrance



Room to hire

## Building Accessibility Checklist- Longhorsely Village 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.

COMMENT: Longhorsely Village Hall is used as a polling station

Access Issue	Yes	No	Measurement / Distance if appropriate	Comments
<b>ACCESS TO BUILDING / TRAVEL</b>				
<b>1. Is there accessible public transport to the venue?</b>		X		
a) Low floor bus route?		X		
b) Taxi drop off point?		X		
c) Metro link?		X		
d) Train station close by?		X		
<b>2. Are the pavements leading to the venue in good condition with dropped kerbs?</b>		X		Village hall surrounded by car park.
a) Good accessible road crossings with warning texture and crossing systems?		X		
<b>3. Is there accessible parking near the entrance?</b>		X		
a) How many spaces are there?	X			2 defined spaces
b) Is it within 50 metres uncovered or 100 metres covered to an accessible entrance?	X			
c) Is there lighting from the accessible parking to accessible entrance?	X			Street lighting
<b>4. Is the main entrance easy to recognise, which can be defined by a unique physical feature or colour?</b>	X			
a) If dark outside is there appropriate lighting?	X			Street lighting
<b>5. Is the entrance accessible?</b>	X			
a) If there is a ramp, does it have a levelled area at the top?	X			
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...?		X		
c) Are steps and floor level changes clearly marked with a bright contrast edging?	X			
<b>6. Is there an entrance Lobby where a wheelchair user can move clear of one door before using the next one?</b>	X			
a) Does the lobby door have space to be fully opened?	X			
b) Is there a trip hazard?		X		
c) Is there a visual panel so you can see someone approaching?		X		
<b>7. Is there a reception area?</b>		X		
a) Is there a low area for someone who may not be able to see over the counter?		X		Event will use a table at the entrance to enable people to sign in.
b) Is there a higher area for tall people who might find it difficult to bend for signing things?		X		
c) Is there a minicom?		X		
d) Is there a fax?		X		

e) Are the staff trained to help with disabilities?		X		
<b>8. Are the floor surfaces non-slip?</b>		X		
a) Does the floor surface create a glare?		X		
<b>9. If there is seating, do some have armrests?</b>		X		
a) Is the seating fixed to the floor?		X		
b) Is the seating set out in rows and if so can you get a walking frame down the rows?		X		
c) Is there a clear space for wheelchair users to sit where they are away from traffic flow?	X			
<b>ROOM AND FACILITIES</b>				
<b>10. Is there clear access to the meeting room?</b>	X			
a) Wide doors?		X		
b) Wide corridor?	X			
c) No obstacles in the way i.e. rubbish bin, etc...	X			
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...?		X		
<b>11. Is there colour contrasting in the building so that the doors and fixtures are easy to distinguish?</b>	X			
a) Does the furniture contrast with the surroundings so that people don't bump it?	X			
<b>12. Is there an accessible toilet at least 1.5m x 2.2m?</b>	X			
a) how many toilets are there?	X			1 DDA Compliant
b) Wide door?	X			
c) Is there a low door handle?	X			
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?	X			
f) Is it easily accessible from the meeting room?	X			
g) Is the sink near the toilet, so it can be reached while on the toilet, but not located in the transfer space?		X		
<b>13. Do the average toilets have door handles no higher than 1.1m?</b>	X			
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				
b) Do the toilets and sinks contrast with surroundings so they can be easily identified?				
<b>14. Is the meeting room on the ground floor?</b>	X			
a) If not is there a lift?	N/A			
b) Are the buttons in the lift at the height that a wheelchair user could reach?	N/A			

<b>15. Is there equipment to assist with hearing?</b>		X		
a) Is there a working induction loop available to users of the meeting room?		X		
b) Do you have amplifiers and microphones available to hirers of the meeting room?		X		
c) Does the wiring for these systems impede access to seating		X		
d) Are there power points available to plug in equipment?	X			
<b>16. Is there clear signage?</b>		X		Signage for the event will be provided by HE team.
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?				
<b>18. Is there an outdoors area for a Service or Guide dog to "relieve" itself?</b>		X		
<b>19. Is there a public phone?</b>		X		
a) Is there a low phone for wheelchair users?		X		
b) Is there a minicom for Deaf people?		X		
<b>EVACUATION PROCEDURES</b>				
<b>20. What is the evacuation procedure for assisting wheelchair users out of the building? Give details...</b>				

Created by [James Kennaby](#), Diversity Team –  
 GTN – 6189 4184, 0121 678 4184

Source data includes –  
[www.salford.gov.uk](http://www.salford.gov.uk)  
 and  
[www.laria.gov.uk](http://www.laria.gov.uk)

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



Entrance



Room to hire



## Building Accessibility Checklist- **WILLOWBURN SPORTS CENTRE, ALNWICK**

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
<b>ACCESS TO BUILDING / TRAVEL</b>				
<b>1. Is there accessible public transport to the venue?</b>	X			
a) Low floor bus route?	X		<90 metres	On Willowburn Ave
b) Taxi drop off point?	X			Outside venue
c) Metro link?		X		
d) Train station close by?	X		2.3 miles	Alnmouth Station
<b>2. Are the pavements leading to the venue in good condition with dropped kerbs?</b>				
a) Good accessible road crossings with warning texture and crossing systems?	X			Car park includes ramps and crossings with tactile paving.
<b>3. Is there accessible parking near the entrance?</b>				
a) How many spaces are there?	X			12 spaces
b) Is it within 50 metres uncovered or 100 metres covered to an accessible entrance?	X			Adjacent to entrance
c) Is there lighting from the accessible parking to accessible entrance?	X			Car park is lit
<b>4. Is the main entrance easy to recognise, which can be defined by a unique physical feature or colour?</b>				
a) If dark outside is there appropriate lighting?	X			Daytime visit, but lighting is present externally
<b>5. Is the entrance accessible?</b>				
a) If there is a ramp, does it have a levelled area at the top?		X		Not needed
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...?	X			
c) Are steps and floor level changes clearly marked with a bright contrast edging?		X		No steps on entrance to room
<b>6. Is there an entrance Lobby where a wheelchair user can move clear of one door before using the next one?</b>				
a) Does the lobby door have space to be fully opened?	X			
b) Is there a trip hazard?		X		
c) Is there a visual panel so you can see someone approaching?	X			Staffed reception desk has full view of doorway
<b>7. Is there a reception area?</b>				
a) Is there a low area for someone who may not be able to see over the counter?	X			To right of reception area
b) Is there a higher area for tall people who might find it difficult to bend for signing things?	X			
c) Is there a minicom?				Unknown
d) Is there a fax?				Unknown
e) Are the staff trained to help with disabilities?	X			Assumed as this is a leisure centre

<b>8. Are the floor surfaces non-slip?</b>				
a) Does the floor surface create a glare?		X		
<b>9. If there is seating, do some have armrests?</b>				
a) Is the seating fixed to the floor?		X		Café seating
b) Is the seating set out in rows and if so can you get a walking frame down the rows?		X		
c) Is there a clear space for wheelchair users to sit where they are away from traffic flow?	X			
<b>ROOM AND FACILITIES</b>				
<b>10. Is there clear access to the meeting room?</b>				
a) Wide doors?	X			Double door
b) Wide corridor?	X			
c) No obstacles in the way i.e. rubbish bin, etc...	X			
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...?	X			Doors will not be closed during event
<b>11. Is there colour contrasting in the building so that the doors and fixtures are easy to distinguish?</b>				
a) Does the furniture contrast with the surroundings so that people don't bump it?	X			
<b>12. Is there an accessible toilet at least 1.5m x 2.2m?</b>				There is a DDA compliant toilet facility
a) how many toilets are there?				
b) Wide door?				
c) Is there a low door handle?				
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?				
<b>13. Do the average toilets have door handles no higher than 1.1m?</b>				There is a DDA compliant toilet facility
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				
b) Do the toilets and sinks contrast with surroundings so they can be easily identified?				
<b>14. Is the meeting room on the ground floor?</b>	X			
a) If not is there a lift?	X			Meeting room on ground floor
b) Are the buttons in the lift at the height that a wheelchair user could reach?				Meeting room on ground floor



<b>15. Is there equipment to assist with hearing?</b>				
a) Is there a working induction loop available to users of the meeting room?	X			Not provided in room
b) Do you have amplifiers and microphones available to hirers of the meeting room?	X			Hearing loops available according to website
c) Does the wiring for these systems impede access to seating		X		
d) Are there power points available to plug in equipment?	X			
<b>16. Is there clear signage?</b>	X			
a) Is only the first letter of each word capitalised?		X		
b) Is the font simple or plain, such as Arial or Helvetica?	X			
c) Is there colour contrasting, such as black & white or yellow & dark blue?				Not seen
<b>18. Is there an outdoors area for a Service or Guide dog to "relieve" itself?</b>	X			Grass area in car park
<b>19. Is there a public phone?</b>		X		
a) Is there a low phone for wheelchair users?		X		Not seen
b) Is there a minicom for Deaf people?				Hearing loops available according to website
<b>EVACUATION PROCEDURES</b>				
<b>20. What is the evacuation procedure for assisting wheelchair users out of the building? Give details...</b>				

Created by [James Kennaby](#), Diversity Team –  
 GTN – 6189 4184, 0121 678 4184

Source data includes –  
[www.salford.gov.uk](http://www.salford.gov.uk)  
 and  
[www.laria.gov.uk](http://www.laria.gov.uk)

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



## Building Accessibility Checklist- **RENNINGTON VILLAGE HALL, RENNINGTON**

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
<b>ACCESS TO BUILDING / TRAVEL</b>				
<b>1. Is there accessible public transport to the venue?</b>		X		
a) Low floor bus route?		X		
b) Taxi drop off point?		X		
c) Metro link?		X		
d) Train station close by?		X		
<b>2. Are the pavements leading to the venue in good condition with dropped kerbs?</b>		X		No pavements to location
a) Good accessible road crossings with warning texture and crossing systems?		X		Rural location, no marked crossings of roads
<b>3. Is there accessible parking near the entrance?</b>		X		Small car park to rear, village green to front
a) How many spaces are there?		X		
b) Is it within 50 metres uncovered or 100 metres covered to an accessible entrance?		X		
c) Is there lighting from the accessible parking to accessible entrance?		X		
<b>4. Is the main entrance easy to recognise, which can be defined by a unique physical feature or colour?</b>	X			Dark brown, to contrast with lighter stone building. However, main entrance is to rear of the building.
a) If dark outside is there appropriate lighting?		X		
<b>5. Is the entrance accessible?</b>	X			
a) If there is a ramp, does it have a levelled area at the top?	X			Ramp at rear of building
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...?		X		
c) Are steps and floor level changes clearly marked with a bright contrast edging?	X			
<b>6. Is there an entrance Lobby where a wheelchair user can move clear of one door before using the next one?</b>	X			Entrance area inside doorway leading to hall
a) Does the lobby door have space to be fully opened?	X			
b) Is there a trip hazard?		X		
c) Is there a visual panel so you can see someone approaching?		X		
<b>7. Is there a reception area?</b>		X		
a) Is there a low area for someone who may not be able to see over the counter?		N/A		
b) Is there a higher area for tall people who might find it difficult to bend for signing things?		N/A		
c) Is there a minicom?		X		
d) Is there a fax?		X		
e) Are the staff trained to help with disabilities?		X		

<b>8. Are the floor surfaces non-slip?</b>		X		
a) Does the floor surface create a glare?		X		
<b>9. If there is seating, do some have armrests?</b>		X		
a) Is the seating fixed to the floor?		X		
b) Is the seating set out in rows and if so can you get a walking frame down the rows?		X	Not relevant	
c) Is there a clear space for wheelchair users to sit where they are away from traffic flow?	X			
<b>ROOM AND FACILITIES</b>				
<b>10. Is there clear access to the meeting room?</b>	X			
a) Wide doors?		X		
b) Wide corridor?	X			
c) No obstacles in the way i.e. rubbish bin, etc...	X			
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...?		X		
<b>11. Is there colour contrasting in the building so that the doors and fixtures are easy to distinguish?</b>	X			
a) Does the furniture contrast with the surroundings so that people don't bump it?	X			
<b>12. Is there an accessible toilet at least 1.5m x 2.2m?</b>	X			DDA Compliant
a) how many toilets are there?	X			1 accessible, 1 male, 1 female
b) Wide door?	X			
c) Is there a low door handle?	X			
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?	X			
f) Is it easily accessible from the meeting room?	X			
g) Is the sink near the toilet, so it can be reached while on the toilet, but not located in the transfer space?		X		
<b>13. Do the average toilets have door handles no higher than 1.1m?</b>	X			
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				
b) Do the toilets and sinks contrast with surroundings so they can be easily identified?				
<b>14. Is the meeting room on the ground floor?</b>	X			
a) If not is there a lift?		X		Single floor building
b) Are the buttons in the lift at the height that a wheelchair user could reach?		X		N/A
<b>15. Is there equipment to assist with hearing?</b>		X		

a) Is there a working induction loop available to users of the meeting room?		X		
b) Do you have amplifiers and microphones available to hirers of the meeting room?		X		
c) Does the wiring for these systems impede access to seating		X		
d) Are there power points available to plug in equipment?	X			
<b>16. Is there clear signage?</b>		X	N/A	
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?				
<b>18. Is there an outdoors area for a Service or Guide dog to "relieve" itself?</b>	X			Village green - adjacent
<b>19. Is there a public phone?</b>		X		
a) Is there a low phone for wheelchair users?		X		
b) Is there a minicom for Deaf people?		X		
<b>EVACUATION PROCEDURES</b>				
<b>20. What is the evacuation procedure for assisting wheelchair users out of the building? Give details...</b>				

Created by [James Kennaby](#), Diversity Team –  
 GTN – 6189 4184, 0121 678 4184

Source data includes –  
[www.salford.gov.uk](http://www.salford.gov.uk)  
 and  
[www.laria.gov.uk](http://www.laria.gov.uk)

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





© Crown copyright 2021.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/)

write to the **Information Policy Team, The National Archives,**

**Kew, London TW9 4DU**, or email

[psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk).

This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this document  
[A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)

or call **0300 470 4580\***.