

# M60/M62/M66 Simister Island Interchange

TR010064

## 7.7 EQUALITY IMPACT ASSESSMENT

APFP Regulation 5(2)(q)

Planning Act 2008

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

**VOLUME 7**

April 2024

Infrastructure Planning

Planning Act 2008

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

**M60/M62/M66 Simister Island Interchange**  
Development Consent Order 202[ ]

---

**EQUALITY IMPACT ASSESSMENT**

---

<b>Regulation Reference</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010064
<b>Application Document Reference</b>	TR010064/APP/7.7
<b>Author</b>	M60/M62/M66 Simister Island Interchange Costain Jacobs Partnership Project Team & National Highways

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
P01	April 2024	DCO APPLICATION ISSUE

## CONTENTS

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Purpose of this document .....	1
<b>2</b>	<b>Scheme Equality Impact Assessment .....</b>	<b>2</b>
2.1	EqlA Impact Screening and Assessment .....	2
	<b>Acronyms .....</b>	<b>27</b>

## APPENDICES

Appendix A: Area 10 Equality Hot Spot Map

Appendix B: 2021 Census Data for PCGs In the Scheme Area

Appendix C: 2021 Census Data for PCGs In Greater Manchester

# 1 Introduction

## 1.1 Purpose of this document

- 1.1.1 This Equality Impact Assessment (“EqIA”) relates to an application made by National Highways (the “Applicant”) to the Secretary of State for Transport via the Planning Inspectorate (the “Inspectorate”) under the Planning Act 2008 (the “2008 Act”) for a Development Consent Order (DCO). If made, the DCO would grant consent for the M60/M62/M66 Simister Island Interchange (the “Scheme”). A detailed description of the Scheme can be found at Chapter 2, The Scheme of the Environmental Statement (ES) (TR010064APP/6.1).
- 1.1.2 To comply with the Equality Act 2010 and public sector equality duty, an EqIA was undertaken during the preliminary design stage of the Scheme. The outputs from this assessment can be found in Section 2 of this EqIA.
- 1.1.3 Appendix A shows 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.
- 1.1.4 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 the development and delivery of schemes.
- 1.1.5 On completion of the EDIT, a score is applied to indicate the level of assessment required. Any scheme which scores above 50% should proceed with a full EqIA. The EDIT score for this Scheme is 55%, indicating that a full Equality Impact Assessment is required.
- 1.1.6 The EDIT identified key elements of the Scheme which could disproportionately affect vulnerable groups. These are as follows:
- Stakeholder engagement – accessibility of information
  - Stakeholder engagement – accessibility of exhibition venues
  - Temporary disruption to rights of way
  - Equality of opportunity – employment opportunities
  - Changes to signage (during construction and in operation)
  - Changes to road layout & street furniture (during construction and in operation)
  - Changes to roadside emergency provision (during construction and in operation)
  - Environmental impacts: noise & air quality (during construction and in operation)

## 2 Scheme Equality Impact Assessment

### 2.1 EqlA Impact Screening and Assessment

2.1.1 The EqlA for the Scheme is shown in Table 2.1 below which has been informed by the EDIT assessment.

**Table 2.1 Equality Impact Screening & Assessment Table**

EQUALITY IMPACT SCREENING AND ASSESSMENT			
<b>Name of Practice/Policy</b>	M60/M62/M66 Simister Island Interchange	<b>Proposed or Current</b>	Proposed
<b>Person Completing the Assessment</b>		Paul Burroughs, National Highways	
<b>Directorate</b>		Major Projects (RIP NW)	
<b>Date 06/10/23</b>		<b>EQI Register Ref No:</b>	MPS84
<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></p> <p><b>Aims of the Equality Impact Assessment (EqlA)</b></p> <p>At National Highways, Equality, Diversity and Inclusion is at the heart of business planning and decision making. It is important people feel they are being treated fairly and feel their diverse views and needs are considered. This has been a long-standing principle of National Highways and is also a legislative requirement.</p> <p>This Scheme’s EqlA has been undertaken to support National Highways in meeting its statutory requirements under the Public Sector Equality Duty (PSED), which is part of the Equality Act 2010. The Equality Act 2010 protects people who share a ‘protected characteristic’, who are referred to as Protected Characteristic Groups (PCG). The PCG referred to within the Equality Act are set out in the table in Section B.</p> <p>The EqlA is a predictive assessment, considering - in advance of implementation of the Scheme - the potential impacts from the construction and operation of the Scheme and the potential effects of these on PCG. The EqlA helps to inform design, mitigation and other project-related decisions, such as consultation, to ensure that equality, diversity and inclusion principles are considered, and that the scheme does not discriminate against PCG.</p> <p>The following three imperatives of the Equality Act 2010 underpin the EqlA objectives:</p> <ul style="list-style-type: none"> <li>• Eliminate unlawful discrimination, harassment, and victimisation.</li> <li>• Advance equality of opportunity.</li> <li>• Foster good relationships between those with a protected characteristic and those without.</li> </ul> <p>In this EqlA the Applicant will:</p> <ul style="list-style-type: none"> <li>• identify the presence of PCG along the route of the Scheme, particularly where PCG are disproportionately represented amongst those most likely to be affected by the Scheme.</li> </ul>			

- use intelligence / information gained through engagement with stakeholders to inform our understanding of the likely needs of PCG, which are relevant to the identified potential effects of the scheme.
- assess the potential effects of construction and operation of the Scheme on PCG, which includes how relations between groups could be affected.
- identify relevant measures to avoid, minimize and / or mitigate potential negative effects on PCG.
- identify measures which can further enhance equality, address existing disadvantage, or support good relations between PCG and other people.

The potential impacts on PCG will be kept under review, and where appropriate, the baseline data will be updated, and further stakeholder engagement will be conducted. Should further implications on PCG be identified, the appraisal of these effects will be used to inform future decisions.

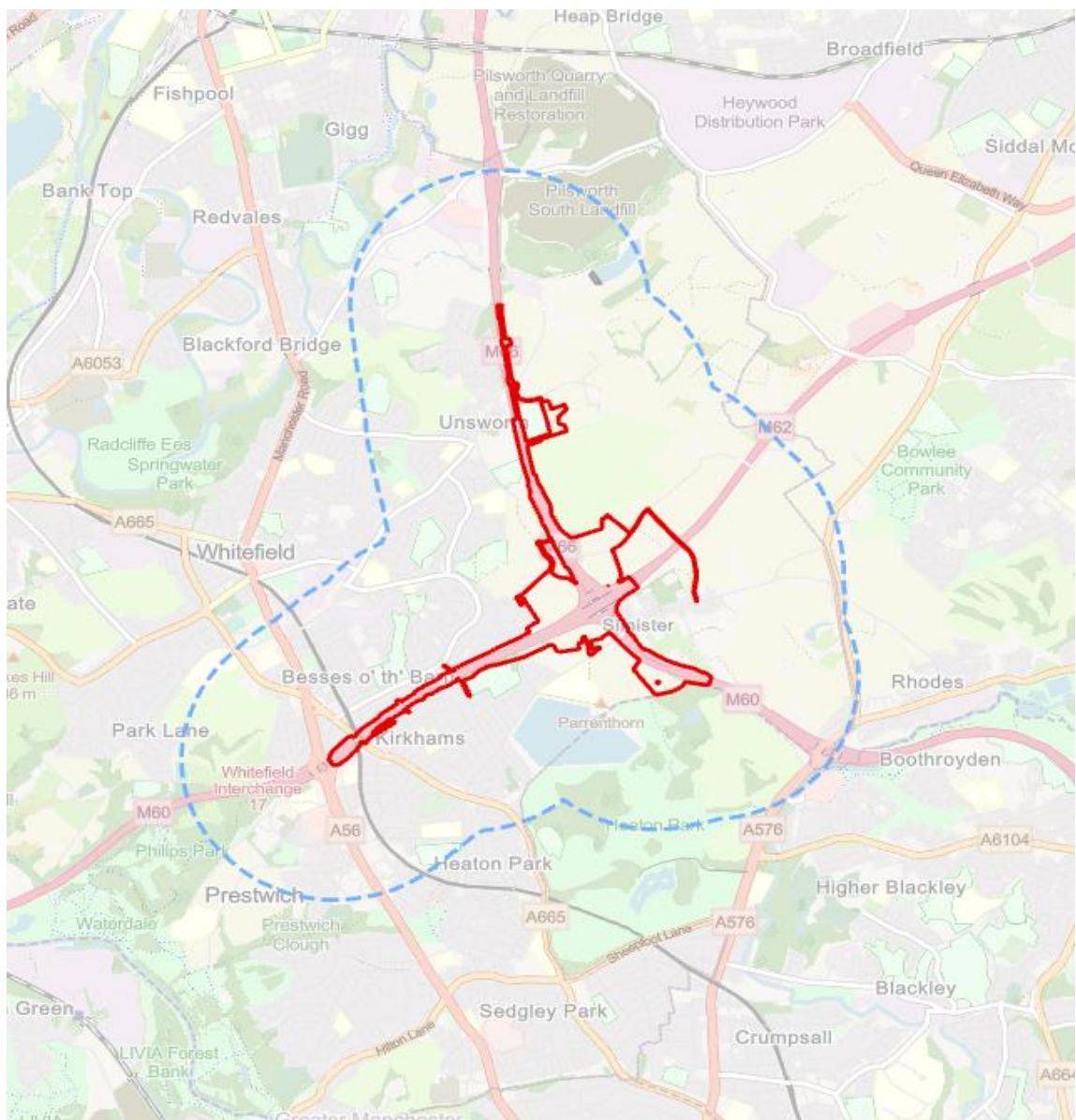


Figure 1: Scheme Order Limits (solid line) and the 1km buffer zone (dashed line).



## The Scheme

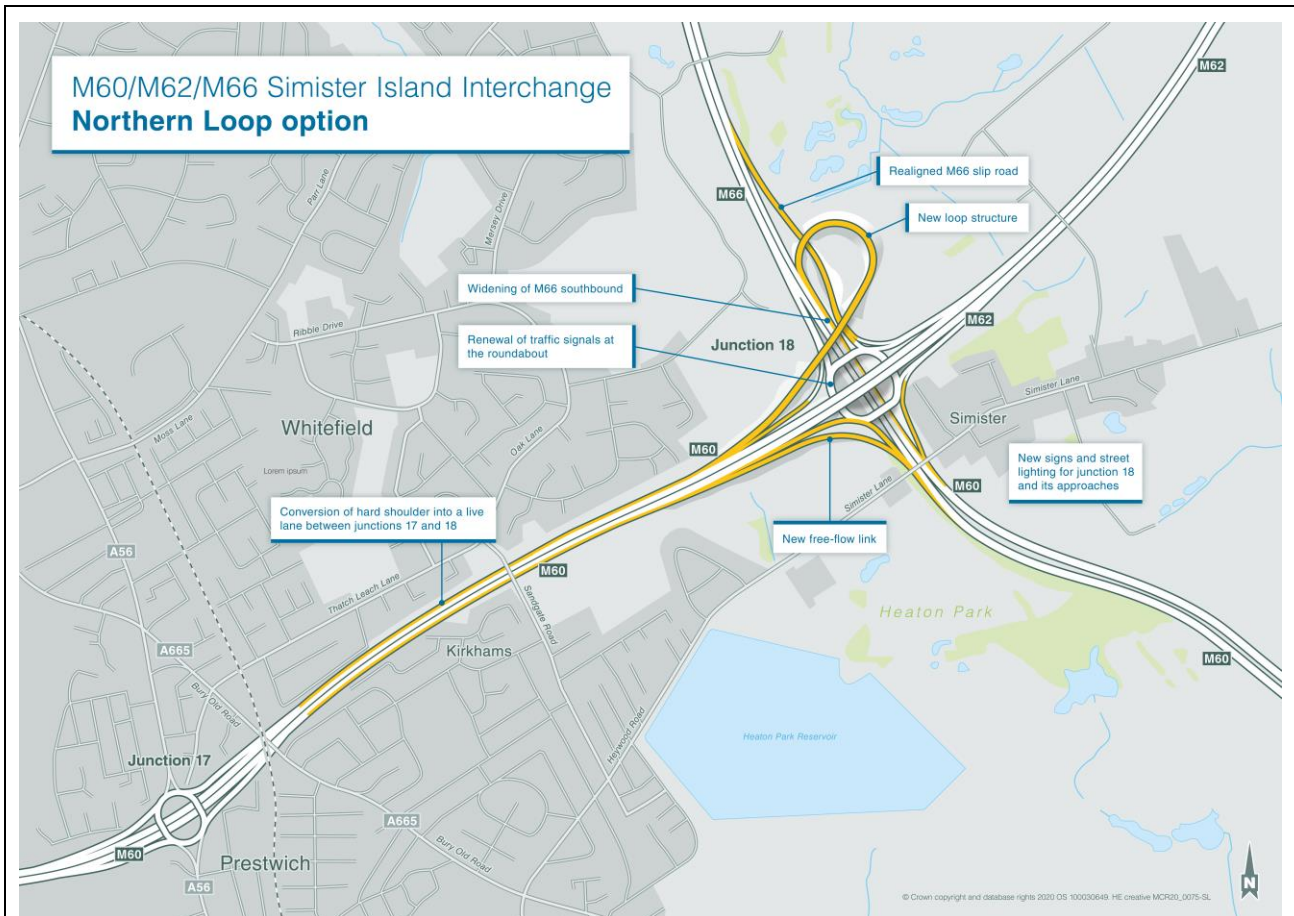
In March 2020, the Government's second Road Investment Strategy included a commitment for National Highways to improve the Simister Island Interchange between the M62, M60 and M66. Simister Island Interchange is one of the busiest motorway junctions in the north-west, used by around 90,000 vehicles each day. The junction struggles to accommodate such high volumes of traffic, which exceed the volume for which it was designed. As a result, the junction suffers from congestion and poor journey time reliability. Further details can be found in the Transport Assessment (TR010064/APP/7.4)

The Scheme has completed the preliminary design which forms the application. Statutory consultation was undertaken between 15 February 2023 and 28 March 2023. Further details of the statutory consultation can be found in the Consultation Report (TR010064/APP/5.1)

Significant future dates in the project's planned development include:

- DCO submission – 26 February 2024
- DCO decision – August 2025
- Notice to Proceed – Late 2025
- Start of Works – Early 2026
- Open for Traffic – Summer 2029

Following the options consultation carried out from 22 June 2020 to 17 August 2020, the Northern Loop option was chosen, as set out in the preferred route announcement in January 2021. Since announcing the Northern Loop as the preferred route in January 2021, the project team has been working to develop the design which forms this application.



The Northern Loop option involves a new loop structure providing a free-flow link from M60 eastbound to M60 southbound (clockwise). The option also includes:

- a new bridge over the M66 and junction 18 slip roads
- realignment of the M66 southbound slip road to junction 18 to accommodate the loop structure
- widening of the M66 southbound to 4 lanes as it passes through junction 18
- an upgraded two-lane link from the M60 northbound to the M60 westbound (anti-clockwise)
- widening between M60 junctions 17 and 18 to provide 5 lanes in both directions and discontinuous hard shoulders
- renewal of traffic signals, signs and street lighting at junction 18 and its approaches, and new gantries on the M66 southbound
- addition of attenuation ponds to the west along the M60, south-west of junction 18, south along the M60 and north to the east of the M66 to incorporate additional drainage mitigation.

A more detailed description of the Scheme can be found in Chapter 2, The Scheme of the Environmental Statement (TR010064/APP/6.1).

The Scheme would provide more capacity at Simister Island while improving journey times and reliability. The Northern Loop option was selected based on its performance against scheme objectives, including safety considerations, benefits, costs, environmental effects and construction; and on feedback from the options consultation



held in summer 2020. Further details on the selection of the preferred route and other options considered can be found in Chapter 3, Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1).

The strategic objectives of the Scheme set out in the Client Scheme Requirements are:

- 1: Contribute to economic growth
- 2: Improve the operation and efficiency of the existing transport network
- 3: Support employment and residential development opportunities
- 4: Deliver capacity enhancements to the SRN whilst supporting the use of sustainable modes and reducing the impact on the wider environment
- 5: Improve connectivity and community cohesion.

More detailed transport objectives, aligned with Department for Transport guidance, have been developed under these headings. These include objectives to improve safety for all road users; to improve community integration and reduce severance around the junction; and to identify opportunities for environmental enhancement.

The main objectives of the Scheme are:

- To improve the journey experience for users of this section of network by:
  - reducing peak congestion
  - reducing journey times
  - delivering more reliable journey times
- To provide an option which is safe for all road users
- To minimize the impact of our option on the surrounding environment including within Noise Important Areas and Air Quality Management Areas
- To facilitate future economic growth across the Greater Manchester area and support the delivery of proposed development sites close to the M60 and M66

Further details on how the Scheme meets the above objectives can be found in the Case for the Scheme (TR010064/APP/7.1).

While the Scheme would mainly address capacity issues at the junction, which has no direct connection to the local road network, the M60 connects to local roads at junction 17, and at several other points outside, but close to, the Order Limits. The same is true for the M62 and M66. As well as being part of a key strategic east-west route, the M60 also functions as a ring road used by local users. Local users, as well as strategic users, would derive benefits from improvements at junction 18. Further details on the benefits of the Scheme can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).

There are no facilities for walkers, cyclists, and horse-riders (WCH) groups at the junction because it is part of the motorway network, where these groups are prohibited access. The Scheme would require short, permanent diversions to a small number of public rights of way (PRoW). Wherever these routes are affected, replacement routes will be provided.

<p><b>B: <u>SCREENING</u>:</b></p> <p><b>Questions considered to establish impacts from the outset for new or changing policies/practices</b></p> <p><b>Response key:</b> Y = Yes N = No U = Unknown</p>	Sex	Religion or Belief	Age	Disability	Race	Sexual Orientation	Gender Re-assignment (include transsexual and transgender)	Pregnancy & Maternity	Marriage & Civil Partnership
1: Is there any indication or evidence that different groups have different needs, experiences, issues or priorities in relation to the practice/policy?	Y	Y	Y	Y	Y	N	N	Y	N
2: Is there evidence or an indication of higher or lower uptake by different groups?	N	N	N	N	N	N	N	N	N
3: Do people have different levels of access? Are there social or physical barriers to participation (e.g., language, format, physical access)?	Y	Y	Y	Y	Y	N	N	Y	N
4: Is there an opportunity to advance equality or foster good relations by altering the policy/practice?	Y	Y	Y	Y	Y	N	N	Y	N
5: Is there an opportunity to advance equality or foster good relations by working or engaging with other organizations or the wider community?	Y	Y	Y	Y	Y	N	N	Y	N
6: Is there stakeholder (staff, Trade Unions or public) concern about the policy/practice in terms of actual, perceived, or potential discrimination against a particular group?	Y	Y	Y	Y	Y	N	N	Y	N
7: Is there potential for, or evidence that any part of this policy/practice may adversely affect equality of opportunity for all or may harm good relations between different groups?	Y	Y	Y	Y	Y	N	N	Y	N
8: Is there any potential for, or evidence that any part of the policy/practice could discriminate indirectly or directly? (Consider those who implement it daily).	Y	Y	Y	Y	Y	N	N	Y	N

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

**EDIT**

This screening has been carried out using National Highways Equality, Diversity, and Inclusion Tool (EDIT), and readily available demographic data. For NH internal reference purposes only the internal link to this EDIT is available in **Section F** of this document.

Overall, the screening at the options identification stage suggested that equality, diversity, and inclusion issues were likely to be a factor in the effective delivery of the scheme. As a result, further consideration of appropriate measures during the development of the Scheme was recommended. The screening and assessment were therefore refined at the options selection stage to support the approach developed for the options consultation. Subsequent refinements at the preliminary design stage have focused on the current Scheme design and feedback received as part of the options and statutory consultation.

EDIT hotspot mapping identified the area around the Scheme as an equality hotspot with a high population density, and a high proportion of people from PCGs. The Scheme is also situated among high densities of traffic generators in and around the Greater Manchester conurbation.

In terms of the scheme, EDIT identifies no significant impact on many receptors and relatively limited range of beneficiaries.

EDIT also highlights the likely impact of activity by other bodies locally - including the local authorities - and other National Highways schemes. Until recently, these included a smart motorway scheme immediately to the east of the junction; and the Manchester North West Quadrant study. The former has now been cancelled; the latter may bring forward new schemes for development in future roads periods (i.e. 2025 onwards).

The Scheme intersects with the Northern Gateway plans developed by the local authorities for Bury, Rochdale and Manchester, and Greater Manchester Combined Authority (GMCA). On the whole, Bury Metropolitan Borough Council and neighbouring authorities are supportive of the scheme; but there is potential for friction with plans relating to the immediate vicinity of junction 18.

**Census data for baseline review**

Statistics for both Greater Manchester and England have been updated from the 2021 census data as the baseline for this assessment since the impacts of this Scheme could potentially be wide-reaching.

The Scheme sits entirely within Bury Metropolitan Borough Council's administrative area but abuts the administrative areas of Manchester City Council and Rochdale Borough Council.

The table below sets out the baseline data for England and Greater Manchester which is available for the following protected characteristics: age, disability, race, religion/belief, marriage and civil partnership, and gender.

The 2021 Census has no statistics available for the other protected characteristics: gender reassignment, pregnancy and maternity and sexual orientation.

Protected characteristic	England (Average, %)	Greater Manchester (Average, %)
Age: Under 15	17	19*
Age: 15 – 24	12	13*
Age: Over 65	18	16
Black, Asian or minority ethnic groups (BAME) (including Irish, Gypsy or Irish Traveller, Other White)	19	24*
Female population	51	51
Long-term health problem or disability (Day to day activities limited a little or a lot)	17	18*
Minority faith group (Buddhist, Hindu, Jewish, Muslim, Sikh, Other)	11	16*
Married or in a registered civil partnership	44.7	41.2

Table 1: Averages for protected characteristics (Census 2021)

Compared with the National average, Greater Manchester is home to a higher proportion of the following PCGs, marked with an asterisk (\*) in the table:

- Under 15s
- 15-24 age group
- Black, Asian or Minority ethnic groups
- People with a long-term health problem or disability
- Minority faith groups

It is also noteworthy that the PCG related to gender, those aged over 65 and those who are married or in a registered civil partnership in Greater Manchester are equal to, or just below, the average for England.

To identify where a PCG may be disproportionately impacted by the Scheme, it is important to identify where PCG are known to make up a greater proportion of the residential population affected, compared to the PCG representation in the wider local authority district and/or county/region. To do this, the PCG in each ward within a 1km buffer zone of the Order Limits (Figure 1) have been compared with the percentage representation of PCGs nationally and in Greater Manchester (Table 2).

The PCG of 15-24 year-olds, sex and married or registered civil partnership do not constitute a greater proportion of the residential population of the affected wards, compared with their representation either in Greater Manchester or nationally. As such these PCG are not shown in the table below.

Local Authority	Ward	Under 15	Over 65	Ethnicity	Disability	Religion & belief
Bury	Besses					
Bury	Holyrood					
Bury	Unsworth					
Bury	Pilkington Park					
Bury	St Mary's					
Rochdale	Hopwood Hall					
Rochdale	West Middleton					
Rochdale	South Middleton					
Manchester	Higher Blackley					

Table 2: PCGs by ward/local authority which may be disproportionately impacted by the scheme. A'| symbol indicates a potentially disproportionate impact against the national and regional average.

Looking at borough-wide comparisons; Rochdale has a higher concentration of children, while Bury has more people who are married or in a registered civil partnership. Rochdale has the third highest percentage of people with disabilities of the 10 authorities that comprise GMCA.

Manchester City Council has the highest proportion of people in the GMCA area identifying as black, Asian or of mixed ethnicity with 43%.

There is a significantly higher proportion of minority faith groups in Holyrood, Unsworth, Pilkington Park, St Mary's and Higher Blackley wards. The main faiths represented in these protected groups are Muslim and Jewish communities:

- Holyrood – 3.7% Jewish and 7.7% Muslim
- Unsworth – 5.7% Jewish and 7.2% Muslim
- Pilkington Park – 6.2% Muslim and 22.2% Jewish
- St Marys – 8.6% Jewish and 7.4% Muslim
- Higher Blackley – 0.5% Jewish and 11% Muslim

The following synagogues and Jewish places of worship are all located within the 1km buffer zone:

- Hillock Hebrew Congregation, 17 Beverley Close, Whitefield
- Whitefield Hebrew Congregation Synagogue, Park Lane
- Whitefield Jewish Burial Ground, Old Hall Lane

There are no mosques or Muslim places of worship within the scheme area. The closest mosques and Muslim places of worship are:



- Masjid-e-Bilal, Bury Old Road, Prestwich (c. 3km south of the Scheme)
- Masjid E Noor, Bridgefield Street, Radcliffe (c. 4km north of the Scheme)

Further Muslim places of worship can be found in Bury and Cheetham Hill.

Due to the locations of these places of worship, it is highly unlikely that residents travelling to them would use junction 18 to access them as it is not a direct route from the wards listed above.

### **Economic data by local authority and ward area**

[ONS data \(Census, 2011\) – link in Section F of this EqIA.](#)

When broken down below local authority level, this data is also useful to study for some of the PCG considerations.

### **Bury Metropolitan Borough Council**

The 2011 census data found that Bury had more economically active people than the national average, and lower unemployment rates, with a moderately high proportion of retired people. The 2021 census showed some movement in this with Bury returning an average percentage of people who are economically active; a higher-than-average percentage of people who have retired; and a lower-than-average number of unemployed people.

Of the 10 authorities that make up GMCA, Bury has the third highest percentage of residents who are retired. Unsworth and Pilkington Park largely reflect this with a concentrated percentage of retirees and a higher percentage of residents over the age of 65. Besses ward, on the northwest side of junction 18, has a similar proportion of economically active people to the Bury profile. However, there are fewer retired people, more people unemployed or in elementary occupations, and a higher percentage of long-term sick or disabled people than Holyrood, Unsworth or Pilkington Park.

### **Rationale for Screening Answers**

There is no indication that sexual orientation, gender reassignment or marital status have any bearing on this Scheme, or vice versa. The answer 'no' as set out above has therefore been made against all eight questions in respect of these three protected characteristics.

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

### **Closure of the hard shoulder during construction**

The 'yes' answers against Q1 and Q3 above in respect of gender, pregnancy, age, and disability reflect the potential impact of a temporary closure of the hard shoulder during construction, which could potentially discriminate against people with reduced mobility (pregnant women, the very young and elderly, those with some physical disabilities) who may find it harder to exit their vehicles safely via the passenger door.

As elderly people are sometimes less confident than other road users in using the motorway network, temporary closure of the hard shoulder may increase their anxiety concerning what to do in the event of a breakdown.

The key mitigating action for this risk is likely to be clear advance communication of hard shoulder closures, in line with the Applicant's general commitment to inform the public of

the nature, timing and duration of construction works set out in the First Iteration Environmental Management Plan (EMP) Register of Environmental Actions and Commitments (REAC) (TR010064/APP/6.5). Other commitments in the REAC – to develop a Traffic Management Plan; to monitor community feedback; and to deploy a Community Liaison Officer – will also be important here.

According to the National Travel Survey (NTS) 2022, undertaken by the Department for Transport, women make more car trips per year than men, which could result in women being more exposed to the Scheme. Women could therefore be disproportionately impacted by temporary diversions during construction, as well as by the temporary closure of the hard shoulder.

### **Signage**

The increased use of temporary signage during construction, on both the Strategic Road Network (SRN) and Local Road Network (LRN), could disproportionately affect people whose first language is not English and people with poor literacy skills. These challenges may occur more often among ethnic minority communities. Given that a substantial proportion of ethnic minority communities in the Greater Manchester area are Muslim, there is also the potential for language barriers to impact more heavily on this religious group.

The Applicant will continue to look for opportunities to foster good relations with local ethnic minority communities by considering those whose first language is not English. One such opportunity to be investigated will be to use different languages on temporary signage to be installed during the construction phase (i.e. signposting diversion routes, or routes through roadworks). The Applicant will consult with equalities and diversity officers from local authorities for recommendations regarding this, including which language(s) to display on signage if necessary.

The Scheme would change the layout of junction 18. This would require changes to existing signage, and the possibility of additional signage, which could potentially cause confusion for the groups mentioned above. There is likely to be some temporary confusion and a period of adjustment upon completion of construction, which may last longer for elderly people. The Applicant will continue to seek opportunities to foster good relations with the elderly population. This includes asking for feedback from equalities officers at local authorities and age-related charities and community groups, up to and during public consultation exercises, and in preparing for future engagement during the detailed design stage of the Scheme's development.

### **Environmental factors**

The Scheme is located within an Air Quality Management Area (AQMA).

To understand the effect the Scheme would have on air quality, an air quality model has been developed to predict the impact when it is open for traffic, as well as during construction. The model forecasts potential changes in air quality at key sensitive locations such as houses and schools. Section 5.10 of Chapter 5: Air Quality of the Environmental Statement (ES) (TR010064/APP/6.1), concludes that overall, for human health there will be no significant effects, due to air quality, during operation and construction from road traffic changes. The assessment of significant effects is based on DMRB LA105 (Air quality) definitions, which are explained in Chapter 5: Air Quality of the ES. Closer to the Scheme, between junctions 17 and 18 and around Simister, there is

generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junctions 17 and 18 or, for Simister, due to traffic using the northern loop slip road (i.e. some traffic is moved further away).

Dust from construction is discussed in section 5.8 of Chapter 5: Air Quality of the ES, and construction dust risk is considered to be 'high.' Mitigation measures have therefore been set out in the Appendix A: Outline Air Quality and Dust Management Plan of the First Iteration Environmental Management Plan (EMP) (TR010064/APP/6.5) to reduce the risk from dust.

A detailed assessment of noise and vibration has been carried out as part of the Environmental Impact Assessment (EIA) for construction and operation of the project and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1).

The scheme study area for road traffic noise assessment covers an area that includes six Noise Important Areas (NIAs). These are areas identified by The Department for Environment, Food and Rural Affairs (DEFRA) as those containing residential dwellings experiencing high levels of road traffic noise. The assessment of road traffic noise has included three-dimensional road traffic noise modelling for the Scheme, predicting potential noise change at sensitive receptors. Mitigation for road traffic noise has been included in the scheme design in the form of a low noise road surface with better performance than conventional low noise surfacing on the M60 between junctions 17 and 18. A conventional low noise surface is proposed for the remaining areas of the motorways that form the Scheme, including parts of the M66. As is reported within Chapter 11: Noise and Vibration of the ES (TR010064/APP/6.1) this is predicted to provide a reduction in road traffic noise of between 1 and 5 dB(A) either side of the M60, depending upon location and changes ranging from a 3dB reduction to a 1dB increase either side of the M66. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise between J17 and J18 of the M60 are likely to be noticeable in some locations, and the changes either side of the M66 are not likely to be noticeable.

A distributional impacts analysis (DIA) for air quality and noise impacts was undertaken to inform the business case for the Scheme. This analysed the distribution of noise and air quality benefits in relation to income deprivation, as set out in the Indices of Multiple Deprivation. For noise, the least deprived group is quintile 1 (i.e. the 20% least deprived communities) while the most deprived group is quintile 5 (i.e. the 20% most deprived communities). All groups are expected to receive benefits except for the least deprived group where a neutral impact is predicted. The quintile 4 group is expected to gain the most daytime benefit.

The DIA also considered the geographical distribution of the young and elderly alongside the noise benefits. It was estimated that the proportion of benefits is in line with population size across areas that are over and underrepresented by young and elderly people. It was also estimated that a number of receptors located at schools and healthcare facilities would see a reduction in noise. It was found that there was very limited change in air quality at receptors with large populations of young people, while there was also no change at schools.

### **Access for all users**

It is unlikely that protected characteristics (gender, the young, the old, the disabled) will be disproportionately affected by the Scheme's inaccessibility for WCH users.

There are alternative routes for all necessary movements across the Scheme including a bridge for pedestrian access and a dedicated underpass (the Haweswater underpass) between junctions 17 and 18 for movements between the northwest and southwest of junction 18.

There is also alternative access across the M60 between the southeast and southwest of junction 18 on Simister Lane, local access between the southeast and northeast on Egypt Lane and access to Pike Fold Golf Club from the northwest to northeast on Hills Lane.

The Applicant continues to engage with community groups, including walking and cycling groups, park and ride services, and other WCH groups. Further details on the engagement undertaken can be found in Chapter 3 of the Consultation Report (TR010064/APP/5.1)

### **Journeys to traffic generators - schools, places of worship, hospitals etc**

As a ring road for Manchester, the Scheme forms part of the route for many key traffic generators. It is possible that permanent or temporary severance, particularly during construction, would impact journey times to and from schools, places of worship and healthcare facilities, which would affect the protected characteristics of age, religion or belief, pregnancy & maternity, and disabilities.

According to the Department for Transport NTS 2022, 43% of all children aged 5-16 usually walk to school. As such, they are disproportionately represented amongst pedestrians and are potentially more likely to be impacted by temporary and permanent severance, and potential increases in traffic on the local road network affecting footpaths, particularly for access to schools (as well as healthcare services, community facilities and youth groups).

The Scheme is situated close to Prestwich Hospital, and has the potential to affect journeys to this and other hospitals at Fairfield, Rochdale, Oldham and North Manchester. Any increase in congestion on the local road network during the construction period could affect pregnant women and those with long-term health problems and disabilities when accessing the hospitals. Wherever possible, mainline closures and diversions will be limited to off-peak network hours. Where closures are required, these will be communicated in advance. Further details can be found in the Outline Traffic Management Plan (TR010064/APP/7.5).

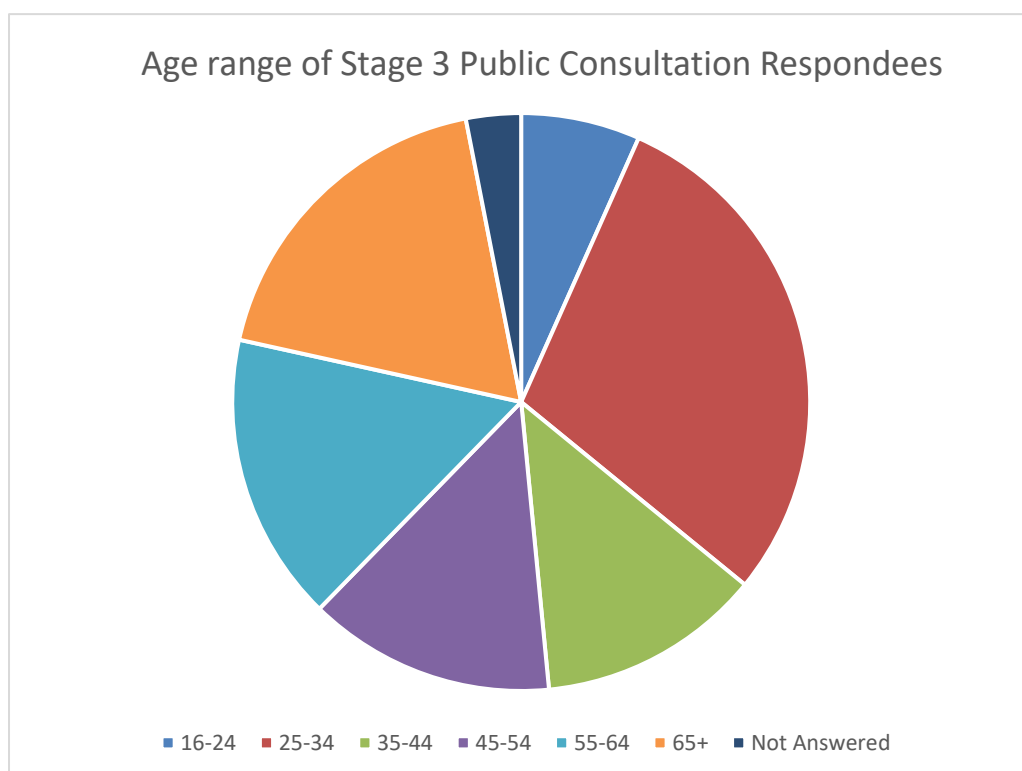
As noted above, there is a significantly higher proportion of minority faith groups in some of the wards affected by the scheme. If the construction period leads to temporary closure of routes leading to places of worship, this may lead to a negative impact on Jewish and Muslim communities.

There is a high concentration of synagogues in the Prestwich and Cheetham Hill areas located to the south of the scheme. Further stakeholder research was undertaken to determine the location of minority faith groups in Unsworth, Holyrood, Pilkington Park and St Mary's, and the impact of the scheme on these communities. Efforts were made by the Applicant to engage with faith forums and councils in the run-up to and during the options and statutory consultations, to raise awareness of the upcoming consultation,

share consultation materials and encourage these communities to respond and have their say. This did not generate any specific responses from those groups, although individuals are thought to have participated, probably driven more by their personal proximity to the Scheme rather than because of their faith activities.

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

The statutory consultation response form included specific demographic questions concerning age, gender and disability. Analysis of the responses to the age question (see below) showed that a larger number of 25–34-year-olds responded to the consultation than other age groups, with the 65+ age group closely following.



Analysis of responses to open questions on the response form gave a clearer view of how respondents thought the existing road affects them; and how the scheme, and particularly construction, would affect them in future, with reference to their age, health, working patterns or disability. Further details on the outcome of the statutory consultation can be found in the Consultation Report (TR010064/APP/5.1).

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

**Statutory consultation**

The statutory consultation was undertaken between 15 February 2023 and 28 March 2023. Some of the PCGs have different needs in terms of access to public information events and accessing and reading consultation documents. There was potential for



consultation activities to discriminate if the consultation process was not effectively managed by the Applicant.

An important consideration was religious practices and beliefs when selecting venues, dates and timings for the statutory consultation. In an area with a high Jewish population, we avoided holding events on days of major religious festivals/ events such as Passover, Rosh Hashanah and Yom Kippur. Similarly, we avoided key Muslim dates such as the first days of Ramadan and Eid al-Fitr, and Al-Hijra. It was not possible to avoid some overlap with all the festival periods – the first week of Ramadan overlapped with the last week of the statutory consultation, for example – but the Applicant looked to minimise the impacts. The Applicant also ensured that where events were held on regular religious days such as the Sabbath, those events were repeated on days and at times that members of those faith groups could attend.

Other areas the Applicant considered to ensure the statutory consultation did not discriminate against the protected characteristics included:

- Computer/Internet literacy.
- Mobility which may result in trouble getting to information points or events.
- Illiteracy or those that English is not the first language may struggle to understand the new information being presented.

#### *Coronavirus*

Three public consultation events were organised at locations close to the Scheme. It was recognized, however, that some members of the public might still feel uncomfortable attending public events due to shielding or fear of exposure to Covid-19. A range of mitigation efforts were undertaken which included:

- Widening the postcard/brochure drop boundary to beyond the usual best practice to ensure residents and stakeholders receive the information directly.
- Encouraging people to go online to view all of our material but also offering phone consultation slots for people without internet access/computer literacy to talk to someone/submit their views.
- A Scheme flythrough video showing the overall scheme design available on the internet as well as at public events.
- An animated video describing the Scheme and the DCO process.
- Webinar presentations that include Q&A sections.
- Extending the consultation period from the designated 4 weeks to 6 weeks to give everyone as much time as possible to review the information and respond.
- Acknowledging and addressing feedback during the consultation.
- Sending people physical info if required.
- Q&A via email.
- FAQs publicly available and updated.
- Initial FAQs going with brochures.
- Ensuring that venues were accessible prior to them being booked

Other steps taken to understand and consider Equality, Diversity and Inclusion in our communications and engagement during pre-application, as part of the statutory consultation and engagement outside of the consultation period, included:

- Engaging with local equalities officers at Manchester City Council, Bury Council and Rochdale Borough Council.
- Updating the stakeholder tracker with religious groups, community groups, accessibility groups in the area.
- Using feedback from the statutory consultation, provided via the response forms and consultation events, to inform this EqlA.

Further details on the statutory consultation, consultation material and engagement can be found in the Consultation Report (TR010064/APP/5.1).

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

During the statutory consultation the Applicant took the opportunity to engage with a wider variety of stakeholders and the public by holding consultation events in the National Highways engagement van. This was in three supermarket car parks over six events and allowed us to introduce the Scheme, gather opinion, information and form relationships with stakeholders and the public that may otherwise have not engaged with the Scheme.

The Applicant engaged with a wide range of stakeholders and the general public throughout the statutory consultation which included engaging with PCGs.

The Applicant includes commitments in Chapter 12 of the Environmental Management Plan for the Scheme (TR010064/APP/3.1) relating to employment and skills for local people, and use of local businesses, in the local area during construction. The Applicant will ensure that statutory requirements relating to equality, diversity and inclusion for these activities are met; and will work with relevant local and national organizations to support access into construction for diverse groups.

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

The Applicant is in regular contact with Bury Metropolitan Borough Council. The Applicant continues to explore opportunities to advance equality and foster good relations as the scheme has progressed. Further details on the engagement with Bury Metropolitan Borough Council can be found in Chapter 3 of the Consultation Report (TR010064/APP/5.1).

The Applicant includes commitments in Chapter 12 of the Environmental Management Plan for the Scheme (TR010064/APP/3.1) relating to employment and skills for local people, and use of local businesses, in the local area during construction. The Applicant will ensure that statutory requirements relating to equality, diversity and inclusion for these activities are met; and will work with relevant local and national organizations to support access into construction for diverse groups.

Chapter 12 of the Environmental Management Plan for the Scheme also includes commitments to engage with, and respond to feedback from, local residents and community organizations.

**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?**

Although the Applicant has not identified any actual perceived or potential discrimination, the Applicant was aware of a member of the public who attended one of the events with a hearing impediment. To mitigate the impact on this individual, a meeting was arranged with a British Sign Language interpreter in attendance to ensure they could engage with the consultation. The Applicant will ensure that the need for an interpreter is addressed at any future engagement events, or offer meetings outside the events, to continue to ensure inclusive and informed feedback can be provided.

**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?**

There is the potential for the Scheme to adversely affect equality of opportunity, especially during construction, as set out in the response to Q1 above. The Applicant is working to ensure that this does not occur, by seeking advice from, for example, local authority officers and local PCG organizations, with a view to obtaining evidence to confirm whether or not the Scheme will have a disproportionate effect on groups with protected characteristics.

As set out in section 12.9 of Chapter 12: Population and Human Health of the Environmental Statement (ES) (TR010064/APP/6.1), the type and quality of new surfacing, crossing and access points for public rights of way and other routes used by walkers, cyclists and horse riders would be suitable for the intended use and context (i.e., whether rural or urban, or whether there is likely cyclist, wheelchair, or horse rider use). Key design considerations include the Equality Act 2010 (see the Register of Environmental Actions and Commitments, contained within the First Iteration Environmental Management Plan (EMP) (TR010064/APP/6.5)).

There is also a commitment set out in section 12.9 of Chapter 12: Population and Human Health of the ES (TR010064/APP/6.1) and the First Iteration EMP (TR010064/APP/6.5) to avoid the avoid temporary closure of the permissive path through Haweswater Aqueduct underpass during school term times as far as practicable, with particular consideration for busy periods around school opening and closing times.

These commitments would help ensure that there would not be a disproportionate impact on groups with protected characteristics during construction.

**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 daily).**

The response to Q1 above makes it clear that there is potential for the Scheme to discriminate directly or indirectly, especially during construction.

The response to Q3 above sets out the actions that were taken to address the potential for discrimination during the options and statutory consultation exercises. Further details on the statutory consultation, consultation material and engagement can be found in the Consultation Report (TR010064/APP/5.1).

The Applicant is committed to working with Bury Metropolitan Borough Council, and with local communities in and around the Scheme, as set out in Chapter 12 of the Environmental Management Plan for the Scheme (TR010064/APP/3.1). The Applicant

and will use this engagement to obtain feedback on the potential for discrimination and appropriate mitigations.

The responses to Q1-7 above make reference to a range of commitments made by the Applicant that are also relevant here. Details of the commitments made to address the potential for discrimination during construction and operation of the Scheme are contained in the Environmental Statement (TR010064/APP/6.1) and the First Iteration Environmental Management Plan (TR010064/APP/6.5); and listed in the REAC in the EMP.

**Confirmation – State whether a full equality impact assessment is required**

<b>Yes</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>

**D: ASSESSMENT**

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

Equality Group (Protected Characteristics)	Positive Impact	Negative Impact	Neutral Impact	Summary of reasons and evidence sources (data research and consultation) supporting this analysis
Sex		✓		The National Travel Survey (NTS) 2022 showed that women make more trips than men, meaning women could be disproportionately impacted by temporary diversions during construction of the Scheme and the temporary closure of the hard shoulder during construction of the Scheme.
Religion or Belief		✓		<p>Temporary signage during construction of the Scheme could cause disproportionate barriers to those in communities whose first language may not be English or individuals with poor literacy skills. This is likely to be more prevalent in immigrant communities and those of different religious faiths.</p> <p>Minority faith groups may be disproportionately impacted by disturbance and road diversions which may occur during</p>

				the construction of the Scheme. This may affect journeys to places of worship.
Age		✓		<p>Temporary closure of hard shoulder during construction of the Scheme causing disproportionate reduction in accessibility. This could have a moderate adverse impact for elderly people with limited mobility. As elderly people can be less confident in using the motorway network, temporary closure of the hard shoulder may increase their anxiety concerning what to do in the event of a breakdown. These perceptions may dissuade usage.</p> <p>Changes in road layouts or junction closures need to be well-communicated to inexperienced young drivers, and less confident elderly drivers.</p> <p>There may be a disproportionate impact of air quality and noise issues on very young or elderly individuals.</p>
Disability		✓		<p>Temporary closure of hard shoulder during construction causing disproportionate reduction in accessibility. This could have a moderate adverse impact for people with limited mobility or similar long-term health problems and disabilities. These people are less likely to be able to vacate their car without assistance and would thus need to remain in a lane of running traffic.</p> <p>Potential increase in journey times during construction period due to diversions and congestion. This may disproportionately impact those with a disability who are less able to sit in a car for long periods of time.</p> <p>Possible disproportionate impact of air quality and noise issues, both of which may be impacted during construction of the Scheme.</p>
Race		✓		Non-standard signage associated with smart motorways could cause a disproportionate barrier to those in communities whose first language may not be English or individuals with poor literacy skills. This is likely to be more prevalent in ethnic minority communities.
Sexual Orientation			✓	The Scheme is unlikely to have a disproportionate impact on those with this characteristic.
Gender Reassignment (Incl. Transsexual and Transgender)			✓	The Scheme is unlikely to have a disproportionate impact on those with this characteristic



Pregnancy & Maternity		✓		<p>Temporary closure of hard shoulder during construction of the Scheme causing disproportionate reduction in accessibility. This could have a moderate adverse impact for people with limited mobility including people in this protected group, who may have difficulties in vacating their car in the event of a breakdown.</p> <p>Any increase in journey times during the construction period may disproportionately impact pregnant women who may experience higher levels of discomfort on longer journeys. Possible disproportionate impact of air quality issues.</p>
Marriage & Civil Partnership			✓	The Scheme is unlikely to have a disproportionate impact on those with this characteristic

**Potential Risks Identified – Including insufficient information to make robust decisions.**

<b>No</b>		
<b>Yes (Mitigating action shown in Section F)</b>	✓	<p><b>Identified Risks:</b></p> <ul style="list-style-type: none"> <li>• The age, sex, race, religion or belief, disability, and pregnancy and maternity groups may be negatively impacted during construction.</li> <li>• Pedestrian, cyclists, and horse-riders may be impacted by short diversions to public rights of way.</li> <li>• Construction, resulting in unfamiliar diversions and new temporary signage, may lead to confusion and potential for increased accidents during the construction phase.</li> <li>• Temporary closure of hard shoulder during construction may disproportionately affect accessibility for the PCGs mentioned above.</li> <li>• Potential for negative impacts during the public consultation (e.g., accessibility, language barriers, see table above)</li> </ul>

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

<p><b>E1: Continue the work - no changes required as identified at the screening stage or following additional analysis in Section D</b> <b>(There are no unjustified negative impacts, and the policy/practice is compliant in terms of the equality duty)</b></p>	N/A
<p><b>E2: Adjust the policy/practice, to demonstrate how activities will lead to a fair outcome and ensure any barriers are removed as identified and referenced in Sections F and G or gather further evidence.</b> <b>(Opportunities were identified to advance equality, foster good relations, and prevent discrimination)</b></p>	✓
<p><b>E3: Stop, withdraw, and remove the policy/practice because there is obvious detriment (Sign Off in Section H)</b></p>	N/A

**Section 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**

Liaison with local authorities has helped us to develop the scheme and our approach to stakeholder engagement. Research of ONS data is set out in section B above. Public consultation undertaken in PCF stages 2 and 3 is described above under section C, Q3.

The following documents have been produced and/or updated for Stage 3 (Design and DCO Submission), and used to ensure the scheme advances equality, foster good relations and eliminate discrimination wherever possible:

- Stage 3 EDIT Tool
- Public Consultation Strategy
- Statement of Community Consultation
- Stakeholder Tracker
- Interim Consultation Report
- DCO Application Consultation Report
- First Iteration Environmental Management Plan (EMP) Register of Environmental Actions and Commitments (REAC) (TR010064/APP/6.5).

Activities to address any potential negative impacts or risks to deliver positive impacts	Provide activity & completion dates
Update the EDIT at detailed design stage.	Ongoing through scheme design and construction
Carry out engagement with external organisations, local authorities, local communities, and road users	Ongoing through scheme design and construction

<p>(including freight and haulage groups, walking and cycling groups), especially those representing PCGs, building on work done and relationships developed with all stakeholders during Option Selection and Preliminary Design.</p>	
<p>Keep Stakeholder Tracker, including the EDI-sensitive tab, up to date with all relevant stakeholders to ensure thorough engagement and consultation.</p>	<p>Ongoing through scheme design and construction</p>
<p>Ascertain from stakeholder engagement, especially with PCGs, whether there is any evidence to support the potential issues outlined above. If so, identify mitigating measures and implement as appropriate.</p>	<p>Ongoing through scheme design and construction</p>
<p>Ensure public consultation events are accessible to all and do not clash with religious holidays, celebrations, or times of rest. Hold enough events to allow as many people as possible to attend. Ensure that venues are reached easily, are physically accessible, and offer accessible facilities for staff and members of the public. A Building Accessibility Checklist to be completed for any potential venue before bookings are confirmed.</p> <p>Potential for negative impacts during the statutory consultation were addressed by making consultation materials available in alternative languages on request and avoiding holding consultation events on dates which clashed with religious festivals, and celebration. Further details on the statutory consultation can be found in the Consultation Report (TR010064/APP/5.1)</p>	<p>November 2022 – March 2023</p> <p>During any further information or engagement events deemed necessary during the run up to, and during, construction.</p>
<p>Make public consultation documentation widely available and accessible to all, including provision of versions in Braille, large print, and in other languages, as appropriate. (A disability group has already been identified to provide consultation materials in these formats).</p>	<p>February 2023 – March 2023</p> <p>As required for any future information/ engagement events.</p>
<p>Undertake engagement and consultation with protected groups regarding details of construction diversions, road closures, delays, diversions to public rights of way, and changes to signage. Identify mitigating measures and implement as appropriate.</p> <p>Commitments to engage with local groups and Bury Council are listed in the First Iteration Environmental</p>	<p>Prior to and during construction</p>

<p>Management Plan (EMP) Register of Environmental Actions and Commitments (REAC) (TR010064/APP/6.5).</p>	
<p>Ensure Scheme design and construction plans take account of EDI issues.</p> <p>Commitments made under a range of headings in the DCO documents that are relevant to EDI are listed in the First Iteration Environmental Management Plan (EMP) Register of Environmental Actions and Commitments (REAC) (TR010064/APP/6.5).</p>	
<p><b>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:</b></p> <p>This EqIA includes all relevant findings from the:</p> <ul style="list-style-type: none"> <li>• Public/statutory consultation held during PCF Stage 2 (Option Selection)</li> <li>• Preferred Route Announcement</li> <li>• PCF Stage 3 (Preliminary Design) consultation</li> </ul> <p>Input from local authorities – chiefly Bury Council – has been valuable in identifying PCG in the scheme area, and in the development both of the Scheme itself and of the consultation exercises.</p> <p>To date, consultation has not highlighted any particular concerns about the Scheme’s likely impact on EDI considerations or on PCGs. While there was a predictable concern about environmental issues in general, especially in relation to noise and air quality, these tended to be general comments rather than expressions of EDI concerns. It is possible that further development of the detailed design and, in particular construction plans may change that.</p>	
<p><b>Where available and appropriate – photographic evidence or link. E.g. successful installation of footbridges, shared footpaths, letters of appreciation, commendation received etc.</b></p> <p><b>(For National Highways internal records):</b></p> <p>Not yet available.</p>	
<p><b>Where appropriate - Link to evidence of communication/inclusion action plans, environmental assessments or EDIT exercises.</b></p> <p><b>(For National Highways internal records):</b></p> <p>This information is for internal purposes only and is included in the internal version of this document.</p>	

EDIT

[M60 J18 EDIT October 2023](#)

ONS Census Data (2021)

<https://www.ons.gov.uk/census>

ONS Census Data (2011)

<https://www.nomisweb.co.uk/census/2011>

Department for Transport Local Area Walking and Cycling Statistics: England, 2021

<https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2021>

National Travel Survey (2022)

<https://www.gov.uk/government/statistics/national-travel-survey-2022/national-travel-survey-2022-introduction-and-main-findings#main-findings>

DfT Statistics finder

<https://maps.dft.gov.uk/transport-statistics-finder/index.html>

Consultation venue checklists.

[Stage 3 Public Consultation venue checklists](#)

Consultation Feedback

[Interim Report on public consultation, spring 2023](#)

**G: Monitoring Activity**

**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.**

Monitoring Action	By Whom	By When
Monitoring to be carried out as part of refinement of EqlA at each stage of Scheme's development and implementation.	Project Manager	In advance of SGAR
Review at each stage of Scheme's development & implementation.	Senior Responsible Owner	At SGAR.
Planning & review of delivery of PCF stage 3 public consultation.	Project Manager	In advance of consultation & at SGAR
Stakeholder Tracker will be updated.	Stakeholder team	Throughout Scheme design and construction



Communications Plan, Stakeholder Strategy and Consultation Strategy will be produced, and groups will be targeted with appropriate engagement following EqlA, up to and during the consultation, and in advance of construction.	Stakeholder team	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.	Project team	Throughout Scheme design and construction
Monitor feedback from local community groups and residents – commitment listed in First Iteration Environmental Management Plan (EMP) Register of Environmental Actions and Commitments (REAC) (TR010064/APP/6.5).	Project Team	Throughout Scheme design and construction.

**H: National Highways Senior Responsible Owner (SRO) Sign-Off:**  
**(This does not have to be a physical signature but approval is required)**

<b>Name</b>		<b>Date</b>	
<b>Job Title</b>	<b>Regional Delivery Director</b>		

**In submitting this EqlA 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 National Highways Diversity Group](#)**
- **Considered the documentation as robust and suitable for publication**
- **Checked that the documentation is saved in the EqlA area of the internal filing system and is retained as a record as part of good governance.**

**EqlA  
Register Ref  
No: MPS84**

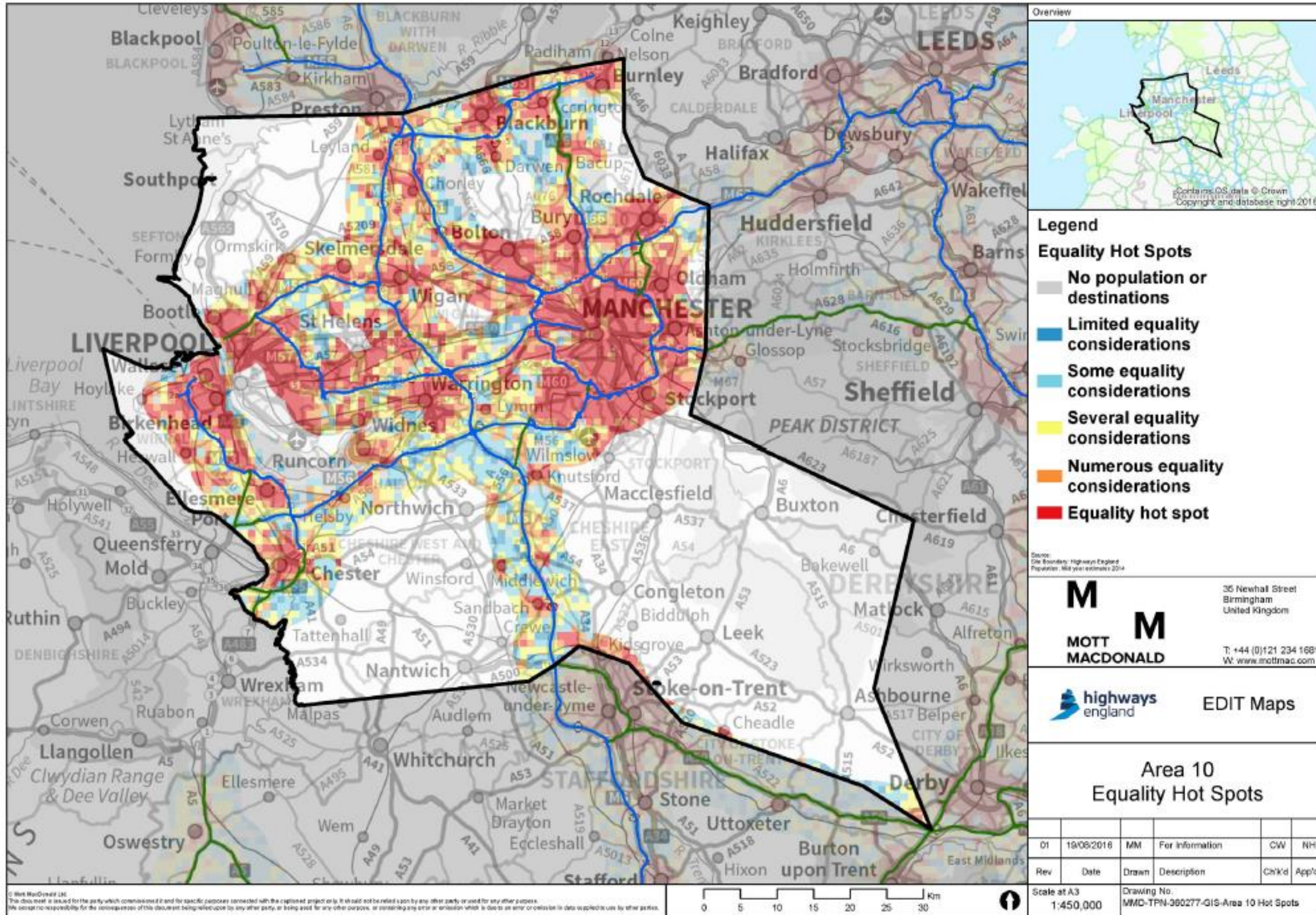
## Acronyms

Abbreviation	Term
AQMA	Air Quality Management Area
DEFRA	Department of Environment Food and Rural Affairs
EAR	Environmental Assessment Report
EDI	Equality Diversity and Inclusion
EDIT	Equality Diversion and Inclusion Tool
EQIA	Equality Impact Assessment
ES	Environmental Statement
LRN	Local Road Network
NE	Northeast
NMU	Non-Motorised Users
NTS	National Travel Survey
NW	Northwest
ONS	Office for National Statistics
PCF	Project Control Framework
PCG	Protected Characteristic Groups
PEIR	Preliminary Environmental Information Report
SE	Southeast
SRN	Strategic Road Network
SW	Southwest

---

## **Appendix A: Area 10 Equality Hot Spot Map**







---

## **Appendix B: 2021 Census Data for PCGs In the Scheme Area**



Measured in % of population	Baseline		Scheme Area								
	England	Greater Manchester	Besses	Holyrood	Unsworth	Pilkington Park	St Mary's	Hopwood Hall	West Middleton	South Middleton	Higher Blackley
Age: Under 15	17.3	19.1	20.3	16.8	16.4	16.3	16.3	19.3	24.3	18.6	21.9
Age: 15 – 24	11.7	12.7	11.6	9.9	10.2	8.6	9.5	10.7	10.1	9.7	12.4
Age: Over 65	18.4	15.9	14.7	17.9	21.7	24.1	17.7	17.9	13.2	20.1	13.6
Black, Asian or minority ethnic groups (BAME) (including Irish, Gypsy or Irish Traveller, Other White)	19	23.6	17.3	16.6	12.7	15.5	18.7	12	19	11.4	28.2
Female population	51	51	51	50.2	50.9	50.4	50.4	50.5	52.4	50.7	52.1
Long-term health problem or disability	17.3	18.3	19.4	17.8	18.1	17.1	20.4	18.6	21	18.1	21.2
Minority faith group (Buddhist, Hindu, Jewish, Muslim, Sikh, Other)	11	16	9.4	12.9	14.4	30.8	18.5	4.5	5.2	4.5	13.5
Married or in a registered civil partnership	44.7	41.2	38.4	44.2	47.3	52.5	42	42.3	34.2	46.9	33.8

---

## **Appendix C: 2021 Census Data for PCGs In Greater Manchester**

Measured in % of population	Av.	Greater Manchester Combined Authority									
	England	Bury	Rochdale	Manchester	Oldham	Trafford	Bolton	Salford	Stockport	Tameside	Wigan
Age: Under 15	17.3	18.8	20.4	19.4	21.3	19.5	20.1	18.5	17.8	18.7	17.2
Age: 15 – 24	11.7	10.7	11.5	18.9	12.5	10.1	11.8	14.1	9.5	10.6	10.5
Age: Over 65	18.4	18.3	16.5	9.5	15.9	17.6	17.2	13.4	20.1	17.6	19.3
Black, Asian or minority ethnic groups (BAME) (including Irish, Gypsy or Irish Traveller, Other White)	19	17	26	43.2	31.9	22.3	28	17.6	12.7	14.4	5
Female population	51	50.9	51	50.3	51.1	51.3	50.7	49.8	51.4	51	50.5
Long-term health problem or disability (Day to day activities limited a little or a lot)	17.3	18.5	19	17.5	18.3	16	18.1	18.5	18.1	20	20
Minority faith group (Buddhist, Hindu, Jewish, Muslim, Sikh, Other)	11	16.8	19.8	25.5	25.5	13.3	22.6	10.7	7.6	9.4	2.2
Married or in a registered civil partnership	44.7	45.3	43.2	31.3	44.7	48.2	45.6	34.1	46.4	40.8	43.8
People aged over 16 who are economically active	60.6	60.3	57.8	59.2	56.7	62.9	57.9	63.5	61.3	60.5	60.6
Retired	18.6	22.1	20.1	10.6	19.7	21.5	21.1	15.6	24.1	21.4	23.3