

**EQUALITY, DIVERSITY AND
INCLUSION**

**DONCASTER METROPLITAN
BOROUGH COUNCIL**

**Due Regard Statement for the DN7 Hatfield
Link Road Project**

May 2015

Due Regard Statement

A **Due Regard Statement** (DRS) is the tool for capturing the evidence to demonstrate that due regard has been shown when the council plans and delivers its functions. A Due Regard Statement must be completed for all programmes, projects and changes to service delivery.

- A DRS should be initiated at the beginning of the programme, project or change to inform project planning
- The DRS runs adjacent to the programme, project or change and is reviewed and completed at the relevant points
- Any reports produced needs to reference “Due Regard” in the main body of the report and the DRS should be attached as an appendix
- The DRS cannot be fully completed until the programme, project or change is delivered.

1	<p>Name of the ‘policy’ and briefly describe the activity being considered including aims and expected outcomes. This will help to determine how relevant the ‘policy’ is to equality.</p>	<p>The DN7 Hatfield Link Road will provide a major new link from Waggon Way, Stainforth to the Motorway network at Junction 5 of the M18 including a new Link to Bootham Lane. The highway will be constructed to the Design Manual Roads and Bridges (DMRB) standards, which includes consideration of design, accessibility and severance on all users and local communities. Consideration will be given to equality impacts during design, construction and operation of the scheme.</p> <p>A Full Business Case has been submitted to the Sheffield City Region, the approval of which is due in Mid May, assuming there are no unresolved objections to the scheme.</p>				
2	<p>Service area responsible for completing this statement.</p>	<p>DMBC Regeneration and Development</p>				
3	<p>Summary of the information considered across the protected groups.</p> <p>Service users/residents</p> <p>Doncaster Workforce</p>	<p>The link road is being built to stimulate business/residential and retail growth in a designated area earmarked for regeneration due to the decline of the Coal Industry. It is anticipated that the project will have an overall positive impact for all users as it provides new infrastructure which improves accessibility to key destinations and employment opportunities.</p> <p>2011 Census data has been analysed to identify key groups within the study area at ward level. Traffic surveys have been undertaken to identify users such as mobility impaired. Whilst it is considered that this scheme will not have any significant impact on a particular group further information on specific groups is given below.</p> <p>The key statistics from the 2011 Census are (drawn from the wards of Hatfield and Stainforth)</p> <table border="1" data-bbox="707 1299 1939 1366"> <tr> <td data-bbox="707 1299 1120 1366">Gender</td> <td data-bbox="1120 1299 1527 1366">Hatfield ward</td> <td data-bbox="1527 1299 1939 1366">Doncaster</td> </tr> </table>		Gender	Hatfield ward	Doncaster
Gender	Hatfield ward	Doncaster				

Male (%)	49.8%	49.3%
Female (%)	50.2%	50.7%

Age	Hatfield wards	Doncaster
Aged 18 and under	18.5%	22.9%
aged 65 and over	22.6%	16.9%

Ethnicity	Hatfield wards	Doncaster
White	97.5%	95.2%
Mixed	0.8%	1.1%
Asian	0.8%	2.5%
Black	0.2%	0.8%
Other Ethnic Group	0.7%	0.4%

Health	Hatfield wards	Doncaster
Very good & good health	79.8	77.7%
Fair health	15.5%,	15.1%
Bad or very bad health	4.7%,	7.2%

		<p>Age (children \ OAP) The nearest school to this project is Hatfield Manor CE Junior School but it is not anticipated that there will be any direct impact other than improved access to the school. No OAP residential or car homes have been identified within the scheme locality.</p> <p>Mobility groups The project will incorporate pedestrian facilities that will be DDA complaint (e.g. dropped crossings, tactile paving).</p> <p>Non-motorised Users (pedestrian, cycle, equestrian) The project will incorporate facilities for all non-motorised users by the provision of pedestrian and cycle facilities. This includes a crossing facility for the PROW which is bisected by the road.</p> <p>Non car users The project will provide the opportunity for new public transport (bus) routes, key employment, leisure and social facilities. As OAP's and mobility impaired receive free travel this should improve accessibility for these groups.</p> <p>During construction the appointed contractor will be expected to adhere to their equality plan with appropriate code of conduct and non-discrimination of any user group. During procurement DMBC will assess the equality standards of each tender and score each tender based on their equality standards. This includes considering equality with any sub-contractors.</p> <p>Commitment Doncaster MBC want to make a commitment to monitor any potential changes and in particular matters to mitigating any health impacts, after the scheme has been constructed.</p>
4	Summary of the consultation/engagement	<p>Consultation has been carried out by the developer over a number of years through a number of forums. The most recent engagement came at Public Meetings in both Stainforth and Hatfield which confirmed the overwhelming support for the scheme. DMBC will develop</p>

	activities	<p>its own communication strategy which will enable engagement with the community, stakeholders and all user groups. A range of media will be used including website, press releases, letter drops, stakeholder meetings, site visits as the project progresses through the design, construction and operation stages. During construction the contractor will be expected to visit local schools to give safety briefings to pupils to avoid playing within live construction sites as well as promoting other construction related initiatives</p> <p>The consultation strategy will record those who were engaged with and will target specific user and hard to reach groups.</p>
5	Real Consideration: Summary of what the evidence shows and how has it been used	<p>The project provides new infrastructure which will be designed in accordance with DMRB and DDA standards improving opportunities and accessibility for all users. The project does not distinguish or discriminate against a particular group.</p>
6	Decision Making	<p>A Project Team Governance has been created for DN7 to manage the project. It starts with the Major Projects Board at the top of the tree, disseminating decisions and meetings to a Steering Group which meet fortnightly. Below this sit two Project Manager's to lead on the planning process and the Link Road who report directly back to the group. These Project Managers are assigned to manage the various internal and external Departments/Consultants who have been engaged to deliver the project.</p>
7	Monitoring and Review	<p>Detailed design will commence in 2015 which will 'design in' facilities for user groups and will involve extensive consultation with such groups. The detailed design will be subject to an audit prior to issuing for tender. Regular reports will be made to the Project Board. As part of the procurement process, contractors will be assessed for their compliance and impact upon equality. Prior to the award of contract an updated Equality and Due Regard Statement will be produced for Cabinet approval.</p>
8	Sign off and approval for publication	

	Neil Firth, Head of Service May 2015
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