

PORTISHEAD BRANCH LINE DCO SCHEME
ENVIRONMENTAL STATEMENT
VOLUME 4

APPENDIX 9

DRAFT

Equality Impact Assessment



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Abbreviations

AQMA	Air Quality Management Area
BCC	Bristol City Council
BME	Black and Minority Ethnic
B&NES	Bath and North East Somerset
CoCP	Code of Construction Practice
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
DfT	Department for Transport
EIA	Environmental Impact Assessment
EqIA	Equality Impact Assessment
ES	Environmental Statement
HGV	Heavy goods vehicle
HIA	Health Impact Assessment
IMD	Index of Multiple Deprivation
JLTP	Joint Local Transport Plan
JSP	Joint Spatial Plan
JTS	Joint Transport Study
LGB	Lesbian, gay, bisexual
LSOA	Lower Super Output Area
NCN	National Cycle Network
NPSNN	National Policy Statement for National Networks
NSDC	North Somerset District Council
NSIP	Nationally Significant Infrastructure Project
ONS	Office for National Statistics
PSED	Public Sector Equality Duty
SGC	South Gloucestershire Council
SME	Small and medium sized enterprises
WofE LEP	West of England Local Enterprise Partnership

SECTION 1

Introduction

1.1 Introduction

- 1.1.1 This report identifies the impacts of the Portishead Branch Line (MetroWest Phase 1) Development Consent Order Scheme (“the DCO Scheme”) from an equalities perspective. An equalities impact assessment (“EqIA”) is now a legal obligation under the Equality Act 2010, which requires local authorities and public bodies under the public sector equality duty (“PSED”) to identify and consider the potential adverse impacts of major developments, strategies and policies. This assessment, along with the transport assessment, environmental impact assessment (“EIA”) and health impact assessment (“HIA”) forms part of the suite of documents to support the DCO application for the DCO Scheme under the Planning Act 2008.
- 1.1.2 EqIA is a technique to identify whether the scheme, project, function, service, policy or procedure has a potentially adverse impact on equality of opportunity. It should also seek to identify any unmet needs, on the basis of a person’s race, gender, disability, age or faith or in terms of relations between or within those groups, and how these can subsequently be addressed.
- 1.1.3 An important outcome of the EqIA process is to integrate the needs of equalities groups in the design process. An EqIA has potential to highlight the impact of a proposed design or policy on the equalities groups, with an aim to respond to their specific requirements and to improve their participation in activities that may have been disproportionately low.
- 1.1.4 This EqIA has been conducted to ensure compliance with legislation as well as to assess and identify mitigation options to help reduce inequality for the equalities group or the protected characteristic group. The Equalities Act 2010 identifies people with certain characteristics as vulnerable and classified them as protected characteristic group, also referred to as the equalities group. The following provides list of people from this group:
- Age;
 - Disability;
 - Gender reassignment;
 - Pregnancy and maternity;
 - Race;
 - Religion or belief;
 - Sex; and
 - Sexual orientation.
- 1.1.5 The EqIA considers both the construction and operations impacts on the protected characteristic group for the following:
- Transport and accessibility to use the service, including integrated transport and parking;
 - Station design – facilities, access and egress;

- Change in transport and accessibility features in the neighbourhood, including footpath closures;
- Safety and security, particular focus on the elderly and on race related crime; and
- Well-being and quality of life.

1.1.6 The assessment has taken into account measures that have already been included in the design process and likely measures to be included in the Code of Construction Practice (“CoCP”) and Construction Environmental Management Plan (“CEMP”) for controls during the construction stage.

SECTION 2

Legal and Policy Framework

2.1 Legislation

- 2.1.1 The Equality Act 2010 requires public bodies (and others carrying out public functions) to be subject to the public sector equality duty (“PSED”). This involves preventing unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act, advancing equal opportunities for people with protected characteristics and people without these characteristics, and building good relations between people with protected characteristics and without these characteristics.
- 2.1.2 The Equality Act 2010 unites several previous Acts, including the Race Relations Act 1976, the Disability Discrimination Act 1995 and the Sex Discrimination Act 1975. These three Acts have been repealed.
- 2.1.3 People with and without protected characteristics may be unequally affected during the construction and operation of the DCO Scheme. This EqIA aims to identify protected groups and assess the impacts that the DCO Scheme may have on them in order to provide suitable mitigation measures to reduce this inequality. It also proposes reasonable positive outcomes to incorporate into the DCO Scheme which will enhance the equality outcome, thereby supporting the objectives of the Equalities Act and fulfilling the PSED requirement in considering the equalities impact during the decision making process of the proposed development.

2.2 Policy

National Policy

National Policy Statement for National Networks

- 2.2.1 The National Policy Statement for National Networks (“NPSNN”) sets out the Government’s vision and strategic objectives for the national networks to meet the country’s long-term needs, supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system: “*this means:*”
- *Networks with the capacity and connectivity and resilience to support the national and local economic activity and facilitate growth and create jobs.*
 - *Networks which support and improve journey quality, reliability and safety.*
 - *Networks which support the delivery of environmental goals and the move to a low carbon economy.*
 - *Networks which join up our communities and link effectively to each other”* (p9, Department for Transport, 2014).
- 2.2.2 The NPSNN Section 2.9 emphasises the need to enhance accessibility for non-motorised users. For the DCO Scheme, this will mean improving the links between Portishead and Bristol and ensure the stations are accessible by cyclists and pedestrians (who are likely to include people with disability).

- 2.2.3 The NPSNN also highlights the importance of open space and the need to maintain the functionality and connectivity of green infrastructure.

Transport for Everyone

- 2.2.4 *Transport for Everyone: an Action Plan to Improve Accessibility for All* (Department for Transport, 2012b) sets out the Government's strategy for improving the accessibility of the transport network for disabled people. Transport schemes should build the accessibility requirements of all transport network users into the scheme design. In addition, improvements to reduce the severance of communities should be considered.

Regional Policy

- 2.2.5 The four West of England Councils - North Somerset, North East Somerset, Bath, Bristol City and South Gloucestershire - have prepared the West of England Joint Spatial Plan ("JSP"). This emerging plan will be a statutory Development Plan Document once adopted, providing the strategic overarching development framework for the West of England to 2036.
- 2.2.6 The emerging West of England Joint Spatial Plan will establish the housing requirement to be accommodated across the four West of England local authorities for the period from 2016 to 2036. The scope of the plan is limited to the distribution of housing to be accommodated, identification of strategic locations and the infrastructure that is needed. The consultation draft indicates the need for a further 85,000 houses in the wider Bristol Housing Market Area in addition to 30,000 houses already planned, across the four West of England authorities, North Somerset, Bristol City Council, South Gloucestershire, and Bath and North East Council by the year 2036. The plan points to strategic development locations to the south of the study area in Nailsea, Backwell and south Bristol and to the north of Bristol and strategic employment locations in Avonmouth, Bristol and Bath. These requirements point to future trends of increasing urbanisation and the need for improved transport links between the new development and employment centres. The plan is supported by the Joint Transport Strategy which examines the future transport needs of the proposed development.
- 2.2.7 *"In tandem with the JSP, a Joint Transport Study ("JTS") was undertaken to recommend how to address both current transport challenges, including carbon reduction, and forecast growth. The JTS, developed in partnership with Highways England, identified potential future strategic transport proposals for delivery up to 2036, that address current challenges and inform future development proposals in the JSP. The JTS set out the following approach for transport: Transport in the West of England will be transformed over the next 20 years through a programme of complementary measures designed to address underlying challenges and to enable the sustainable delivery of new housing and employment growth."* (from the JLTP4, page 6, TravelWest 2019).
- 2.2.8 The West of England Joint Local Transport Plan 3 ("JLTP3") (West of England Partnership, 2011) was produced by North Somerset District Council ("NSDC"), Bristol City Council ("BCC"), Bath and North East Somerset Council ("B&NES"), and South Gloucestershire Council ("SGC") for the years 2011 – 2026. Among other things, the councils' vision included:

- Supporting economic growth, for example by increasing access to employment from deprived neighbourhoods.
 - Contributing to better safety, health and security, for example by designing out crime and fear of crime, encouraging walking and cycling, monitoring air quality and improving it in Air Quality Management Areas (“AQMA”).
 - Enhancing accessibility, for example access to health services, employment and other local services, and improving disability access.
 - Improving quality of life and a healthy natural environment, for example by enhancing the urban environment and increasing access to the countryside.
- 2.2.9 The plan highlights major transport improvements as a key priority for the local economy and aims to synchronise transport investment with development such as Bristol’s Temple Quarter Enterprise Zone. The plan indicates that residents in North Somerset would be beneficiaries of any investment in transport infrastructure. Currently, residents in the district have the worst accessibility to major employment sites of any residents across the West of England. Only 21% of residents can access major employment sites by public transport within 20 minutes, compared to an average of 31%.
- 2.2.10 The West of England Local Transport Plan 3, last refreshed in 2013 (TravelWest, 2013), will be superseded by the emerging Joint Transport Local Transport Plan 4 2019 – 2036 (“JTLP4”), which has been developed to progress the JTS. Building on *Unlocking Our Potential: The Economic Benefits of Transport Investment in the West of England* (2012), the LTP4 identifies road congestion and other transport issues as key constraints on economic growth. At the same time, the policy documents explicitly emphasise the prominent role that rail investment can play in driving economic development. In accordance with national planning policy, local policy emphasises transport infrastructure investment as an enabler of economic development. The MetroWest Phases, which are identified as early investment schemes to ensure a programme of works can be delivered in the short, medium and longer term of the JLP4 period, are identified as schemes to significantly improve local and suburban rail travel and services across the area.
- 2.2.11 The draft JTLP4 (TravelWest 2019) includes the objective to enable equality and improve accessibility. Proposed outcomes to demonstrate achievement of the objective are:
- connectivity is increased and transformed, enabling seamless “door-to-door” movements of people and goods,
 - access for those with both visible and hidden disabilities is improved,
 - access to services for residents in rural or remote areas is improved,
 - better information to aid travel decisions is provided,
 - low carbon transport and opportunities for reducing the need to travel are maximised, and
 - new public transport systems, smarter ticketing and faster payment options are enabled.

2.2.12 The West of England Local Enterprise Partnership (“WofE LEP”) sets out its strategic focus of Equality and Diversity in the technical document *Equality and Diversity – Impacts for the West of England Strategic Economic Plan 2013-30* (West of England LEP, 2014). This plan will help to achieve the West of England Vision to have “*closed the gap between disadvantaged and other communities*” and its strategic objective to “*ensure all our communities share in the prosperity, health and well-being and reduce the inequality gap*” by 2030. Equality and Diversity Values and Principles will underpin the Strategic Economic Plan’s four “Levers of Growth”:

- Skills and People, including increasing opportunities for education and employment for everyone.
- Investment and Promotion, including encouraging innovation through diversity in the workplace.
- Place and Infrastructure, including the promotion of accessibility.
- Small and medium enterprises (“SME”) Business Support, including supporting, encouraging and developing women and minority ethnic led businesses.

2.2.13 The plan recommends a delivery action to “*assess all schemes in relation to both the built environment and travel in order to ensure the integration of inclusive design principles*” (p9).

Local Policy

2.2.14 The following key local policies are relevant to the EqIA for the DCO Scheme. These have been extracted from North Somerset’s and Bristol City Council’s Core Strategies:

North Somerset Council Core Strategy, Adopted 2017

- Policy CS10: Transportation and movement – connectivity will improve and facilities for users, including people with reduced mobility, will be enhanced.
- Policy CS31: Clevedon, Nailsea and Portishead – development proposals that improve transport links to other towns are supported; the re-opening of the Portishead Branch Line (MetroWest Phase 1) is prioritised.
- Policy CS32: Service villages – Public transport proposals will be supported to improve accessibility (includes village of Easton-in-Gordano/Pill).

Bristol Development Framework Core Strategy, Adopted 2011

- Policy BCS2: Bristol City Centre: acknowledges that major developments should increase social inclusion and community cohesion and severance of communities should be reduced.
- Policy BCS10: Transport and access improvements prioritises the re-opening of the Portishead line to passengers and the need to consider disabled people in transport developments.

SECTION 3

Methodology

3.1 Guidance and Good Practice

3.1.1 The methodology employed for this assessment follows the wider guidance frameworks set by the following documentation:

- Equality Act 2010 Technical Guidance on the Public Sector Equality Duty (Equality and Human Rights Commission, 2014);
- Equality Impact assessments: How to do them (Transport for London, 2004), and
- European Regional Development Fund equality impact assessment guidance and forms (Department for Communities and Local Government, 2012a).

3.2 Definition of the Study Area

3.2.1 For purposes of the EqIA, two study areas have been defined to assess the direct and cumulative effects of the Portishead Branch Line (MetroWest Phase 1) DCO Scheme and the wider study area to assess the cumulative effects of the DCO Scheme in combination with other activities associated with MetroWest Phase 1.

3.2.2 For purposes of the EqIA, the local study area comprises a 300 m buffer along the DCO Scheme to be consistent with the air quality and noise and vibration assessments reported in Chapters 7 and 13 of the Environmental Statement (“ES”).

3.2.3 The EqIA recognises that there might be wider cumulative effects for the DCO Scheme. For this reason, the study area for the cumulative effects covers other nationally significant infrastructure projects (“NSIP”) within 10 km of the DCO Scheme, other projects identified from NSDC’s and BCC’s planning portals within 0.5 km, major applications further away in the Bristol area and other works associated with MetroWest Phase 1, namely:

- Parson Street Junction modifications including Liberty Lane Sidings;
- Parson Street Station;
- Partial reinstatement of the Bedminster Down Relief Line;
- Avonmouth/Severn Beach Signalling; and
- Bathampton turnback.

3.3 Defining the Baseline

3.3.1 The Public Sector Equality Duty requires the public body to have sufficient evidence to provide proper consideration of the impact of a function (the DCO Scheme in this case). This report is based on evidence obtained from secondary baseline data, feedback from the informal consultations held in summer 2015 and 2016, baseline information gathering meeting with the North

Somerset Council Equality officers held in January 2016 and the statutory S42 consultation undertaken in autumn 2017. The Impact Centre at Liverpool University was also consulted upon for the methodology development who supplied information sources, including the *Health Impact Assessment: A Literature Review* (Winters, 1997).

3.3.2 The data sources examined for the EqlA are:

- Census 2001;
- Census 2011;
- Department for Communities and Local Government (“DCLG”);
- Office of National Statistics;
- Public Health England;
- National Child Measurement Programme;
- North Somerset Council, Bath and North East Somerset Council and Bristol City Council; and
- Avon and Somerset Constabulary website.

3.3.3 Baseline data for areas close to the works, including the temporary construction compounds, have been obtained from specific Lower Super Output Areas (“LSOA”). LSOAs are used to collect information at the community level. In the 2011 Census, the LSOAs were defined as areas with a minimum population of 1,000 people and a maximum of 3,000 people, with a minimum household number of 400 and a maximum of 1,000 households. Table 3.1 summarises the LSOAs used in the EqlA, the components of the DCO Scheme within each LSOA and the geographic area. The location of the LSOAs are shown in Figure 3.1.

Table 3.1. Location of Lower Super Output Areas within the Study Area

LSOA code	Scheme component	Area
<i>Local Study Area</i>		
North Somerset 001G (part), 003D and 003E	Proposed Portishead Station, Portishead construction compound and proposed footbridge to Trinity Primary School	Central Portishead
North Somerset 006F and 004B	Construction of the disused railway line, two temporary construction compounds on The Portbury Hundred and at Lodway Farm, haul roads.	East of Portishead and near Pill
North Somerset 004C and 004D	Avon Road/Lodway Close Underpass, Proposed Pill Station and related construction compound/car park, Ham Green construction compound/maintenance access.	Northern Pill

Table 3.1. Location of Lower Super Output Areas within the Study Area

LSOA code	Scheme component	Area
North Somerset 004A	Minor civils works through the Avon Gorge including new track and ballast, ground works, cliff stabilisation works, new signals and communications masts, structure repairs, and micro welfare compounds.	Avon Gorge/ Abbots Leigh/ Leigh Woods
Bristol 036A	Railway works and Bower Ashton construction / maintenance compound.	Ashton Junction
Bristol 041A and 041D	New pedestrian / cycle ramp and modifications to Winterstoke Road in Ashton Vale, closure of Barons Close Pedestrian Crossing and a construction compound.	Ashton Junction
<i>Wider Study Area (includes works under the Permitted Development Rights and works as part of wider MetroWest Project</i>		
Bristol 046A, 039A	Parson Street Junction and Station	Parson Street Junction
Bristol 039B, 039H	No scheme components	Between Parson Street Junction and Bedminster
Bristol 040B, 040C, 039E	Bedminster Down Relief Line	Bedminster
Bristol 008E, 008F	Severn Beach/Avonmouth Signalling	Avonmouth
Bath and North East Somerset 010E	Bathampton Turnback	Bathampton

3.4 Key Receptors

3.4.1 The following groups have been considered in this EqIA.

- **Age:** this refers to persons defined by either a particular age or a range of ages. This EqIA considers effects for children (pre-school [0-4] and school age [5-17]); young people [18-25]; older people [60+] and very old people [75+].
- **Disability:** a disabled person is defined as someone who has a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities.
- **Pregnancy and maternity:** Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth.

- Race: The Equality Act 2010 defines race as encompassing colour, nationality (including citizenship) and ethnic or national origins. This EqlA considers ethnic group classification as indicated in the Office of National Statistics (“ONS”) data.
- Religion or belief: Religion means any religion a person follows. Belief means any religious or philosophical belief, and includes those people who have no formal religion or belief.
- Sex: The term sex refers to a man or to a woman or a group of people of the same sex, while gender refers to the wider social roles and relationships that structure the lives of men and women, boys and girls. This EqlA considers effects for women and men.
- Sexual orientation: Sexual orientation of a person relates to their emotional, physical and/or sexual attraction and the expression of that attraction. This EqlA considers effects for lesbian, gay, and bisexual (“LGB”) people.
- Gender reassignment: This refers to people who are proposing to undergo, are undergoing, or have undergone a process for the purpose of reassigning their gender identity.

3.5 Approach

- 3.5.1 The EqlA assesses the potential effects of the proposed design, its construction and operations on equality. In order to assess this, the EqlA seeks to establish whether people with protected characteristics are disproportionately or differentially affected by the proposed scheme.
- 3.5.2 A disproportionate equality effect is one that has a proportionately greater effect on members of a protected characteristic group than on other members of the general population at a particular location. For example, near a school, children (age protected characteristic group) may be disproportionately affected compared with the rest of the population.
- 3.5.3 A differential equality effect is one which affects members of a protected characteristic group differently from the rest of the general population because of specific needs or a recognised sensitivity or vulnerability associated with their protected characteristic. For example, accessing a railway station via steps may not be possible for some people from the age and disability protected characteristic groups.
- 3.5.4 It is likely that some members of a protected characteristic group are identified as potentially subject to both disproportionate and differential effects.
- 3.5.5 Where the proposed scheme work is considered relevant to each of the protected characteristic group, the following questions are used as guide to conduct the EqlA:
- Who benefits?
 - Who does not benefit and why not?
 - Who should be expected to benefit and why don't they?
 - Who is affected?
 - What is the significance of the impact and can it be altered?

- 3.5.6 The assessment of effects takes into account measures incorporated into the design of the DCO Scheme, and measures undertaken during the construction and operational phase, to avoid, reduce, or remedy the effects on people. These measures are described in Chapter 6.
- 3.5.7 The effects of the DCO Scheme on receptors may be major positive, minor positive, major negative, minor negative or neutral. Where the level of information or evidence on the protected characteristic is not sufficient to conclude the effect, this is marked as an uncertain impact.
- 3.5.8 A traffic light style colour coding has been adopted to highlight the nature of the effects and explanatory text is provided in Chapter 7 to describe whether the predicted effect is disproportionate or differential in nature.

Major positive	Minor positive	Neutral
Major negative	Minor negative	Uncertain

- 3.5.9 This assessment covers the impact of the proposed design and subsequent construction and operations of the DCO Scheme. The assessment does not discuss equality and diversity matters within the construction supply chain or the contractors' equality duty.

SECTION 4

Baseline and Screening

4.1 Community Profiling

4.1.1 This section uses the most recent data available to profile the local and wider study areas. Demographic data for mid-2014 were available from the Office for National Statistics, but for many of the other topics the latest data come from the UK 2011 Census. The Index of Multiple Deprivation data are from 2015 and Public Health England data are from 2014. Although from different years, these data provide an understanding of the present situation that is as accurate and up-to-date as possible.

Ward-Level Overview

4.1.2 A ward level community profile is presented below, covering the area of the DCO Scheme. Unitary Authority figures for NSDC and BCC are also included.

Demography

- 4.1.3 Mid-year population estimates for 2014 show that the population of North Somerset was roughly half the size of the population of Bristol (Office for National Statistics, 2015a). The wards in the study area with the greatest populations were Bedminster and Southville, near Ashton Junction. Easton-in-Gordano and Pill had the smallest populations (Table 4.1 **Error! Reference source not found.**).
- 4.1.4 North Somerset had a lower percentage of males (48.6%) than Bristol (49.9%). Most wards had an almost equal number of males and females, with less than 1% difference between the populations of the two genders. However, larger differences were recorded in Portishead East, where only 47.7% of the population was male (lower than the NSDC value), and to a lesser extent in Southville, where 51.4% of the population was male.
- 4.1.5 At a Unitary Authority level, North Somerset had a much lower percentage of its population under the age of 25 than Bristol (27.0% compared to 34.1%), and a much higher percentage of its population aged 65 or older (23.0% compared to 13.3%). However, all wards in North Somerset except Easton-in-Gordano had a higher percentage of under 25 year-olds than the North Somerset as a whole, and a higher percentage than the Bristol wards. The Bristol wards had a lower percentage than Bristol as a whole.
- 4.1.6 Portishead East had the highest percentage of residents under the age of 25, at 31.9%, while having one of the lowest percentages of residents aged 65 or older (15.4%). Pill followed a similar trend but with slightly more equal percentages. Easton-in-Gordano had the lowest percentage of residents under 25 at 22.7%, but the highest percentage of residents aged 65 or older at 31.1%. Southville, Bedminster and Portishead East had the lowest percentages of residents aged 65 or older (11.3% and 14.7% respectively).

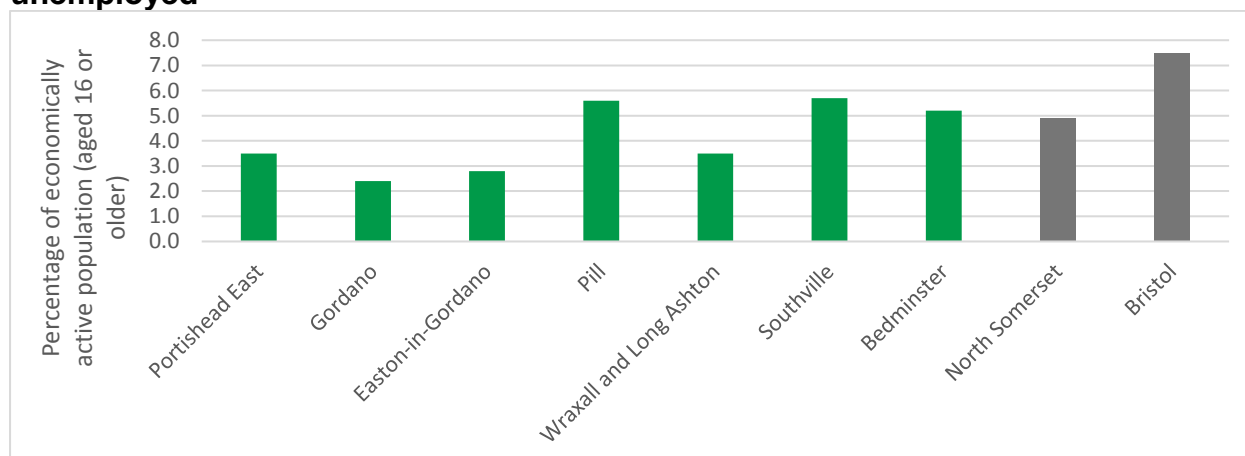
Table 4.1: Demographic characteristics of the study area at ward and Unitary Authority level

Ward/Unitary Authority	Total population	Gender		Age	
		Male (%)	Female (%)	Under 25 (%)	65 or older (%)
North Somerset	208,154	48.6	51.4	27.0	23.0
Portishead East	6,117	47.7	52.3	31.9	15.4
Gordano	4,941	50.8	49.2	27.7	19.8
Easton-in-Gordano	2,671	49.6	50.4	22.7	31.1
Pill	3,583	50.1	49.9	27.3	21.7
Wraxall and Long Ashton	8,158	49.1	50.9	27.6	20.4
Bristol	442,500	49.9	50.1	34.1	13.3
Southville	13,182	51.4	48.6	25.2	11.3
Bedminster	13,229	49.4	50.6	26.0	14.7

Economy and Employment

- 4.1.7 Figure 4.1: shows that according to the 2011 Census, unemployment among economically active people (aged 16 or older) was much higher in Pill (5.6%) than in Portishead (3.5%). Relatively high percentages were also found in Southville (Ashton Junction area) at 5.7%. The lowest percentage was recorded in Gordano (between Portishead and Pill).
- 4.1.8 All wards in North Somerset except for Pill had lower unemployment than the Unitary Authority value (4.9%) and the two Bristol wards had lower unemployment than the Unitary Authority value (7.9%).
- 4.1.9 The unemployment percentage of economically active people (aged 16 or older) at Bedminster is 5.2%.

Figure 4.1: Percentage of economically active people (aged 16 or older) who are unemployed



Source: Census (2011)

Ethnicity

4.1.10 The 2011 Census reveals that all wards in North Somerset along the DCO Scheme had a similar distribution of ethnicity across their populations, with around 97% being white, mixed/multiple ethnic groups and Asian/Asian British groups each making up less than 2% and the remaining population being spread between Black/African/Caribbean/Black British and other ethnic groups (less than 0.5% each) (Table 4.2). The two Bristol wards had higher percentages of non-white residents; in Southville the main non-white ethnic group was Black/African/Caribbean/Black British (7.1%) and in Bedminster it was mixed/multiple ethnic groups.

Table 4.2: Ethnicity within the study area and at the Unitary Authority Level

Ward	White (%)	Mixed/ multiple ethnic group (%)	Asian/ Asian British (%)	Black/African /Caribbean /Black British (%)	Other ethnic group (%)
Portishead East	97.4	1.2	1.1	0.2	0.1
Gordano	97.9	1.2	0.8	0.1	0.1
Easton-in-Gordano	97.1	1.4	1.1	0.1	0.4
Pill	97.4	1.0	1.3	0.2	0.2
Wraxall and Long Ashton	96.8	1.6	1.3	0.3	0.1
Southville	82.1	4.2	4.5	7.1	2.1
Bedminster	94.0	2.8	1.3	1.0	0.9
North Somerset	97.3	1.0	1.2	0.3	0.2
Bristol	84.0	3.6	5.5	6.0	0.9

Source: Census (2011)

Disability

4.1.11 According to the 2011 Census, Pill has the highest percentage of its population whose day-to-day activities are limited a lot or a little (9.2% and 10.7%) (Table 4.3). These percentages are above the North Somerset percentages; all other North Somerset wards are below this. Portishead has a more able population with only 5.9% of residents limited a lot in their day-to-day activities and 6.9% limited a little.

4.1.12 The two Bristol wards have relatively high levels of disability, matching the Bristol wide level.

Table 4.3: Disability within the study area at ward and at the Unitary Authority Level

Ward	Day-to-day activities limited a lot	Day-to-day activities limited a little
Portishead East	5.9	6.9
Gordano	5.4	7.5
Easton-in-Gordano	7.5	9.4
Pill	9.2	10.7
Wraxall and Long Ashton	6.6	8.3
Southville	8.0	8.4
Bedminster	8.8	8.7
North Somerset	8.6	10.6
Bristol	8.1	8.7

Source: Census (2011)

Religion or Belief

4.1.13 Table 4.4 shows the religion or belief of the ward populations as recorded by the 2011 Census. In each ward, the majority of the population was found to be Christian, with percentages in North Somerset wards above 58% and the two Bristol wards having slightly lower percentages at 50.4% (Southville) and 48.7% (Bedminster). The majority of the remaining population had no religion or did not state their religion. Percentages for all other religious populations were below 1% for all cases except for Muslims in Southville, who made up 5.0% of the total population.

Table 4.4: Religion / belief within the study area at ward and at the Unitary Authority level

Ward	Percentage population (figures do not total to 100 due to rounding)								
	Christian	Buddhist	Hindu	Jewish	Muslim	Sikh	Other religion	No religion	Religion not stated
Portishead East	60.6	0.3	0.2	0.0	0.3	0.0	0.3	31.7	6.5
Gordano	64.5	0.2	0.1	0.1	0.1	0.0	0.3	28.4	6.2
Easton-in-Gordano	66.0	0.1	0.2	0.1	0.6	0.1	0.2	24.7	8.0
Pill	58.1	0.5	0.4	0.1	0.3	0.0	0.3	32.0	8.4
Wraxall and Long Ashton	60.5	0.4	0.3	0.1	0.4	0.1	0.3	30.7	7.2
Southville	50.4	0.6	0.5	0.1	5.0	0.0	0.7	33.1	8.8
Bedminster	48.7	0.5	0.4	0.2	0.9	0.1	0.5	41.1	7.6

Table 4.4: Religion / belief within the study area at ward and at the Unitary Authority level

Ward	Percentage population (figures do not total to 100 due to rounding)								
	Christian	Buddhist	Hindu	Jewish	Muslim	Sikh	Other religion	No religion	Religion not stated
North Somerset	61.0	0.3	0.2	0.1	0.4	0.0	0.5	30.0	7.5
Bristol	46.8	0.6	0.6	0.2	5.1	0.5	0.7	37.4	8.1

Source: Census (2011)

LSOA-Level Overview

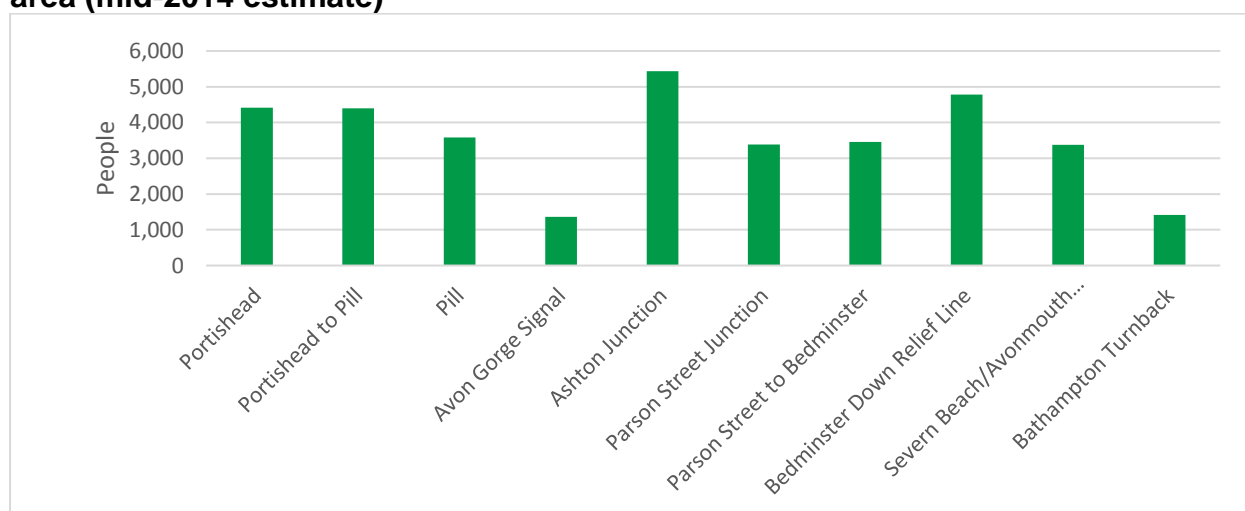
4.1.14 This section uses LSOA-level data and, where these are not available, Unitary Authority data to provide a detailed community profile for LSOAs along the DCO Schemes and for the wider study area covering other works for MetroWest Phase 1. For each topic, results are presented for the DCO Scheme study area (Portishead to Ashton Junction) and the wider study area for use in the cumulative effects assessment (Parson Street Junction to the Bedminster Down Relief Line, Severn Beach/Avonmouth Signalling Works and Bathampton Turnback Works). Results are mainly reported for the areas shown in Table 3.1, but where LSOAs within these areas differ significantly, individual LSOA results are discussed.

Population

The DCO Scheme

4.1.15 Mid-2014 population estimates for each section of the route (leading on from Table 3.1) are shown in Figure 4.2. The LSOAs along the DCO Scheme route had a combined population of 19,188 in mid-2014. Portishead LSOAs had a combined population of 4,414 while Pill LSOAs had a combined population of 3,583. The Ashton Junction LSOAs had the largest combined population (5,438).

Figure 4.2: Population of LSOAs surrounding the DCO Scheme and wider study area (mid-2014 estimate)



Source: Office for National Statistics (2015a)

The Wider Study Area

4.1.16 The LSOAs between Parson Street Junction and Bedminster Station had a combined population of 11,616 in mid-2014. The combined population around Severn Beach/Avonmouth Signalling works was 3,380 and around the Bathampton Turnback the population was 1,413.

Age

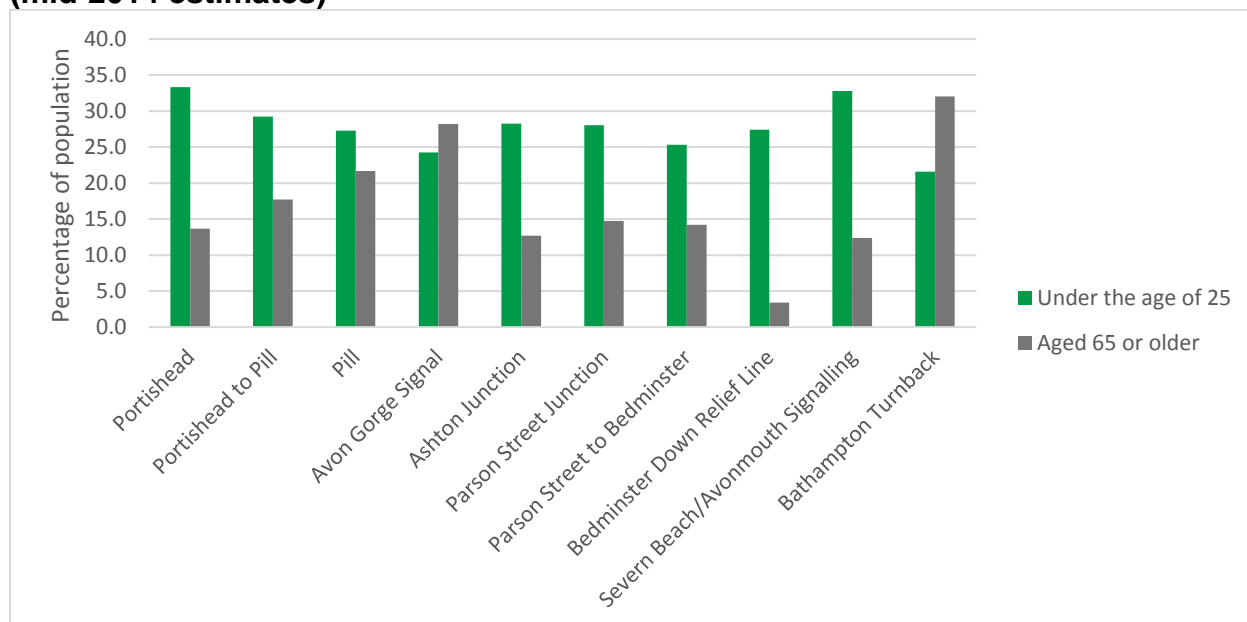
The DCO Scheme

4.1.17 Figure 4.3 shows that LSOAs around the proposed station at Portishead and the east side of the town (North Somerset 003D and 003E) had a high proportion of residents under the age of 25 (35.2 and 38.7 % of the population respectively) in 2014. These LSOAs had a very low percentage of residents aged 65 or older (7.5 and 6.2 % of the population respectively). In contrast, the LSOA to the west of the proposed Portishead station (North Somerset 001G) had fewer under 25 year-olds (23.7 %) and more residents aged 65 or older (31.3 %).

4.1.18 Between Portishead and Pill, LSOA 006F had a higher proportion of younger people than older people (32.7% of the population under 25 compared to 10.7% aged 65 or older). However, LSOA 004B, further east, had a higher proportion of older people (34.2% aged 65 or older compared to 21.1 % under 25).

4.1.19 The combined population of the two LSOAs covering Pill was found to be more evenly spread between younger and older residents than in Portishead; 27.3 % of the population was under the age of 25 and 21.7 % was aged 65 or older.

Figure 4.3 Age distribution of the population of LSOAs surrounding scheme components (mid-2014 estimates)



Source: Office for National Statistics (2015a)

- 4.1.20 The Haven Lodge Care Centre is located on Phoenix Way, facing the proposed Portishead station. It lodges about 108 residents, mainly elderly and may be some with physical and mental illness such as dementia. Marina Health Centre, a GP surgery is located adjacent to the Haven Lodge Care Centre which may be visited by the elderly and young children alike.
- 4.1.21 The Trinity Primary School is located near the proposed Footbridge and a playground is located on The Vale (south of railway line) in Portishead. Busy Bees Nursery is located on Serbert Road in Portishead (south of the proposed station).
- 4.1.22 The LSOA around the Avon Gorge Signal had a more even proportion of younger and older residents (24.2% and 28.2% respectively), while LSOAs in the Ashton Junction area were populated by many more younger residents than older residents (an average of 28.3% under 25s and 12.7% aged 65 or older over the three LSOAs).

The Wider Study Area

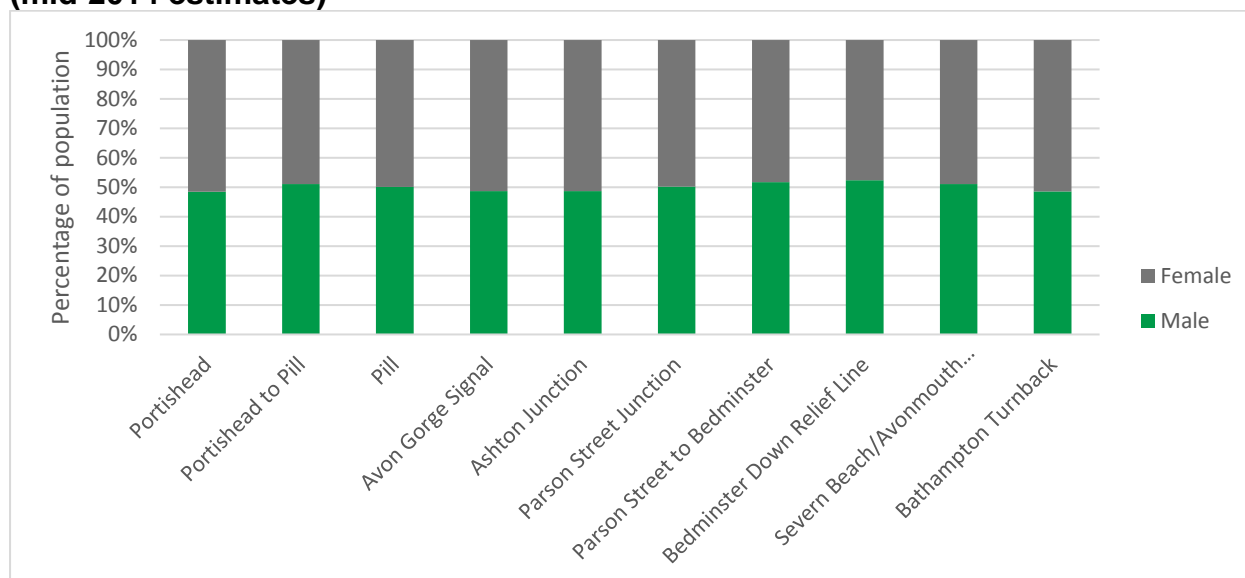
- 4.1.23 LSOAs between Parson Street Junction and Bedminster Station, around the Bedminster Down Relief Line and around Severn Beach/Avonmouth Signalling works all had much higher proportions of people under the age of 25 than people aged 65 or older in mid-2014 (Figure 4.3). In particular, the population of the Bedminster Down Relief Line area was 27.4% under 25 and only 3.4% aged 65 or older (the lowest proportion of older people out of all LSOAs within the DCO Scheme or wider study area). The population around the Severn Beach/Avonmouth Signalling works had the highest proportion of people under 25 of all LSOAs studied, at 32.8%. In contrast, the LSOA around Bathampton Turnback had the highest proportion of its population aged 65 or older out of all LSOAs studied, at 32.1%. It had a lower proportion of under 25s at 21.6% of the total population.

Gender

The DCO Scheme

- 4.1.24 Mid-2014 population estimates reveal that the proportion of male and female residents along the DCO Scheme route were quite close when considered in terms of route sections, ranging from 48.5% male in Portishead to 50.3% male at Parson Street Junction (Figure 4.4). However, there was more variation between individual LSOAs. For example, the most westerly LSOA in Portishead (North Somerset 001G) and the central LSOA near the proposed Portishead station (North Somerset 003D) had populations that were only 46.8% and 46.0% male respectively, whereas the easterly Portishead LSOA near the proposed station and Trinity Primary School (North Somerset 003E) had a population that was 51.8% male.
- 4.1.25 Between Portishead and Pill, North Somerset 006F and 004B had 51.3% and 50.5% male populations respectively. The two Pill LSOAs differed significantly in gender distribution (52.7% male for North Somerset 004C and 48.0% male for North Somerset 004D). The LSOA around the Avon Gorge had a 48.6% male population.
- 4.1.26 Around Ashton Junction the LSOAs had an overall percentage of males at 48.6%, with Bristol 041D having the lowest male percentage at 47.2%.

Figure 4.4 Gender distribution of the population of LSOAs surrounding scheme components (mid-2014 estimates)



Source: Office for National Statistics (2015a)

The Wider Study Area

- 4.1.27 Around Parson Street Junction, Bristol 046A had a 51.6% male population whereas 039A had a 48.9% male population. Between Parson Street Junction and Bedminster the LSOAs had a combined 51.7% male population (both LSOAs had more males than females). Around the Bedminster Down Relief Line, distribution was more varied with the lowest male percentage at 48.8% (Bristol 040C) and the highest male percentage at 56% (Bristol 039E).
- 4.1.28 Around the Severn Beach/Avonmouth Signalling works, LSOA Bristol 008E had a 53.7% male population whereas Bristol 008F had a 48.4% male population. Around the Bathampton Turnback the LSOA had a 48.5% male population.

Deprivation

The DCO Scheme

- 4.1.29 Deprivation is measured by the Department for Communities and Local Government using multiple indices, which are combined to form the Index of Multiple Deprivation (“IMD”) (Department for Communities and Local Government, 2015). This assessment focuses on the 2015 sub-domains of individual domains – *Geographical Barriers*, *Barriers to Housing and Services* and *Outdoor Living Environment* – that are relevant to this study. The *Geographical Barriers to Services* sub-domain relates to the physical proximity of local services. The *Outdoor Living Environment* contains measures of air quality and road traffic accidents and the *Barriers to Housing* sub-domain measures issues relating to access to housing such as affordability. The above sub-domains are linked to the income deprivation sub-domain represented in Figure 4.5.

- 4.1.30 The IMD *Geographical Barriers to Services*¹ sub-domain of barriers to housing and services highlights several neighbourhoods which are among the 10% and 20% most deprived neighbourhoods in England in terms of their physical proximity to local services (Figure 4.10). The LSOAs of North Somerset 004A and North Somerset 006F (between Portishead and Pill) are among the 20% most deprived, which may be due to sparse location of the houses and therefore increased distance to all the services identified within the sub-domain (these services may be accessible by cars). It is therefore not a representation of the area being deprived in terms of income but considered deprived in terms of distance to services. All other LSOAs along the DCO Scheme route are less affected.
- 4.1.31 No LSOAs along the DCO Scheme route are among the 10% or 20% most deprived neighbourhoods in England in relation to financial accessibility to housing and similar issues, under the *Wider Barriers* sub-domain of *Barriers to Housing and Services*.
- 4.1.32 Bristol 036A (around Ashton Junction) is among the 10% most deprived for *Outdoor Living Environment* sub-domain of *Living Environment* (air quality, road traffic accident occurrence and similar issues). No LSOAs along the DCO Scheme route are among the 10% or 20% most deprived neighbourhoods for the *Indoor Living Environment* (quality of housing) sub-domain (Figure 4.7).

The Wider Study Area

- 4.1.33 Bath and North East Somerset 010E (around Bathampton Turnback works) is among the 20% most deprived LSOAs in England for the *Geographical Barriers to Services* sub-domain.
- 4.1.34 Bristol 039E (near the Bedminster Down Relief Line) is among the 20% most deprived neighbourhoods in England for the *Wider Barriers* sub-domain.
- 4.1.35 Bristol 039E is also identified as being one of the 10% most deprived neighbourhoods in England in relation to both the *Indoor Living Environment* (quality of housing) and *Outdoor Living Environment*. In addition, three neighbourhoods close to Bedminster Down Relief Line (Bristol 040B, 040C and 039H) are among the 20% most deprived for *Indoor* and *Outdoor Living Environment*.

Economy and Employment

The DCO Scheme

- 4.1.36 The 2011 Census reveals that unemployment rates in the economically active population (aged 16 or older, including full-time students) at the Portishead LSOAs and those between Portishead and Pill were between 1.8% and 4% (Figure 4.8), relatively low compared to the West of England average of 3.5%. The two LSOAs covering Pill had contrasting unemployment levels. North Somerset 004C (where the proposed station will be located) had 7.8 % unemployment, while North Somerset 004D (further east of the proposed station) had 3.8 % unemployment.

¹ The Geographical Barriers to Services sub-domain relates to the physical proximity (mean distance to the closest point) of local services such as post offices, super markets and GP surgeries

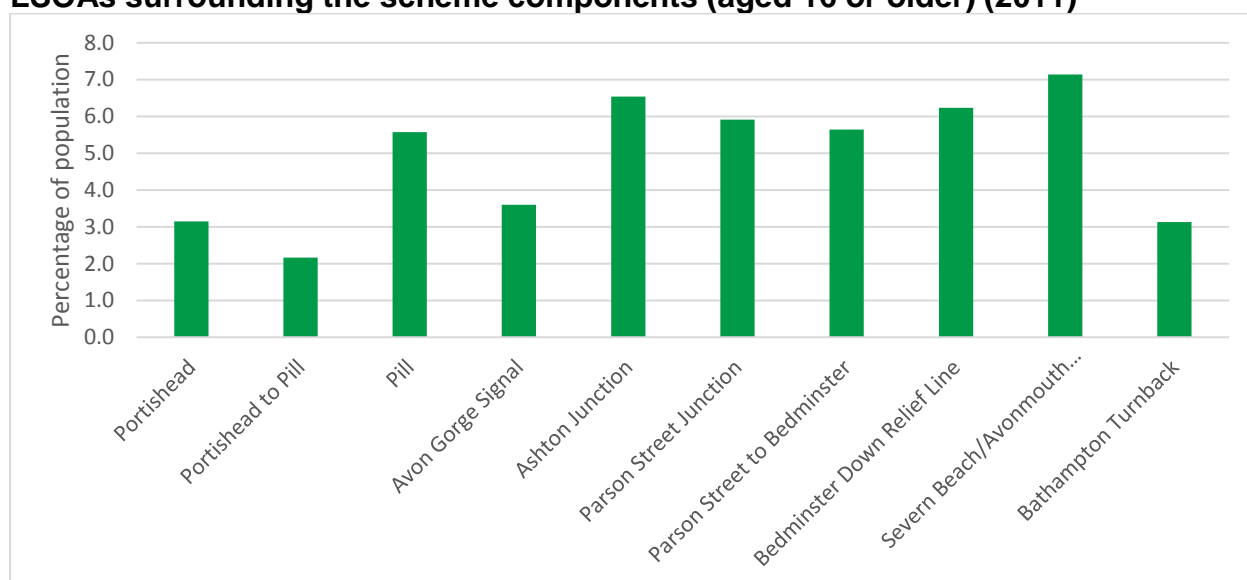
4.1.37 In the area surrounding the Avon Gorge the unemployment rate was 3.6%. In the LSOAs around Ashton Junction unemployment was higher than in Portishead with the highest level in Bristol 036A at 7.9%.

The Wider Study Area

4.1.38 Rates of unemployment were mixed in the Parson Street Junction area with Bristol 039A at 4.7 % and Bristol 046A at 7.1 %. Between Parson Street Junction and Bedminster, unemployment rates were 6.0% for Bristol 039B and 5.3% for Bristol 039H.

4.1.39 In the LSOAs around the Bedminster Down Relief Line, unemployment measured between 5.1% and 7.9%, with the highest level in Bristol 039E. The LSOA surrounding the Bathampton Turnback was found to have only 3.1% of the economically active population unemployed, whereas at Avonmouth it was high at 7.3%.

Figure 4.8 Percentage of economically active people who are unemployed in LSOAs surrounding the scheme components (aged 16 or older) (2011)



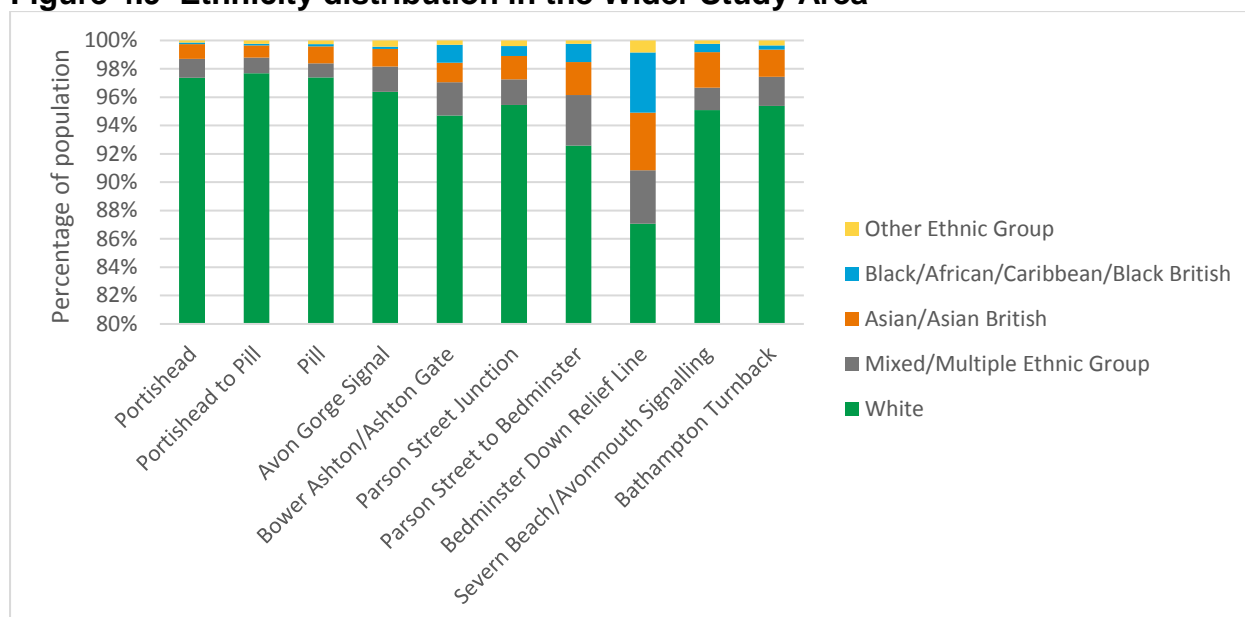
Source: Census 2011

Race and Ethnicity

The DCO Scheme

4.1.40 Ethnicity data were sourced from the 2011 Census and the results are summarised in Figure 4.9. Overall, the populations of the LSOAs along the DCO Scheme route were predominately made up of white people. The LSOAs around Ashton Junction had lower percentages of white people than North Somerset LSOAs, with the lowest in Bristol 036A (91.9% white). The rest of the LSOAs along the DCO Scheme route had populations that were between 96% and 99% white.

Figure 4.9 Ethnicity distribution in the Wider Study Area



Source: Census 2011

4.1.41 Across the three LSOAs in Portishead, 97.4% of the population was white, with low percentages of mixed/multiple ethnic groups and Asian/Asian British and very low percentages of Black/African/Caribbean/Black British and people of other ethnic origins.

4.1.42 Between Portishead and Pill, 97.7% of the population was found to be white in 2011 and at Pill this was at 97.4% followed by people of mixed ethnicity and Asian/Asian British and Black, Minority and other Ethnic (“BME”) communities, respectively.

4.1.43 In the LSOA surrounding the Avon Gorge, 96.4% of the population was white in 2011. The next largest ethnic group was the mixed/multiple ethnic group (1.8%), followed by the Asian/Asian British group (1.3%). This LSOA had the highest percentage of the population that was non-white out of all North Somerset LSOAs.

4.1.44 Across the three LSOAs located around Ashton Junction, 94.7% of the population was white, 2.3% was of mixed/multiple ethnic origin, 1.4% was Asian/Asian British and 1.3% was Black/African/Caribbean/Black British. Bristol 0036A had the highest percentage of all non-white ethnicities, with mixed/multiple ethnicity being the highest overall at 3.0%.

The Wider Study Area

4.1.45 Around Parson Street Junction, 95.5% of the population was white, and this dropped to 92.6% between Parson Street Junction and Bedminster and lower again to 87.1% near the Bedminster Down Relief Line works, making this area with the highest proportion of minority ethnic groups in the wider study area.

4.1.46 Around the Severn Beach/Avonmouth Signalling works area 95.1% of the population was white, with the second largest ethnic group being Asian/Asian British at 2.5%.

- 4.1.47 Around the Bathampton Turnback works area 95.4% of the population was white, with the second largest proportion of people being from mixed/multiple ethnic groups (2.1%).

Disability

The DCO Scheme

- 4.1.48 According to the 2011 Census, the majority of LSOAs in Portishead had a low percentage of the population whose day-to-day activities are limited a lot by long-term health or disability (7% or less). However, in the most westerly Portishead LSOA (North Somerset 001G), which was also characterised by a higher proportion of people over the age of 65, this figure was 9.8%, and a further 11.8% of the population felt that their day-to-day activities were limited a little.
- 4.1.49 The Haven Lodge Care Centre is located on Phoenix Way, facing the proposed Portishead station. It lodges about 108 residents, mainly elderly and may be some with physical and mental illness such as dementia.
- 4.1.50 Between Portishead and Pill in North Somerset 006F 3.9% were limited a lot and 5.6% were limited a little, compared to North Somerset 004B where these figures were 6.1% and 11.1%. In Pill, in North Somerset 004C and 004D respectively, 11.0% and 7.7% of the population were limited a lot and 11.9% and 9.7% were limited a little. Around the Avon Gorge Signal, 8.7% of the population were limited a lot and 7.8% were limited a little.
- 4.1.51 Around Ashton Junction, disability levels seemed to be higher than in many of the North Somerset LSOAs. Overall the LSOAs had combined percentages of 10.5% of the population limited a lot (highest being 14.5% in Bristol 041A) and 10.4% of the population limited a little (highest being 12.0% in Bristol 036A).
- 4.1.52 The IMD includes the *Health Deprivation and Disability* domain, which assesses the effect of poor physical and mental health, and measures morbidity, disability and premature mortality. No LSOAs in along the DCO Scheme route are among the 10% most deprived neighbourhoods for this IMD domain, but Bristol 036A (the Ashton Junction area) is among the 20% most deprived (Figure 4.10).

The Wider Study Area

- 4.1.53 The subsequent LSOAs on the route to Bedminster had similar levels of disability, with 9.3% limited a lot and 9.1% limited a little around Parson Street Junction and 9.1% limited a lot and 10.4% limited a little between Parson Street Junction and Bedminster.
- 4.1.54 However, LSOAs around Bedminster generally had lower disability levels, with 5.5% of the population limited a lot (highest was 8.8% in Bristol 039E) and 6.9% limited a little (highest was 8.6% in Bristol 039E).
- 4.1.55 Around Severn Beach/Avonmouth Signalling works, 9.8% of the population were limited a lot and 8.0% were limited a little (highest percentages were for Bristol 008F at 12.0% and 9.7% respectively).
- 4.1.56 Around the Bathampton Turnback Works 7.9% of the population were limited a lot and 11.4% were limited a little.

- 4.1.57 The IMD *Health Deprivation and Disability* domain reveals that Bristol 039E (Bedminster Down Relief Line) is among the 10% most deprived neighbourhoods in England for this domain. In addition, Bristol 008F (Severn Beach/Avonmouth Signalling works) is among the 20% most deprived.

Childhood Obesity

- 4.1.58 The National Child Measurement Programme data reveal that for the period 2014-2015, prevalence of overweight (including obese) reception class children (aged 4 to 5 years) was similar to the national value in all three Unitary Authorities of the study area, at between 21.6 and 23.5% (Table 4.5 **Error! Reference source not found.**). In contrast, the prevalence of overweight (including obese) year 6 children (aged 10 to 11) was 'better' or lower than the national value in North Somerset and Bath and North East Somerset and 'worse' or higher in Bristol City. These data are not available at Ward or LSOA level.

Table 4.5: Prevalence of overweight (including obese) children

Region	Percentage of Reception-age children overweight (including obese)	Percentage of Year 6 children overweight (including obese)
England	21.9	33.2
North Somerset UA	21.6	29.4
Bristol City UA	23.0	35.0
Bath and North East Somerset UA	23.5	27.3

Source: National Child Measurement Programme, 2015.

Religion or Belief

- 4.1.59 Along the route of the DCO Scheme, more than 50% of the population of each neighbourhood were recorded as Christian in the 2011 Census. The majority of the remaining population was not religious (around 25 to 40% of the total population), with around 7 to 8% not stating their religion. In the two most westerly neighbourhoods in Portishead (North Somerset 001G and 003D) 0.9% and 0.7% of the population were Muslim respectively and residents of all other religions accounted for 0.5% of the population or less. Between Portishead and Pill the population had even percentages of Buddhist, Hindu, Jewish, Muslim and Sikh people (at 0.1 or 0.2%). Within the two neighbourhoods covering Pill (North Somerset 004C and 004D), 58% of the population was found to be Christian. The Buddhist and Hindu populations were slightly larger than in Portishead, both at 0.6% of the total population in the neighbourhood covering eastern Pill. Islam was the next most prominent religion at 0.4% in this neighbourhood.
- 4.1.60 The LSOA around Avon Gorge Signal had slightly higher percentages of Hindus and Muslims, at 0.4% and 0.9% respectively. The Ashton Junction area also had a more diverse mix of religions than around Portishead and Pill, with

Bristol 036A having the highest proportion of non-Christian people with 0.8% of the population being Buddhist and 1.6% of the population being Muslim.

The Wider Study Area

- 4.1.61 Near Parson Street Junction, between Parson Street Junction and Bedminster and around the Bedminster Down Relief Line the Christian population made up 50% or less of the overall population. Bristol 039E (around Bedminster Down Relief Line) had the highest percentages of other religions, with 4.8% of the population being Muslim and 3.2% being Hindu.
- 4.1.62 Around Severn Beach/Avonmouth Signalling works 54.5% of the population was Christian, with the next most common religions being Islam and Hinduism, both at 0.5%.
- 4.1.63 Around Bathampton Turnback Works, 61.5% of the population was Christian, with the next most common religion being Islam at 0.9%.

4.2 Amenities and Services

Access to Services

The DCO Scheme

- 4.2.1 The *Geographical Barriers to Services* sub-domain of *Barriers to Housing and Services* domain highlights two neighbourhoods which are among the 10% and 20% most deprived neighbourhoods in England in terms of their physical proximity to local services. North Somerset 004A (around Avon Gorge Signal) is one of the 10% most deprived LSOAs in England for this sub-domain, while North Somerset 006F (between Portishead and Pill) is among the 20% most deprived. This might be due to increased mean distance between residential buildings and the various services listed under the IMD Geographical Barriers to Services sub-domain.
- 4.2.2 The amenities and services (relating to leisure, culture/religion, healthcare and education) within 300 m of the proposed route are outlined below. As the DCO Scheme is mainly bordered by residential properties through Portishead, fewer features were identified than in some of the other areas.

Portishead

- Marina Healthcare Centre on Harbour Road – houses Harbourside Family Practice and North Somerset Community Partnership
- Nursing home adjacent to Health Centre – Haven Lodge Care Centre
- Busy Bees Nursery on Serbert Road in Portishead (south of proposed station)
- Trinity Primary School
- Playground in The Vale (south of railway line)

Pill

- Heywood Family Practice on Lodway south of railway line and Pill Health Clinic on Station Road south of railway line

- Pill Memorial Club on Lodway south of railway line (community events etc.)
- Pill Community Centre on Heywood Terrace south of railway line
- Portishead Sailing Club, Pump Square next to marina east of railway line
- Pill Union Church, east of the railway line
- Pill Library, adjacent to railway line on east side

Ham Green

- Cricket Ground south of the railway line (the railway line is in a tunnel under the cricket ground)
- Playground near Fitzharding Road south of railway line
- Penny Brohn Cancer Care north of railway line on eastern edge of Eden Office Park (located adjacent to a construction compound).

Avon Gorge

- Leigh Woods National Nature Reserve which is open to the public
- Clifton Observatory, east of the railway line on the east side of the Gorge
- Clifton Downs, east of the railway line on the other side of the Gorge
- Avon Gorge House Amitabha Buddhist Centre, North Road west of the railway line
- Clifton Suspension Bridge Visitor Centre, Bridge Road west of the railway line
- Ashton Court Registered Park and Garden

Ashton Junction

- Bedminster Cricket Club and Sports Ground between A369 and railway line on west side
- Teddies Bristol Nursery and Preschool, adjacent to the Sports Ground above
- Ashton Park School
- Bristol Kettlebell Club (fitness) on Blackmoors Lane west of the railway line
- Ashton Gate football stadium east of the railway line
- Gore's Marsh playground east of A3029 (Winterstoke Road) east of railway line

Greenspaces and Open Spaces

The DCO Scheme

- 4.2.3 The Vale Park in Portishead, bounded by the disused railway line to the north, is designated as Local Green Space in North Somerset Council's *Sites and Policies Plan, Part 2. Site Allocations Plan 2006-2036* (North Somerset Council, April 2018).

- 4.2.4 Between Portishead and Pill, allotment gardens exist on the eastern side of Sheepway, north of the disused railway line. South of the disused railway line, playing fields are located to the east of Portbury, south of the M5.
- 4.2.5 Land at Yew Tree Gardens, Crockerne and Watchhouse Hill are designated as Local Green Space in North Somerset's *Sites and Policies Plan, Part 2, Site Allocations Plan 2006-2026*. Common Land and Town or Village Greens exist to the north and east of Pill, including Pump Square off Underbanks, Victoria Park and Waterloo Wharf and The Point, Chapel Pill. Land at Ham Green Hospital is designated an Unregistered Park and Garden in the *Sites and Policies Part 1. Development Management Policies* (North Somerset Council, 2016). In addition to these designated sites, Pill also has a playing field and playground south of the railway line on Hardwick Road and a playground near Water Lane west of the railway line. In Ham Green a Cricket Ground is located south of the railway line at the tunnelled section and there is a playground near Fitzharding Road south of the railway line.
- 4.2.6 In the Avon Gorge area, the railway passes through the Leigh Court Registered Park on the western side of the gorge. Other designations in this area are Leigh Woods National Nature Reserve, Avon Gorge Woodlands Special Area of Conservation and Avon Gorge Site of Special Scientific Interest.
- 4.2.7 The Ashton Court Registered Park and Garden is located adjacent to the western side of Clanage Road in Bower Ashton. The proposed temporary construction compound and permanent maintenance compound would be accessed off Clanage Road. In addition, a sports ground and several allotments and Gore's Marsh park and playground are located in close proximity to the railway line between Bower Ashton and Ashton Junction.
- 4.2.8 North Somerset District Council has drawn up area profiles of current provision of open space within the District, to accompany its Draft Green Infrastructure Supplementary Planning Document (not dated)². In Portishead, there is currently an under supply of conservation sites and woodland, and sufficient supply of formal park and public garden and neighbourhood open space. Pill has an under supply of conservation sites, formal and public garden and woodland but sufficient neighbourhood open space.

The Wider Study Area

- 4.2.9 Informal and formal green spaces, seasonal and fixed active sports space, natural green space, young persons' space and children's play areas exist close to the operational railway line that runs through the Bristol City Council area and to Parson Street Junction and Bedminster Station. The Bedminster Down Relief Line is located next to Victoria Park, a large area of open space.
- 4.2.10 In the Bathampton area accessible natural green space, park and recreation ground, outdoor sport pitches and children's play space are found.

² Note that no further versions of the Green Infrastructure Supplementary Planning Document has been published or planned for production as per the North Somerset Council Local Development Scheme 2017-2020. This data source is therefore to be considered standalone.

4.3 Crime and Safety

- 4.3.1 Table 4**Error! Reference source not found.**6 details the incidence of race-motivated hate crime between 2010 and 2014 for the whole of the Avon and Somerset police force area, including the three local authorities relevant to this study as well as Somerset and South Gloucestershire (Avon and Somerset Constabulary, 2015).

Table 4.6: Incidence of race-motivated hate crime in Avon and Somerset police force area between 2010 and 2014

Year	Race-motivated hate crime incidents
2010	1,395
2011	1,288
2012	1,071
2013	1,114
2014	1,366

- 4.3.2 The number of race-motivated hate crime incidents reported in 2014 were 791 in Bristol, 108 in North Somerset, and 115 in Bath and North East Somerset (Avon and Somerset Constabulary, 2015). As a percentage of the population, these figures indicate levels less than 2%.

4.4 Transport and Accessibility

Overview

- 4.4.1 The main highway network in the area is dominated by the M5. Junction 18 in Avonmouth connects to the A4 into Bristol along the north side of the River Avon and Junction 19 at Gordano connects with the A369 between Portishead and Bristol along the south side of the River Avon. Junction 18a on the M5 serves the M49 for South Wales. The B3128 from Clevedon and B3130 from Nailsea provide more circuitous routes into Bristol via the A370 from Weston-super-Mare. The Long Ashton Park and Ride lies to the south west of Bristol.
- 4.4.2 The A370 connects with the A369, Brunel Way and the A3029 Winterstoke Road at a complicated junction in Ashton Gate. Brunel Way links with the western end of the A4 Hotwells Road and Bristol city centre on the northern side of the River Avon while the A3029 Winterstoke Road links to the south with the A38 between Bristol and Taunton in the vicinity of Parson Street railway station.
- 4.4.3 The main railway network centred on Bristol provides mainline services up to London, to the Midlands, west into Wales and south west to Taunton, Exeter and Plymouth. The local railway network within Bristol comprises the Severn Beach / Avonmouth / Bristol Temple Meads, Henbury to Bristol Temple Meads, and local stations between Bristol Temple Meads and Bath Spa.
- 4.4.4 There is an operational railway between Royal Portbury Dock and the south west mainline between Bristol Temple Meads and Exeter which currently is only

open for freight. There is an existing level crossing over the operational railway on Ashton Vale Road which connects the A3029 Winterstoke Road and the Ashton Vale Industrial Estate. The industrial estate is bounded by the railway to the east, the A370 to the north, a sports centre and the Long Ashton Park and Ride to the west, and allotments and open land to the south.

- 4.4.5 There are two long distance cycle routes, public rights of way, bridleways and permissive paths that cross or run close to the proposed DCO Scheme. There are two Sustrans National Cycle Network (“NCN”) routes crossing or close to the DCO Scheme. NCN 26 uses parts of the disused railway corridor between the M5 overbridge and Royal Portbury Dock Road overbridge under temporary licence from Network Rail. At the Royal Portbury Dock Road overbridge, Marsh Lane overbridge and M5 overbridge the route diverts off the bridleway on to permissive paths to go under the road bridges. NCN 41 crosses the River Avon alongside the southbound carriageway of the M5 motorway bridge and continues through Pill and along the River Avon Tow Path towards Bristol. There are also several footpaths and bridleways criss-crossing the countryside.
- 4.4.6 A detailed baseline description of transport and accessibility in the study area is presented in the ES Appendix 16 Transport Assessment. The following sections highlight baseline transport and access issues that have a bearing on the EqlA of the DCO Scheme.

Portishead

- 4.4.7 There is no operational railway between Portishead and Pill. The original railway remains as a disused corridor, with the ballast, wooden sleepers and rails in situ, and largely overgrown. The station itself was demolished and the site redeveloped. The railway, station and car parks need to be rebuilt in an alternative location for the DCO Scheme.
- 4.4.8 The site selected incorporates part of the disused railway corridor, highway land and open space. Highway modifications are required to relocate Quays Avenue to provide land for the station. The site is located close to recent residential developments between the marina and the east side of Portishead and close to commercial areas between Harbour Road and Wyndham Way.
- 4.4.9 On street parking demand is fairly consistent in Port Marine, along Old Mill Road and at Portishead Marina, but fluctuates during the day around Harbour Road and Galingale Way, and is low along Serbert Way and Serbert Close. The Town Centre car parks are well-used throughout the day and are often full.
- 4.4.10 Portishead (and Pill) is served by a frequent weekday 15-minute bus service linking with the centre of Bristol along the A369 corridor. There are additional services in Portishead linking Clevedon and Weston-Super-Mare and North Bristol. Evening and weekend services are more limited with typically 30 minute or hourly services.
- 4.4.11 The area surrounding the proposed Portishead station site has relatively good walking and cycling links, although provision is lacking at specific locations. There are many different potential routes to the town centre.
- 4.4.12 The DCO Scheme will provide a new railway service in Portishead which will need to be designed to create a transport hub interconnecting with other modes

of transport and provide safe and clear connectivity with final destinations including the town centre and nearby commercial and residential centres.

Portishead Trinity Primary School Footbridge

- 4.4.13 At present there is a permissive footpath over the disused railway that connects communities on both sides of the railway corridor and provides an informal route to the Trinity Primary School.
- 4.4.14 The existing informal crossing is an important link for residents living along the north and south side of the railway line and is well used by dog walkers and cyclists (potentially for leisure and physical exercise). The crossing is also used by children going to and from Trinity Primary School. The importance of this crossing was corroborated by pedestrian and cyclist counts. The playground along Tansy Lane may be used by children.
- 4.4.15 The re-opened railway line will sever this footpath and will be replaced with a new foot and cycle bridge.

Pill Station

- 4.4.16 The existing Pill Station is located in a cutting on the west side of Station Road. The southern and northern platforms remain in a state of disrepair. The station used to be accessed via Station House which has since been converted into a private residential and commercial property.
- 4.4.17 The narrow streets and limited off-street parking in the older parts of Pill result in fairly consistent parking demand throughout the day. This is not reflected in more recently developed areas of Pill where provision for off-street parking is greater resulting in greater fluctuating in demand throughout the day.
- 4.4.18 The older part of Pill has a walking and cycling environment that reflects the street layout and does not meet current standards. However, the environment is conducive to reducing vehicle speeds.
- 4.4.19 The DCO Scheme will redevelop the existing station site and former railyards as a car park.

Ham Green

- 4.4.20 The area in the vicinity of the access routes to Pill Tunnel is largely residential, with a commercial area off Macrae Road and the Penny Brohn Cancer Centre (day clinic and non-residential). The majority of the local roads have footways. The western end of Chapel Pill Lane leading to the tunnel currently is a poorly surfaced track. A new access to Pill Tunnel is required to provide maintenance and emergency access.

Ashton Junction

- 4.4.21 Given the predominately commercial and industrial land use together with heavily trafficked roads, the pedestrian and cycling network is limited in the Ashton Vale Road area. The DCO Scheme will directly impact the network at two particular locations, the Ashton Vale Road level crossing and the Barons Close pedestrian crossing.
- 4.4.22 The operation of Ashton Vale Road level crossing equally applies to all pedestrians and cyclists. The Barons Close pedestrian crossing is located

approximately 200 m south of the Ashton Vale Road level crossing. The nearest alternative crossing point over the railway line is along the A370 Ashton Road 140 m north. An indirect pedestrian route is available off the B3128 around 1 km further west. The other crossing point is around 630 m south of Barons Close. A pedestrian route through Ashton Drive is available although an indirect access through a recreation field is not good on personal safety grounds.

- 4.4.23 The Barons Close pedestrian crossing was closed temporarily during the construction of the Ashton Vale to Temple Meads Bus Rapid Transit Scheme (MetroBus). This scheme has now opened. It is proposed to close Barons Close pedestrian crossing permanently as part of the DCO Scheme. The Ashton Vale level crossing will remain open under the DCO Scheme. A new pedestrian and bicycle ramp will be provided from Ashton Vale Road to the Ashton Road overbridge to provide an alternative route when the level crossing is down.
- 4.4.24 The pedestrians in the vicinity of Ashton Vale are likely to be employees of establishments in the Ashton Vale Industrial Estate or, on match days, football fans walking to and from the football stadium off Winterstoke Road and informal car parking in the industrial estate or the park and ride. This would suggest that the majority are likely to be of working age and reasonably fit.

SECTION 5

Stakeholder Engagement

- 5.1.1 Engaging with stakeholders is an important step in collating evidence about the equalities groups. Two types of stakeholders are involved in the process, namely key informants the North Somerset District Council and Bristol City Council Health and Equalities teams, and other stakeholders, including members of the public, non-governmental agencies, community groups and statutory authorities.
- 5.1.2 A meeting for the key informants was held on 12 January 2016 to inform them about the DCO Scheme and to discuss potential sources of further information, refinement of the assessment methodology as well as further leads on community groups who should be involved in the stakeholder engagement process. The North Somerset Council health and equality officers attended the meeting while the Bristol officers were unable to attend and were consulted after the meeting.
- 5.1.3 Several statutory and non-statutory consultations have been undertaken to seek opinion of local communities, which included information relating to access and usage of the facilities.
- Public exhibitions were held in Portishead in 2014 to seek opinions on the options for the location of Portishead railway station and in 2015 focusing on initial proposals for the railway between Portishead and pill, including the emerging proposals for Portishead station, the public realm, and the Trinity Primary School footbridge.
 - A micro-consultation was held in Pill in March 2016 to seek feedback on options for the arrangement of the station and car park.
 - Micro-consultations have been held at the Ashton Vale Industrial Estate during 2016 to seek opinion on alternative routes into the estate for the half hourly passenger service scheme which would have required permanent closure of the Ashton Vale Level Crossing.
- 5.1.4 This document was presented for wider stakeholder consultation as part of the statutory Section 42 and Section 47 consultation. The responses have been reviewed and addressed in this final version of the EqIA submitted to the Planning Inspectorate with the DCO Application. A summary of the Section 42 and Section 47 consultations is presented below and further details are presented in the Consultation Report in **DOCUMENT REFERENCE** in the DCO application.

Table 5.1: Summary of consultation responses

Organisation and date	Summary of response	Consideration within ES
<i>Scoping Opinion Response (August 2015)</i>		
Planning Inspectorate	The Planning Inspectorate did not include any comments regarding equality impact assessment.	N/A
<i>Stage 1 Formal Consultation (22 June to 3 August 2015)</i>		
North Somerset Local Access Forum	A bridge between Galingale Way and Trinity Primary School preferred over footpath only option. The length of diversion required for the footpath (c600 m) only option unacceptable for young children. The bridge should also be suitable for cyclists.	Chapter 4 Description of the Proposed Works sets out the proposals for the bridge which will be suitable for pedestrians and cyclists.
Transport Focus	As the station will be located east of Quays Avenue and some distance from the town centre, accessibility of Portishead station should be inclusive to overcome any problems associated with its location.	Chapter 4 Description of the Proposed Works sets out the proposals for Portishead station and pedestrian and cyclist connections to the town centre.
Transport Focus	The proposals to replace the current unofficial footpath over the disused track may concern some in the local community and careful consideration of this proposal is essential	Chapter 4 Description of the Proposed Works sets out proposals for Trinity Primary School Bridge. The bridge has been designed with low gradient ramps for accessibility and connects into the existing network of paths.
Harbourside Family Practice	Concern regarding impact on availability of parking near Harbourside Family Practice for elderly patients and those with small children.	Chapter 4 Description of the Proposed Works sets out car parking arrangements at Portishead Station.

Table 5.1: Summary of consultation responses

Organisation and date	Summary of response	Consideration within ES
<i>Informal Stakeholder Consultation</i>		
North Somerset District Council (“NSDC”)	A meeting was held with NSDC public health officer on 12 January 2016. Discussions on potential data sources, contacts within the Council and with the Bristol City Council and on developing the assessment methodology (health determinants, assessment criteria etc), potential stakeholders (both for EqIA and HIA) were held.	The assessment approach (Chapter 2) and the baseline (Chapter 3) were developed based on the feedback received at the meeting.
Joint LPA meeting (October 2017)	The attendees were briefed about the findings of the EqIA. The officers acknowledged that there was a lack of response from the equality groups that the LPAs were contacting. This led to the conclusion that for further consultations, the LPAs should include targeted questions for the equality groups, and follow-up with phone calls.	NSDC undertook targeted consultation with specific equality groups and the feedback is summarised below.
<i>Stage 2 Formal Consultation (23 October to 4 December 2017)</i>		
Bristol City Council	Given that there is no standard methodology for EqIA and HIA, the Council accepts the approach to mirror the methodology for Crossrail and HS2, and use of DMRB significance criteria.	Noted.

Table 5.1: Summary of consultation responses

Organisation and date	Summary of response	Consideration within ES
North Somerset Council (Access Officer)	<p>The consultation with residents and key equality groups should be a co-ordinated process and move away from only offering a snapshot. Disabled people should be involved in planning and transport services at every level.</p> <p>Some of design decisions should have wider input from local residents eg equality groups etc, achieved through regular area based meetings or provide information online.</p> <p>The wider links to the Bristol area service sector with its more specialist activities (not just health related), for non-car users and groups on lower incomes should be considered in the evaluation of the scheme.</p> <p>In assessing the pressure on parking provision account should be taken of the likely knock-on effects on parking for disabled people if spaces are not available. Often able drivers will take these unless regular daily enforcement is in place.</p> <p>Why is 250m chosen as the level at which a distance becomes significant for vulnerable users? (Para.16.3.41). In practice is will be far less to disabled people, probably nearer 40m.</p>	<p>Extensive informal and formal consultations have been undertaken for the scheme. Disabled people were given opportunities to comment on the scheme and contribute to design. Additional formal consultations were specifically aimed at vulnerable groups, who have not replied to date (see below).</p> <p>Wider links to the Bristol service sector are considered in Chapter 14 Socio-economics and Regeneration.</p> <p>Enforcement of parking regulations does not form part of this Scheme.</p> <p>The 250 m distance was used in the ES Chapter 16 Transport, Traffic and Non-motorised users to distinguish between a slight and moderate impact on journey times for pedestrians. The measure was not aimed at people with mobility issues, for whom a distance has not been assumed in the EqIA.</p> <p>The point about making comparisons with the impact on an able person is captured in the assessment as ‘differential’ impact. Given the high level nature of the scheme, in order to capture these ‘differential’ impacts professional judgement has to be applied.</p>

Table 5.1: Summary of consultation responses

Organisation and date	Summary of response	Consideration within ES
	<p>Paragraph 16.3.42 defines significant but this is very different to the one used in the Equality Act 2010.</p> <p>The reliance on this section and elsewhere on “professional judgement” to determine adverse or other impacts on equality groups is not wholly acceptable.</p> <p>Cabstand is a very difficult area for many disabled people and similar congested junctions also show the same characteristics. These implications should also be assessed in looking at the wider area effects. (Table 16.7).</p> <p>In assessing the need for controlled crossings, e.g. zebra crossings, (not necessarily light controlled), there is a need for the views of disabled people to be taken into account and consideration given as to how disabled people cross major roads. A simple reliance on formulaic traffic flows assessments is not always sufficient.</p>	<p>Cabstand is outside scheme boundary and has not been considered in the assessment.</p>
<p>General public</p>	<p>A question was raised concerning accessibility for users of mobility scooters.</p>	<p>Improved or alternative access has been considered and provided where possible throughout the DCO Scheme.</p>

Table 5.1: Summary of consultation responses

Organisation and date	Summary of response	Consideration within ES
	Restricted parking (double and single yellows) in Portishead. Questions were raised about access for disabled people who park on the road close to their house where parking restrictions were proposed.	Following consultation, the proposed Traffic Regulation Orders (“TRO”) for the minor roads have been revised by removing the single yellow lines, particularly in the residential streets. The revised TRO Plans are provided in DCODCOREF
	Trinity footbridge. The footbridge is required as the walk around the station is too long for disabled / elderly / pushchairs, etc.	The DCO Scheme includes a bridge for pedestrians and cyclists to replace the current crossing over the disused railway.
<i>Additional Stage 2 Formal Consultation for Consultees that did not respond to Stage 2 Consultation (1 February to 3 March 2018)</i>		
Busy Bees Nursery	No response to date.	
Bristol Women’s Voice	No response to date.	
Bristol disability Equality Forum	No response to date.	
Bristol BME Voice	No response to date.	
Bristol Lesbian, Gay and Bisexual and Transgender Forum	No response to date.	
Bristol Older People’s Forum	No response to date.	
North Somerset Black and Minority Ethnic Network	No response to date.	
North Somerset Partnership	No response to date.	
Pill churches (4 identified in the EqIA)	No response to date.	
<i>Additional Stage 2 Formal Consultation on the Red Line Boundary (29 March to 27 April)</i>		

Table 5.1: Summary of consultation responses

Organisation and date	Summary of response	Consideration within ES
Bright Horizons (formerly Teddies Nursery)	<p>Concerned about the impacts of temporary and permanent land-take on the nursery.</p> <p>During construction, increased dust and rubble, increase construction noise, compromised site security, and possible risk on services.</p> <p>During operation, pattern of service will affect the operation of the nursery by increased traffic and noise, and loss of open space and associated calm adjacent to the nursery with large elevated ramps set within a gravel and tarmac industrial yard surrounded by security fencing. Views towards Clifton Suspension Bridge partially blocked.</p> <p>Consider that there are other more suitable sites for Clanage Road compound.</p>	<p>Measures to control adverse construction-related impacts are set out in the master Construction Environmental Management Plan in the ES Appendix 4.2.</p> <p>The proposals include strengthening the planting around the permanent Clanage Road maintenance compound, which are shown in DCO DOCREF Plan.</p> <p>The landscape and visual and noise impacts on the nursery are described in the ES Chapters 11 and 13, and Appendix 11.3.</p> <p>The Clanage Road site was chosen as the main access point to the south of the Avon Gorge as it is the only site adjoining the railway with highway access that would allow an articulated low loader into the site.</p>
<i>Additional Stage 2 Formal Consultation on Clanage Road Compound (2 May to 4 June 2018)</i>		
Bright Horizons (formerly Teddies Nursery)	As above.	As above.

SECTION 6

Mitigation

- 6.1.1 This section describes the measures incorporated into the design of the DCO Scheme and implemented during construction and operation. These measures aim to avoid, reduce, and remedy the potential adverse impacts of the DCO Scheme on the protected characteristic groups. Further details of the proposed measures incorporated into the DCO Scheme are discussed in the ES Chapter 4 Description of the Proposed Works.

Measures Embedded in the DCO Scheme Design

Portishead Station and Surrounds

- 6.1.2 The proposed Portishead station will be the terminus of the new service and will be located to the southeast of the Quays Avenue, Harbour Road and Phoenix Way roundabout. As a result, the existing roundabout will be relocated to the northwest. The DCO Scheme will provide two car parks – one to the immediate north of the station which will be accessed directly off Phoenix Way. This car park will comprise 54 spaces of which 13 will be designated for disabled users (blue badge spaces). The car park will also include a small area for drop off movements and for taxis. The second car park is proposed to the west of the station site and will be accessed from Harbour Road. This car park which is linear in shape will comprise 213 standard parking spaces and no disability spaces.
- 6.1.3 Portishead Station is designed as a step free access building (with ramps for people with mobility disability and the elderly).
- 6.1.4 The station building includes fully accessible toilets, including an accessible baby changing facility. As the toilet will be open for use by all, there could be the risk of anti-social behaviour, so routine checks by the train operating company will need to be carried out. The toilet will be open during station operating times and locked along with the rest of the station out of these hours. There is seating in a waiting area both inside and outside – the outside seating area is protected by a canopy.
- 6.1.5 The platform will be 4.5 m wide, which is understood to be wide enough for a wheelchair user to use with ease and to have enough room for a ramp on the platform. The ramp will be provided on the train, which staff will use to assist those in need to get onto the train. The edge of the platform will have tactile flooring to highlight the edge of the platform.
- 6.1.6 There will be an auditory Public Address system which will announce the arrival of trains and provide information. This will be supported by a customer information screen for the hearing impaired. All signs and screens in the station will be contrasted as is Network Rail standard to ensure some visually impaired users can see them more clearly.
- 6.1.7 There will be a help point that will have braille on the panel so visually impaired users can use the help/information point. They will also be fitted with an induction loop for the hearing impaired. It will also be at a comfortable height for wheelchair users to use.

- 6.1.8 The station has been designed with personal safety in mind, including in the lighting and CCTV design. The design avoids enclosed spaces to limit the opportunity for criminal activity to be hidden from view.
- 6.1.9 The Station will be accessible and usable by all members of the community within an inclusive and safe environment. This contributes to the creation of a public space that will be free from discrimination. The station has been designed to eliminate any vulnerable spaces that could foster any anti-social behaviour and make the station a safe place for all users.
- 6.1.10 The new station will provide the opportunity for the local community to use the station as an interchange, which could be Bus to Train; Train to Bus; Train to Car; and connections with cycling and walking, thus promoting a small transport hub for the local community.
- 6.1.11 The current limited parking spaces at the Marina Healthcare Centre, near the proposed Portishead Station, causes overspill parking on Harbour Road. The DCO Scheme will restrict parking on Harbour Road, but short stay parking options will be provided in the new Portishead station car park which will be available for use by visitors and patients of the Marina Healthcare Centre with short stay parking options. The new station car parking provision also includes spaces for disabled users close to the station entrance.
- 6.1.12 Diversions of pedestrian pathways have been designed to ensure that the shared pathways are of sufficient width, gradient and of appropriate surface for use by people with disability (wheelchair users and mobility buggy users). Where possible, clear delineation of pedestrian, cyclist and wheelchair paths will be provided.
- 6.1.13 The public realms have been designed to support the movement and circulation of pedestrians and cyclists around the station. There will be a new signalised crossing on the boulevard-main car park-station route and tiger crossings at the Quays Avenue roundabout. A new toucan crossing across Quays Avenue will link the proposed new bus stops on the western side of Quays Avenue with the station. The crossing is also aligned with a new shared use path that will run parallel with Harbour Road and will provide the principal pedestrian and cyclist access from the station towards the town centre.
- 6.1.14 The station, platform, and routes to the car parks will be lit.
- 6.1.15 The DCO Scheme includes proposals to restrict on street parking in the vicinity of Portishead stations for traffic flow and safety purposes and to improve the street environment for pedestrians and householders.

Trinity Primary School Bridge

- 6.1.16 A new cycle and pedestrian bridge will be built over the railway. The bridge has been designed with a ramp as well as stairs to prevent discrimination against people with a disability and is compliant with the Equality Act 2010. The gradient is 1:15 and is 2.5 m wide. There are also two landing areas and two turning areas along the length of the footbridge.

Pill Station

- 6.1.17 The proposed Pill station will comprise an unmanned new entrance to the platform off Station Road with a forecourt area with three disabled parking spaces and a drop off point.
- 6.1.18 A new forecourt with a drop off point and three disabled car parking spaces (blue badge) will be provided at Pill Station. Access to the station platform will be provided by stairs and a ramp with a gradient of 1:22, 2 m wide and 109 m long with a chicane and a resting area (4 m x 2 m wide) part way along. The design of the ramp is compliant with the Equality Act 2010. Options for a lift were considered, but not seen as being feasible owing to maintenance requirements, reliability and concerns about anti-social behaviour. In an emergency in the lift it would take longer for assistance to arrive as the station will not be manned.
- 6.1.19 The design of the platform will be similar to that described above for Portishead, being 4.5 m wide, with a tactile edge, and a covered outdoor seating area.
- 6.1.20 There will be a help point to provide information for both the hearing-impaired and visually impaired. The help point will have braille on the panel for visually impaired users and will be at a suitable height for wheelchair users.
- 6.1.21 There will be train information by the ticket machines so that a passenger does not have to go down the ramp or stairs for relevant information about their train.
- 6.1.22 All signs and screens in the station will be contrasted as is Network Rail standard to ensure some visually impaired users can see them more clearly.
- 6.1.23 The station has been designed with personal safety in mind, including in the lighting and CCTV design, to avoid enclosed spaces and limit the opportunity for criminal activity to be hidden from view.
- 6.1.24 The main car park will be located on Monmouth Road and Severn Road and provide 58 able bodied car parking spaces. The station proposal will also include minor enhancements to the pedestrian environment with an informal crossing point added on Monmouth Road.
- 6.1.25 The DCO Scheme includes proposals to restrict on street parking in the vicinity of Pill station for traffic flow and safety purposes and to improve the street environment for pedestrians and householders.
- 6.1.26 As Pill Station will not be directly accessible by buses, the bus stop at the nearby junction of Heywood Road, Lodway and Station Road will be improved. This will require the demolition and rebuilding of the retaining wall on the boundary of Heywood Road and Pill Memorial Club, local highway widening and an enhanced bus stop. These modifications will also provide step-free access from the station to the bus stop.

Ashton Level Crossing

- 6.1.27 A new cycle and pedestrian ramp will connect Ashton Vale Road with Ashton Road, to provide an alternative route when the Ashton Vale level crossing barrier is down. The ramp has been designed to comply with the Equality Act 2010, with a 1:21 gradient, 110 m length and 3.5 m width.

Environmental Management During Construction

- 6.1.28 A range of mitigation measures will be adopted during construction to protect nearby communities from the disruption, discomfort and safety associated with the construction of a major scheme. These are described in detail in the Master CEMP which is included in the Environmental Statement Appendix 4.2. Measures include good housekeeping to keep construction sites tidy, temporary lighting for security, and noise and dust control. Where appropriate, the construction compounds will be well lit and monitored with CCTV for safety and security.
- 6.1.29 There will be on-going discussion with local community groups and stakeholders during construction to address and reduce problems. Appropriate traffic management, the use of safety barriers, and diversion of pedestrians will be put in place to protect vulnerable users.
- 6.1.30 During the construction phase, it is assumed that rail haulage will be used as much as possible, to reduce the need for HGVs to bring in materials and remove waste ballast from the DCO Scheme. This is a particular issue through the Avon Gorge, due to the lack of road access and the environmental sensitivity of the woodlands, but will be adopted elsewhere.
- 6.1.31 The Outline Construction Traffic Management Plan (“CTMP”) identifies proposed construction haulage routes to minimise disruption to traffic on local roads and as far as possible avoid predominately residential streets and local schools. Special traffic management measures will be required in Pill to reduce potential conflict between construction traffic, local vehicular traffic, and non-motorised users (pedestrians, cyclists, and equestrians).

SECTION 7

Assessment of Effects

7.1 Introduction

- 7.1.1 This chapter presents an assessment of the effects of the DCO Scheme during the construction and operation phases with the mitigation measures in place on key affected groups. Tables 7.1 and 7.2 summarise the impact of components of the DCO Scheme on these key affected groups using the colour coding described in Chapter 3 to highlight the significance of the effect.
- 7.1.2 For details of the construction and operation activities, the reader is directed to the ES Chapter 4 Description of the Proposed Works. Further discussion of the mitigation measures to be put in place to control construction-related impacts is presented in the ES Appendices 4.1 CoCP and 4.2 Master CEMP.

7.2 Construction Phase

- 7.2.1 Key groups that are most likely to be affected by the construction works are those in the age and disability groups. All along the route, where school children, the elderly and the disabled come into contact with the construction works, members of these groups are likely to face disruption due to temporary severance, diversions, changes in the quality of ambience along the route and potential risks associated with construction activities, plant and vehicles. These changes are likely to cause stress and may affect orientation, particularly of the elderly and cause additional effort for those with disability. Sufficient width, clear signage and appropriate gradient / surfacing of temporary footpaths, would limit the negative effect, thus enabling people with disability (including wheelchair users) to be able to navigate the alternate routes.
- 7.2.2 Location specific construction impact assessment findings are presented in Table 7.1 below. The significance of residual impacts on the age and disability protected characteristic group is predicted to be neutral in general along the route, except at specific locations discussed in Table 7.1. Construction activities are predicted to have neutral effect on the race protected characteristic group. The only adverse effect on people of religion or belief relates to the potential disturbance to church goers during construction. This is potentially a concern in Pill, where there are a number of religious buildings and activities within 300 m of the railway works. The construction works through Pill are likely to include weekend possessions with continuous 24- hour working over several days. Consequently, there is potential for disruption due to construction noise, movement of workers and construction traffic and general activity during religious services and other uses of religious buildings.

7.3 Operations Phase

- 7.3.1 The effects of the operations phase on each protected characteristic group, at various locations along the DCO Scheme are summarised in Table 7.2.
- 7.3.2 The DCO Scheme provides benefits for most of the protected characteristic groups by providing a safe and reliable means of transport. The DCO Scheme would lead to positive effects for age and disability groups resulting from the

design of the urban realm around Portishead to facilitate pedestrian movements, the step-free access to the station, and the low gradient of the ramps for Trinity Primary School Bridge, the ramp at Pill station, and the pedestrian and cycle ramp at Ashton Vale.

- 7.3.3 A new station at Pill provides positive opportunities for all groups to access sites, services and activities by public transport.

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
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<p>Portishead Station</p>	<p>The highway works to relocate Quays Avenue, the location of a construction compound in front of the proposed station, HGV traffic along Quays Avenue and Harbour Road, and the relocation of shared footpaths may affect the patients (including the elderly and disabled) who access the Marina Health Centre (differential impact) and all the above may disproportionately affect residents of the Haven Lodge Centre. The diversions on Quays Avenue might affect ambulance access to the Marina Healthcare Centre and Haven Lodge Care Centre. Short term adverse effect is predicted for users of the facilities discussed above who belong to the age protected characteristic group.</p>	<p>Relocation of shared footpath / cycleways may affect current arrangements for people with disability who may regularly use facilities near the proposed Portishead station site. Consideration would be given to the location, width and clear signage and appropriate gradient / surfacing of temporary footpaths to enable people with disability (including wheelchair users) to navigate alternate routes with ease. Minor negative effect in the short term on the disability protected characteristic group is predicted.</p>	<p>No significant effect.</p>	<p>No significant effect.</p>	<p>No significant effect.</p>
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Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
<p>Children attending the Busy Bees Nursery on Serbert Way may find their daily routes affected by the highway modification works, as a residual effect taking into account mitigation measures such as traffic management, temporary car parking, the use of safety barriers, and diversions for pedestrians, Minor negative effect in the short term on the Age protected characteristic group is predicted.</p>					

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
<p>Construction noise may affect the elderly who live in the vicinity (differential impact) and visitors to the Marina Healthcare Centre, Haven Lodge Care Centre and Busy Bees Nursery on Serbert Way (disproportionate impact). Measures to mitigate noise are set out in the Master CEMP which would result in a short term minor negative (disproportionate and differential) effect on the age protected characteristic groups resident in the vicinity.</p>	<p>Construction noise from various activities and from movement of construction vehicles may affect residents in the vicinity causing disruption, annoyance, sleep disturbance, etc (differential impact). Measures to to mitigate noise are set out in the Master CEMP, which would result in a short term minor negative (disproportionate and differential) effect on the disability protected characteristic groups resident in the vicinity.</p>	<p>No significant effect.</p>	<p>No significant effect.</p>	<p>No significant effect.</p>	

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
Trinity Primary School Bridge	<p>During construction of the bridge, a temporary crossing will be provided, which may be closed intermittently. During these occasions diversions will route pedestrians and cyclists westwards around the station site and back towards Trinity School (see Part 2 Plans DCODOCREF for proposed footpath diversions). This may particularly affect school children attending the Trinity Primary School due to increased walking distances and journey times. This is assessed to have a short term, intermittent, minor negative (differential) effect for the age protected characteristic group.</p>	<p>People with disability, including those on wheelchairs/mobility cars would also experience longer routes between the north and south side of the railway line during the intermittent closures of the temporary crossing.</p>	<p>No significant effect</p>	<p>No significant effect.</p>	<p>No significant effect.</p>

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
	<p>NSDC and the contractors will liaise with the school before and during the construction works. School children should be informed about the construction proposals and taught about the risks and measures they should take to keep safe.</p>				
<p>Works on the NCN 26 under Royal Portbury Dock Road, Marsh Lane and M5.</p>	<p>The elderly and children (with parents) who access the NCN 26 route for leisure and exercise may find the construction works disrupt their activity - differential negative impact in the short term.</p>	<p>People with disability including visual disability (with support from other cyclists on tandem bikes) who access the NCN 26 route may find the construction works disrupt their activity - differential negative impact in the short term.</p>	<p>No significant effect.</p>	<p>No significant effect.</p>	<p>No significant effect.</p>

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/sexual orientation
Lodway bridge / Avon Road bridge	The underpass may be used by elderly or disabled pedestrians living on either side of the railway to access the other side of the town and to access the NCN 26. The construction traffic (particularly to access Lodway Farm construction compound) may deter non-motorised users (including the elderly, children and those with disability) from using the roads during the construction period.	The underpass may be used by elderly or disabled pedestrians living on either side of Pill Tunnel to access other side of the town and to access the NCN 26. The construction traffic (particularly to access Lodway Farm construction compound) may deter non-motorised users (including the elderly, children and those with disability) from using the roads during the construction period	No significant effect.	No significant effect.	No significant effect.

Pill Station	<p>Baseline population data indicate higher percentage of people over the age of 65 reside in the LSOAs along the proposed route. A combination of factors i.e., heavy good vehicle (“HGV”) traffic near the station construction compound, narrow roads with restrictive parking and traffic movement, need to access amenities near the proposed site, such the Post office, Library, Pill Community Centre, Churches and GP (Heywood Family Practice) may all contribute to difficulty in navigating the area, particularly for the elderly who may choose to limit their movement in such circumstances. The effect is likely to be differential and minor negative on the age protected characteristic group. Ongoing consultation with local community groups, including key groups such</p>	<p>The construction works, including HGV movements, diversions and closures, alterations to pedestrian routes (on already narrow streets), construction noise and dust, will all contribute to discomfort for people with disability wishing to access amenities and services. A short term minor negative differential impact is predicted on the disability protected characteristic group.</p>	<p>No significant effect.</p>	<p>Christ Church, Pill Baptist Church, Pill Methodist Church and the Salvation Army-Pill Corps are located within a 300 m buffer of the railway through Pill. In addition to Sunday services, these churches also host events such as coffee mornings, toddler groups, kids club, women’s group meetings at various times on weekdays. These activities may be affected by access constraints as a result of construction traffic movements and diversions along the narrow roads in Pill, and activities at</p>	<p>No significant effect.</p>
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Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/sexual orientation
	as the elderly will be required during construction to help address these effects.			construction compounds. Ongoing consultation with the local community will be important. The effect is evaluated to be minor negative.	
Ham Green	Due to the scale of construction works and the relatively minor level of construction traffic expected along this part of the route, no significant effect is predicted across these protected characteristics.				
Avon Gorge	Users of the River Avon Tow Path along the Avon, including children with adults, may experience a reduction in the ambience of the route during the construction phase. Short term, minor negative (differential) effect is predicted for the age protected characteristic group.	No significant effect as current access options to the Tow Path is limited and the proposed works are unlikely to alter this situation.	No significant effect.	No significant effect.	No significant effect.

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/sexual orientation
Clanage Road Construction Compound	Teddies Nursery and Pre-school building, play area are located 30 m south of the construction compound. There will be vehicle turning movements in and out of the site, construction and traffic noise and change in landscape. Construction noise is unlikely to be significant given the proximity of Clanage Road, however inappropriate driving practice of construction vehicles may pose minor negative (differential) effect on the health and safety of the children.	Although the footpath along Clanage Road may be shared by mobility scooters or by wheelchair users, the proposed compound is unlikely to affect this path. Appropriate driving practice is expected from users of the construction compound, failing which it may pose minor negative effect on the health and safety of people who belong to the disability protected characteristic.	No significant impact	No significant impact	No significant impact

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/sexual orientation
Ashton Gate Level Crossing, highways works on Winterstoke Road, pedestrian and cycle ramp, and Barons Close Pedestrian Crossing	During the highway works to Winterstoke Road, consideration needs to be given to safeguarding pupils walking to and from Ashton Park School, secondary school. Minor negative (differential) effect.	During highway works to Winterstoke Road, consideration needs to be given to persons with disabilities using this area. Minor negative (differential) effect.	No significant effect.	No significant effect.	No significant effect.

Construction compounds	No significant effect.	No significant effect.	<p>Females experience more safety (perceived) issues when travelling alone than males. Construction sites and compounds may seem intimidating places, especially at night time. Appropriate safety and security measures to improve the layout and design of construction compounds are being incorporated; in addition to this surveillance during construction</p>	No significant effect.	<p>People with gender reassignment and those with homosexual orientation are more likely (actual and perceived) to be targets of hate crime. Construction compounds may be seen as potential locations for assault or bullying to occur, especially at night and at isolated sites. Measures to improve the layout and design of construction compounds may reduce fears - therefore neutral effect is predicted.</p>
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Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
			may help limit fear of safety- therefore neutral effect is predicted.		

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
Portishead Station	Proposals for improvement on Quays Avenue (near Serbert Way) for a pedestrian island and increased shared space for pedestrians near the area, may help parents and children accessing the Busy Bees Nursery on Serbert's Way. Likewise, it may benefit the elderly who will now have a formal and safe pathway along Quays Avenue and along other routes leading to the station. A minor positive differential effect is predicted.	At the existing junction with Phoenix Way and Harbour Road, dropped kerbs and tactile paving are currently provided. The flow of traffic at the junction is relatively constant reducing the opportunities to cross. The DCO Scheme will provide formal crossings on Phoenix Way and Harbour Road, which will improve safety for persons with disability and the elderly. A minor positive effect).	No significant effect.	No significant effect.	No significant effect.	No significant effect.

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
	The provision of a passenger service could encourage elderly residents in Portishead to travel more to Bristol, Bath and elsewhere. A positive disproportionate effect is predicted.	The proposed station design includes disabled car parking. The station includes a unisex, disable and baby change room. The Station has step-free access. The passenger service may encourage disabled people to travel to Bristol, Bath and elsewhere. A positive disproportionate effect is predicted.	No significant effect.	No significant effect.	The Station premises includes a single unisex, disabled and baby change toilet. A positive effect.	Although the proportion of homosexual and transgender population in Portishead is not known, the new train service could help people from this group access similar groups in Bristol and Bath, and thus may feel less isolated. A positive effect.

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
Trinity Primary School Footbridge	The new pedestrian and cycle bridge is disabled compliant. It will provide a safe and accessible path for travel, although the route along the ramps is longer than the existing crossing at grade. A positive differential effect is predicted.	The new pedestrian and cycle bridge is disabled compliant. It will provide a safe and accessible path for travel, although the route along the ramps is longer than the existing crossing at grade. A positive differential effect is predicted.	No significant effect.	No significant effect.	The footbridge crossing will be designed with appropriate surfaces, suitable for parents travelling with buggies and pushchairs.	No significant effect.
NCN 26	No significant effect.	No significant effect.	No significant effect.	No significant effect.	No significant effect.	No significant effect.

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
Pill Station	<p>North Somerset 004A (within the DCO boundary, south-east of Pill) is one of the 10% most deprived LSOA in England. The new train connection will improve connectivity for economically active people who are unemployed.</p> <p>The new connection could enable the elderly (higher percentage in Pill LSOAs), to travel further to Bristol, Bath and elsewhere. A positive (differential) effect is predicted.</p>	<p>The station premises include disabled parking in the station forecourt and a disability compliant access ramp from the station entrance to the platform. A positive (differential) effect is predicted.</p>	<p>No significant effect.</p>	<p>A number of faith groups (four churches and Bahai and Sikh centres) are located within walking distance from the station. The new service could help faith users from other areas to join services at Pill or enable these faith centre users to access wider network at Bristol or Bath. A positive (differential) effect is predicted.</p>	<p>The disability compliant ramp from the station entrance to the station platform would ease access for mothers with prams and young children.</p>	<p>Although the proportion of homosexual and transgender population at Pill is not known, the new train service could help people from this group access similar groups in Bristol and Bath, and thus may feel less isolated.</p>

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
Clanage Road Permanent Access	Teddies Nursery Pre-school building and play area are located 30 m south of the permanent compound. The compound would be used intermittently, with no permanent buildings or storage. The compound will also be surrounded by planting, given the site is located within the Bower Ashton Conservation Area. Operation of the Network Rail Compound is unlikely to affect the setting of the nursery.	Although the footpath along Clanage Road (the A369) this road may be shared by mobility scooters or by wheelchair users, turning movements into and out of the proposed compound is unlikely to affect users of this path. No significant effect.	No significant effect.	No significant effect.	No significant effect.	No significant effect.

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
Ashton Gate Level Crossing, cycle and pedestrian ramp,	The Ashton Gate level crossing will close more often with the hourly plus service than at present. This may result in slightly longer vehicle journeys into the industrial estate and potentially longer walking / cycling routes between the Long Ashton park and ride and Silbury Road area, employment in the industrial estate, facilities such as the football stadium off Winterstoke Road and Ashton Park School to the north of the A370 and Ashton Road. Minor negative effect (differential) is predicted for school children and the elderly.	No significant effect.	No significant effect.	No significant effect.	No significant effect.	No significant effect.

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
	Provision of the ramp along western side of the Ashton Gate underpass will provide a safe route for pedestrians (including children and the elderly) to travel between Barons Close and Ashton Road. A minor positive (differential) effect is predicted.					
Barons Close pedestrian crossing	Closure of the Barons Close pedestrian crossing may increase travel time for users, including the elderly and small children but will improve safety; for this reason the closure is considered to have a minor positive impact (differential) on this group.	Closure of the pedestrian access may increase travel time for users, including people with disability, but will improve safety; for this reason the closure is considered to have a minor positive impact (differential) on this group.	No significant effect.	No significant effect.	No significant effect.	No significant effect.

7.4 Cumulative Effects

Other Projects along the Portishead Branch Line DCO Scheme

- 7.4.1 This EqlA considers the potential for cumulative effects on access for vulnerable groups. Other proposed developments along the DCO route have the potential to cause cumulative effects in conjunction with the DCO Scheme. The ES Appendix 18.2 contains details of other project which may have a cumulative effect on the DCO Scheme, consisting of NSIPs within 10 km and developments proposed through NSDC and BCC within 0.5 km of the Portishead Branch Line.
- 7.4.2 Mixed-use, residential and employment developments have been proposed along the DCO Scheme. None of the proposed developments is expected to have significant impacts on equality. However, as the number of people living, working and visiting Portishead and Pill is likely to increase over the coming years, beneficial cumulative effects relating to enhanced access between these development sites and the wider West of England region may occur once the DCO Scheme is completed. In particular, an assisted living development for the over 60s has been proposed for a site near the marina and in close proximity to the proposed Portishead Station. Once these apartments are occupied and the Portishead Branch Line is operating, residents would be able to travel easily to Bristol, for example, to visit the proposed Bristol University campus Bristol Temple Quarter proposed developments near Bristol Temple Meads Station.
- 7.4.3 In addition to the proposed developments above, further beneficial cumulative effects relating to increased access and connectivity across the wider Bristol area may occur between the DCO Scheme and MetroBus schemes and Network Rail infrastructure improvements.
- 7.4.4 Overall, no significant adverse cumulative effects are likely to occur as a result of the interaction between the DCO Scheme and these proposed developments. The effect is therefore neutral.

Other Works for MetroWest Phase 1

- 7.4.5 Other elements of MetroWest Phase 1, namely the Parson Street Junction modifications, Parson Street Station, Bedminster Down Relief Line, Severn Beach/Avonmouth Signalling and Bathampton Turnback comprise small scale works, confined within the existing railway land. These works are to be undertaken by Network Rail under their permitted development rights and do not form part of the DCO Application.
- 7.4.6 Network Rail undertakes their own environmental appraisals and action plans and environmental risk registers of permitted development works as part of the reporting for their internal Governance for Railway Investment Projects (“GRIP”) process. This process will identify the potential impacts and capture the need for mitigation during design and construction. The results will be carried forward from the present GRIP 3/4 phase into the detailed design phase (GRIP 5) and construction (GRIP 6).
- 7.4.7 Given the small scale nature of these works and the fact that they do not involve changes to station layout or reductions in train service frequency, there

are unlikely to be any significant cumulative effects arising from these schemes and the Portishead Branch Line (MetroWest Phase 1) DCO Scheme, during the construction and operation phases. This will therefore be a neutral effect.

Other Stations in the Local Network

- 7.4.8 In order for seamless and easily accessible travel to be experienced by travellers, other stations in the local network should also cater for vulnerable groups. The permitted development works required to improve Parson Street Station will not affect passengers using the station. The additional train per hour may slightly increase the use of the station by passengers. However, as the only access between the street and the platform is via stairs, it is unlikely that mobility impaired or wheelchair users would use Parson Street Station. At Bedminster Station, no works are required for the platforms that passengers use.

7.5 Limitations in Conducting the Assessment

- 7.5.1 As it is not possible to identify the location of each protected characteristic group member in the residential properties along the DCO Scheme route, a high level prediction has been made. Individual circumstances will be different for the residents and for road users who belong to the protected characteristic groups.

SECTION 8

Conclusions

- 8.1.1 This equality impact assessment has identified the construction and operation stage impacts across the protected characteristic groups, after taking into account the proposed mitigation measures. Some negative construction impacts predicted, such as noise, temporary diversions, loss of parking, may be addressed through the implementation of the CoCP and CEMP. During operation, the DCO Scheme provides benefits for most of the protected characteristic groups by providing a safe and reliable means of transport.
- 8.1.2 This document forms part of the DCO Application. People with an interest in the scheme can review the DCO submission and submit their own comments to The Planning Inspectorate. Further information on how members of the public can engage in the Examination phase of the application is available on the Planning Inspectorate's website.

SECTION 9

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Figures

