



HIF Banwell Bypass and Highways Improvements Project

ES Appendix 12.A - Equality Impact Assessment (EqIA)

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Revision	Status	Role	Name	Date
P02	S4	Author	Tom Williams	28/06/22
		Checker	Jo Wall	28/06/22
		Approver	Amie Cowle	29/06/22
		Authoriser	Roger Walker	29/06/22

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1 The Project

1.1 Scheme Overview

1.1.1 The following section provides a brief description and overview of the Banwell Bypass and Highways Improvements Project. Reference should be made to Environmental Statement (ES) Chapter 2 for an Introduction, the Scheme objectives, and Scheme Description for the full description.

1.1.2 The Scheme comprises the following distinct elements (EqIA - Figure 1 contained within Appendix F):

- a bypass of the village of Banwell (referred to as the “Banwell Bypass”);
- a route connecting the A371 at Castle Hill and the A368 at East Street (referred to as the “Southern Link”); and
- Mitigation and enhancement measures, which broadly consist of the following:
 - Environmental mitigation and enhancement measures in connection with the Banwell Bypass and the Southern Link, examples of which include (but are not limited to) oversized culverts, flood compensation areas, planting and habitat creation, attenuation basins etc.
 - Placemaking improvements within Banwell, comprising mitigation and enhancement measures to the public realm; and
 - Traffic mitigation in connection with the Banwell Bypass and the Southern Link, including Improvements to the wider local road network.

1.1.3 Together, these elements comprise the “Scheme”. Each element as listed is described in more detail below.

Banwell Bypass

1.1.4 The Banwell Bypass would be located within the administrative area of North Somerset. The village of Banwell is located approximately 8km east of Weston-Super-Mare. The Bypass would primarily consist of:

- a) Signalisation and capacity improvements to the Summer Lane/Wells Lane junctions on the A371;
- b) A 40mph single carriageway bypass, connecting the existing A371 (Knightcott Road, east of Summer Lane) to A368 (east of Towerhead Farm);
- c) A 3 metre wide walking and cycling route provided along the majority of the Banwell Bypass providing a link from Weston-Super-Mare and to Sandford;
- d) Banwell Bypass West Junction - a three arm roundabout located east of Knightcott Industrial Estate at the western end of Banwell;
- e) Wolvershill Road Junction – a traffic signalised junction, providing access for all users to the west, east, and north. Access to the south would be restricted to public transport and walking, cycling and horse-riders, and limited agricultural access only;
- f) Riverside Crossing – an overbridge across Riverside and the River Banwell. There would not be a direct connection between Riverside and the Bypass;
- g) A side road connection between Riverside and Moor Road; and
- h) Banwell Bypass East Junction - A three-arm traffic signalised junction, with dedicated turning lanes from the bypass towards the Southern Link.

Southern Link Road

1.1.5 The Southern Link would be located within the administrative area of North Somerset and within the Mendip Hills Area of Outstanding Natural Beauty (AONB). The Southern Link would be a 30mph single carriageway, connecting the A368 (East Street) to the A371 at Castle Hill. The Southern Link would link into the Bypass at the Banwell Bypass East Junction. A T-junction located along the Southern Link would provide access into the east of Banwell (at East Street).

Mitigation Measures

Environmental mitigation and enhancement measures in connection with the Banwell Bypass and the Southern Link.

1.1.6 The Scheme would include mitigation measures which are provided to offset the impacts of the Banwell Bypass on the environment. These include (but are not limited to):

- a) flood mitigation areas to ensure that the Banwell Bypass does not increase flood risk for third-party properties;
- b) land for essential mitigation, such as ecology and landscape mitigation; and
- c) sustainable urban drainage systems (e.g. attenuation basins and swales), and additional groundwater mitigation, to prevent adverse water quality impacts and protecting the Source Protection Zone (SPZ).

Placemaking improvements within Banwell

1.1.7 As a result of the Banwell Bypass, there would be a reduction in traffic through Banwell. The reduction in traffic (and resulting reduction in congestion) through the village could result in higher traffic speeds without mitigation.

1.1.8 A reduced 20mph speed limit through Banwell would discourage vehicles from travelling at higher speeds, whilst also discouraging the use of the road as a through route (instead of the Banwell Bypass).

1.1.9 The reduction of traffic through Banwell due to the provision of the Banwell Bypass provides the opportunity to make improvements to the existing road and public spaces within Banwell to enhance the historic and urban setting of the village. These improvements would include, but are not limited to:

- a) Alteration to the road and footways including resurfacing, widening and narrowing (which would encourage drivers to comply with the posted 20mph speed limit);
- b) Incorporation of active travel measures;
- c) Soft landscaping and ecological improvements; and
- d) Street signage improvements.

Improvements to the wider local road network

1.1.10 Improvements to the local road network and junctions including the surrounding villages of Churchill, Sandford and Winscombe are proposed to mitigate increases in traffic as a result of the Banwell Bypass and Southern Link. These mitigation measures would consist of:

- a) Lowered speed limits:
 - o 20mph: A368 through Churchill, A368 through Sandford, A371 through Winscombe.
 - o 30mph: A368 between Churchill and Sandford Villages.
- b) Gateway features when entering and exiting the villages of Sandford, Churchill and Winscombe;
- c) Non-physical traffic calming measures through and between villages (e.g. road markings and speed signage);
- d) Capacity improvements to the Churchill Junction (A38/A371);
- e) Provision of new / improvements to existing pedestrian and cycling crossings;
- f) Active travel measures along the A368, with improved footway/cycleway access from Churchill and Langford to Churchill Academy;
- g) Improvements to footways, shared pedestrian, and cycleway; and
- h) Soft landscaping, native planting, rewilding, and ecological enhancements.

1.2 Context

1.2.1 North Somerset Council's (NSC) Housing Infrastructure Fund (HIF) proposal supports potential housing sites (subject to the emerging Local Plan 2038).

1.2.2 A business case was submitted to Homes England to secure funding for a package of infrastructure improvements in February 2019 and a successful funding announcement was made at the end of October 2019.

1.2.3 The Bypass would provide a highway connection to enable potential housing sites that may be allocated in the emerging Local Plan and alleviate the anticipated impact of further traffic

growth upon the already congested Banwell village.

1.2.4 NSC appointed Alun Griffiths (Contractors) Ltd, with Arup and TACP (the 'AGC Team') as their technical and environmental advisors, to develop a solution including optioneering, design and planning support of the proposed HIF Banwell Bypass and Highways Improvements Project.

1.3 Scheme objectives

1.3.1 NSC's overall objectives for the Scheme are to deliver, within cost, quality, and programme targets:

- a) Improve the local road network to deal with existing congestion issues.
- b) Improve and enhance Banwell's public spaces by reducing traffic severance and improving the public realm.
- c) Provide the opportunity to increase active and sustainable travel between local villages and Weston-super-Mare.
- d) Deliver infrastructure that enables housing development (subject to Local Plan).
- e) Ensure the development respects the local area and minimises visual impact upon the surrounding countryside and Mendip Hills Area of Outstanding Natural Beauty (AONB).
- f) Innovative and efficient in reducing and offsetting carbon from the design and construction of the infrastructure.
- g) Ensure the development provides the opportunity to increase Biodiversity Net Gain by at least 10%.
- h) Proactively engage with stakeholders in a way that is both clear and transparent.

2 Equality Impact Assessment

2.1 Purpose of this Report

2.1.1 The purpose of the report is to conduct an Equality Impact Assessment of the Scheme and associated works. An Equality Impact Assessment (EqIA) is a systematic and evidence-based tool that enables us to consider the likely impact of work on different groups of people. Under the Equality Act 2010¹ there are nine protected characteristics, these are;

- a) age;
- b) disability;
- c) gender reassignment;
- d) marriage and civil partnership;
- e) pregnancy and maternity;
- f) race;
- g) religion or belief;
- h) sex; and
- i) sexual orientation.

2.1.2 It is these groups that have been considered through the EqIA process.

2.2 Method

2.2.1 To carry out the EqIA, the following method has been applied, following guidance from the North Somerset Council (NSC) EqIA Guidance² and the NSC Equality Impact Assessment template (Appendix A).

¹ Equality Act 2010. Available at: <https://www.legislation.gov.uk/ukpga/2010/15/contents>

² North Somerset Council, 2018. Using Equality Impact Assessments (EIAS) to make fair decisions.

2.2.2 Background data has been collected from previous reports and additional data searches to identify which protected characteristic groups (PCGs) are likely to be disproportionately impacted by the Scheme (desk study). Once identified, consultation was undertaken with each of these groups; Age; Disability; Gender / sex (including pregnancy and maternity); and Deprivation. Two workshops were held with representatives of each group and NSC (additional information in representatives in Section 2.6), during which design aspects of the Scheme were discussed and those in attendance could raise any opinions or concerns. An EqIA questionnaire was developed following the workshops to produce an accessible survey that encompassed the needs/requirements of those PCGs present. The questionnaire was made available online and as physical copies. These were distributed to the protected characteristic groups and identified sensitive receptors (e.g. schools).

2.2.3 Information gathered through the desk study and consultation were used to identify potential impacts (positive and/or negative) on the PCGs in both the construction and operational phases of the Scheme. These have been assessed as High, Medium, Low and None as per the EqIA template provided by NSC.

2.2.4 An action plan has been developed to minimise any disproportionate negative impacts identified.

2.3 Assumptions and Limitations

2.3.1 The assessment and consultation were completed with the most up to date design of the Scheme at the time. Any changes made after the consultation period have not been assessed.

2.3.2 The EqIA consultation period ran from 15th March 2022 to 12th May 2022. Due to time constraints the online survey was live for 2 weeks and had limited responses (3 responses). However, given that the questionnaires were distributed to the targeted respondents, this was seen as an adequate time period to allow for responses. Links to the online survey were provided to identified sensitive receptors. Using online surveys and digital formats can be a barrier to older generations. To provide an opportunity for input from residents of Sandford Station

Retirement Village, physical copies of the questionnaire were distributed on 6th April 2022 and due to be collected from the village manager on 12th May 2022. However, this opportunity was not utilised by the residents.

2.3.3 Results from the online questionnaire were not received from all desired protected characteristic groups.

2.3.4 The wider Scheme consultation (open from 10th March – 22nd April 2022) also asked whether the proposals had any negative impacts on the individuals, and asked them to include any impacts due to age, sex, ethnicity, disability, other protected characteristic as defined in the Equality Act 2010. Comments from the general public consultation for the Scheme have been included where relevant.

2.4 Background Data

2.4.1 An Equality Impact Screening report was produced in 2021 as part of the Combined Screening and Scoping Report and is contained in Appendix B. Following guidance produced by National Highways (formerly Highways England)³, the report identifies which (if any) of the protected characteristics could experience direct or indirect disproportionate impacts (either positive or negative) from the Scheme. This is Stage One of the North Somerset Council EqIA Guidance (initial assessment). To complete the screening, existing baseline information was gathered from the following sources (**Table 1**):

Table 1: Evidence sources to identify potentially impacted groups

Protected Characteristic Profile	Information Source
Ethnicity and Religion Profile	Census 2011; ONS Local Authority Profiles ⁴ ; ONS Ethnic group ⁵ ; ONS Religion ⁶ ;
Age Profile	ONS Age structure ⁷

³ Highways Agency, 2011. Guide to Equality Impact Assessment (April 2011).

⁴ Office of National Statistics, Local authority profile – North Somerset. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157351/report.aspx> (Last accessed: 04 February 2021)

⁵ Office of National Statistics, Ethnic group (2011). Available at: <https://www.nomisweb.co.uk/census/2011/ks201ew> (Last accessed: 04 February 2021)

⁶ Office of National Statistics, Religion (2011). Available at: <https://www.nomisweb.co.uk/census/2011/ks209ew> (Last accessed: 04 February 2021)

⁷ Office for National Statistics, Age structure (2011). Available at: <https://www.nomisweb.co.uk/census/2011/ks102ew> (Last accessed: 04 February 2021)

Protected Characteristic Profile	Information Source
Gender Profile	Census 2011; ONS Usual resident population ⁸
Disability	ONS Long-term health problem or disability ⁹
Marital and Civil Partnership	Census 2011; ONS Marital and civil partnership status ¹⁰
Deprivation	The Indices of Multiple Deprivation (IMD) 2019 ¹¹

2.4.2 From the table above, the following protected characteristic groups have been identified as requiring a further assessment: Age, Gender, Disability, Deprivation. Although Deprivation is not one of the 9 PCGs, it has been identified within the scoping report (Appendix B) as potentially seeing disproportionate impacts and therefore included as part of this assessment. The following sections presents the available data on these characteristic groups.

2.4.3 **Table 2** below indicates the age profile of in North Somerset compared to England and Wales. The population age demographic of North Somerset is mostly aligned with that of England and Wales, but with a larger percentage of the population being aged 60+. Within North Somerset 28.3% of the population are aged 60+ compared to 22.6% in England and Wales.

Table 2: Age profile in North Somerset and England and Wales (2011)

Age Range	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
0 – 4	11,653	5.8%	3,496,750	6.2%
5 – 7	6,681	3.3%	1,927,039	3.4%
8 – 9	4,343	2.1%	1,208,672	2.2%
10 – 14	11,579	5.7%	3,258,677	5.8%
15	2,396	1.2%	687,994	1.2%
16 – 17	4,749	2.3%	1,391,235	2.5%
18 – 19	4,181	2.1%	1,460,156	2.6%
20 – 24	9,491	4.7%	3,807,245	6.8%
25 – 29	10,363	5.1%	3,836,609	6.8%
30 – 44	38,286	18.9%	11,515,165	20.5%
45 – 59	41,557	20.5%	10,886,135	19.4%

⁸ Office for National Statistics, Usual resident population (2011). Available at:

<https://www.nomisweb.co.uk/census/2011/ks101ew> (Last accessed: 04 February 2021)

⁹ Office for National Statistics, Long-term health problem or disability by general health by ethnic group by sex by age. Available at: <https://www.nomisweb.co.uk/census/2011/dc3201ew> (Last accessed: 04 February 2021)

¹⁰ Office for National Statistics, Marital and civil partnership status (2011). Available at:

<https://www.nomisweb.co.uk/census/2011/KS103EW/view/1946157351?cols=measures> (Last accessed: 18 February 2021)

¹¹ Indices of Deprivation, Indices of Deprivation 2019 (2019). Available at: [Indices of Deprivation 2015 and 2019 \(communities.gov.uk\)](https://www.gov.uk/government/statistics/indices-of-deprivation-2019) (Last accessed: 18 February 2021)

Age Range	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
60 – 64	14,654	7.2%	3,377,162	6%
65 – 74	22,071	10.9%	4,852,833	8.7%
75 – 84	14,043	6.9%	3,115,552	5.6%
85 – 89	4,175	2.1%	825,671	1.5%
90+	2,344	1.2%	429,017	0.8%

2.4.4 **Table 3** below presents the 2011 Census sex profile in North Somerset and England and Wales.

Table 3: Sex profile in North Somerset and England and Wales (2011)

Sex	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
Male	98,463	48.6%	27,075,912	49.2%
Female	104,103	51.4%	28,502,536	50.8%

2.4.5 **Table 4** below present the 2011 Census long-term health problem or disability profile in North Somerset and England and Wales. A marginally higher proportion of the population in North Somerset (8.6%) with a long-term health problem or disability find that their condition limits their day-to-day activities a lot, which is close to the England and Wales average (8.5%). The percentage split of males (48.6%) and females (51.4%) recorded in North Somerset is aligned to the split in England and Wales.

Table 4: Long-term health problem or disability profile in North Somerset and England and Wales (2011)

Health problem or disability	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
Day-to-day activities limited a little	21,405	10.5%	5,278,729	9.4%
Day-to-day activities limited a lot	17,335	8.6%	4,769,712	8.5%
Combined	38,740	19.1%	10,048,441	17.9%

2.4.6 The Indices of Multiple Deprivation (IMD) 2019 use a combination of information relating to income, employment, education, health, skills and training, barriers to housing and services and crime, to create an overall score of deprivation. These scores are then ranked from most to least deprived. IMD data is broken down into areas known as Lower-layer Super Output Areas (LSOAs)¹². There are 32,844 LSOAs in England,

¹² LSOAs are a standard statistical geography designed to be of a similar population size, with an average of approximately 1,500 residents or 650 households.

and when ranked, a low rank indicates higher, relative deprivation; hence the most deprived area is ranked 1.

2.4.7 The Scheme intersects three LSOAs: North Somerset 023A, North Somerset 023B, North Somerset 026B:

- North Somerset 023B, located along the southern section of the Scheme, is among the 40% most deprived neighbourhoods in the country, ranked 12,966.
- North Somerset 026B, located along the eastern section of the Scheme, is among the 50% least deprived neighbourhoods in the country, ranked 18,888.
- North Somerset 023A, located along the western section of the Scheme, is among the 40% least deprived neighbourhoods in the country, ranked 20,039.

2.4.8 The range in deprivation levels between the affected LSOAs within the Scheme areas means that people living and working within the Scheme area are likely to use and uptake the Scheme in different ways (depending on host and source destinations and means of travel). It should be noted none of the three LSOAs were ranked in the top 20% most deprived LSOAs within England.

2.4.9 A walking, cycling and horse-riding (WCH) assessment has been undertaken that identifies key travel routes and access to community facilities. Information from the WCH assessment has identified key areas that do not currently have sufficient access and crossing points throughout Banwell and surrounding communities.

2.4.10 The remaining protected characteristics groups were identified as not requiring further assessment in the Combined Screening and Scoping Report. Information on other protected character groups is presented in Appendix B.

Sensitive receptors

2.4.11 The following sensitive receptors have been identified (EqIA Figure 2 contained within Appendix F), they are all either within 1km of the Scheme or in close proximity to the additional mitigation works:

- Schools

- i. Banwell Buddies Pre-school
- ii. Banwell Primary School
- iii. Sandford Primary – not within 1km of the Scheme but has pupils traveling from and through Banwell.
- iv. Churchill Academy & Sixth Form – not within 1km of the Scheme but there is a pickup point in Banwell for pupils.

b) Places of worship

- i. St. Andrew's Church Banwell
- ii. Banwell Methodist Church

c) Medical facilities

- i. Banwell Village Pharmacy

d) Employment (large scale employment areas)

- i. Knightcott Industrial Estate
- ii. Thatcher's Cider

e) Care Homes

- i. Sandford Station Retirement Village
- ii. The Russets Care Home

2.4.12 The data indicated in the above sections have been used to identify which protected characteristic groups may be disproportionately impacted by the Scheme. Local amenities and facilities are considered to ensure that, as well as the resident population, the daytime population are also considered within the EqIA. These consist of people visiting the area and travelling within the area to access local amenities.

2.5 Potential impacts

2.5.1 The data and evidence stated above provided the basis of the potential impacts, four protected characteristic groups have been identified in the Combined Screening and Scoping Report as potentially experiencing disproportionate impacts. These are:

- a) Age;
- b) Disability;
- c) Gender / sex (including pregnancy and maternity); and
- d) Deprivation.

2.5.2 The remaining protected characteristics groups were identified as not requiring further assessment in the Combined Screening and Scoping Report (Appendix B).

2.5.3 **Table 5** below identifies potential for positive and negative impacts for each of the identified protected characteristic groups.

Table 5: Positive and negative by protected characteristic

Protected Characteristic	Negative Impact	Positive Impact
Age	Yes, potential for adverse impacts during construction.	Yes, potential for beneficial impacts during operation.
Disability	Yes, potential for adverse impacts during construction.	Yes, potential for beneficial impacts during operation.
Gender / sex (including pregnancy and maternity)	Yes, potential for adverse impacts during construction.	Yes, potential for beneficial impacts during operation.
Deprivation	No impact likely to cause disproportionate adverse effects to this protected characteristic.	Yes, potential for beneficial impacts during operation.

2.5.4 Three groups with the exception of Deprivation are likely to experience negative impacts during the construction phase of the Scheme. All groups are likely to experience beneficial impacts during the operation phase of the Scheme.

Age

2.5.5 There are two aspects to age that have been identified as experiencing potentially disproportionate impacts. These are the younger (school age) generation and the elderly.

2.5.6 Journeys between schools and the local communities in the area may be disrupted during the construction phase of the Scheme. There are multiple schools within Banwell and surrounding communities with ages ranging from Banwell Buddies Pre-school to Churchill Academy & Sixth Form. Schools within Banwell may experience disruption during drop-off and pick-up times and may experience diverted routes during the placemaking improvements works. There is also a bus pick up point for Churchill Academy within Banwell. Access for this bus route along the A371 may be disrupted during construction. Safe temporary road diversions will be provided to ensure young people and their carers are not disproportionately affected during

construction.

2.5.7 Additionally, during construction, noise from the works could potentially adversely impact school aged children's cognitive performance. These effects are more pronounced in children as compared to adults, particularly in children with language or attention disorders and second-language learners¹³. The closest school to the Scheme is Banwell Primary school which is located approximately 50 meters from the closest mitigation works on West Street.

2.5.8 Children and older generations can also be more susceptible to changes in air quality due to dust during construction¹⁴¹⁵. Human Health Risk has been classified as Negligible or Low Risk depending on the construction activity (ES Volume 1 Chapter 5). Air quality during construction will be managed through the Construction Environmental Management Plan (CEMP).

2.5.9 Diversion routes during construction could potentially cause disproportionate confusion amongst children walking/cycling to school and elderly residents/visitors withing Banwell and neighbouring villages. Additionally, newer and less confident drivers (e.g. younger less experienced drivers and less confident elderly drivers with reduced reaction times).

2.5.10 During the operational phase of the Scheme school and college pupils and their carers will likely see improvements to accessibility and safety whilst traveling to and from school. The placemaking improvements near Banwell Primary School and Banwell Car Park will improve safety through extended footpaths, crossing points and improved bus stop congregation areas. Traffic thorough Banwell will also be reduced during drop-off and pick-up times due to through traffic relocating to the bypass rather than through the town centre. The bypass will also make journeys for pupils and carers travelling to school by car easier by avoiding congestion and pinch points through the town.

¹³ Klatte, M., Bergström, K. and Lachmann, T., 2013. Does noise affect learning? A short review on noise effects on cognitive performance in children. *Frontiers in psychology*, 4, p.578.

¹⁴ Asthma + Lung UK. 2022. How does air pollution affect children's lungs? - British Lung Foundation. [online] Available at: <<https://www.blf.org.uk/support-for-you/risks-to-childrens-lungs/air-pollution#:~:text=Children%20are%20more%20vulnerable%20to,take%20in%20more%20polluted%20air.>> [Accessed 10 June 2022].

¹⁵ Bentayeb, M., Simoni, M., Baiz, N., Norback, D., Baldacci, S., Maio, S., Viegi, G., Annesi-Maesano, I. and Geriatric Study in Europe on Health Effects of Air Quality in Nursing Homes (GERIE) Group, 2012. Adverse respiratory effects of outdoor air pollution in the elderly. *The international journal of tuberculosis and lung disease*, 16(9), pp.1149-1161.

Through Banwell centre air quality will likely improve due to reduced traffic flows due to the bypass with beneficial impacts particularly for the youngest and oldest of the population who are most susceptible to air pollution.

2.5.11 The National Travel Survey England 2019¹⁶ reports people that are aged between 17 and 20 have a higher average use of local buses. There are no secondary or higher education facilities within Banwell, so young people are likely to travel to nearby communities for education. There may be some disruption during the construction phase (e.g. temporary bus stops at Knightcott Road) however the impact will be minimal to young people. During operation there will be improvements to some bus stops throughout Banwell and safer and more connected access to bus stops.

2.5.12 Elderly residents may experience potential impacts and disruption during the construction phase of the Scheme. Those more likely to use public transport may experience some disruption due to changes in access to bus stops during construction. E.g. the change in location of the Knightcott Road westbound bus stop.

2.5.13 During operation there will be an improvement in access routes to bus stops. E.g. improved crossing opportunities at the southern end of Summer Lane with the installation of a signalised junction: residents of Summer Lane Park will have safer accessibility to bus stops. Access routes between Sandford Station Retirement Village to the east of the Scheme and the nearest hospital in Weston-super-Mare will be improved.

Disability

2.5.14 The data available indicates that there are no mobility services within 1km of the Scheme. However, a marginally higher proportion of the population in North Somerset (8.6%) with a long-term health problem or disability find that their condition limits their day-to-day activities a lot (England and Wales average = 8.5%), potential temporary road diversions and bus stops relocation could have disproportionate effects if not managed properly during the construction phase. The adverse impacts due

¹⁶ Department for Transport, (2019). National Travel Survey: England 2019

to diversions during construction are as a result of increased distances and/or journey times due to diversions.

2.5.15 It is possible that construction plant might generate additional noise, dust and lighting which people with respiratory illnesses or people who may be hyper-sensitive to noise (e.g. those with dementia¹⁷) could be temporarily disproportionately affected. These aspects will be controlled through the Construction and Environmental Management Plan (CEMP) to minimise any impacts.

2.5.16 During the Scheme's operational phase disabled users will experience beneficial impacts through reduced traffic volumes and improvements in placemaking throughout Banwell. Improvements in crossing points (e.g. signalised and raised crossings), widening of walkways through Banwell and surrounding communities, and improvement to and access to bus stops will have beneficial impacts to those with disabilities.

Gender/Sex (including pregnancy and maternity)

2.5.17 The National Travel Survey England 2019 data shows that women are more likely to accompany a student to school than men. It also indicates that women take larger numbers of bus trips than men for most age groups, with an average of 56 trips made per person per year by women and 43 trips made per person per year by men. Therefore, any disruption to travel (either through walking, driving or public transport) due to diversions or temporary bus stops during the construction phase could see a greater impact on women.

2.5.18 Subsequently, during the operation phase of the Scheme women who escort a child/children under their care to school will likely experience improvements to accessibility and safety whilst traveling to and from school. The placemaking improvements near Banwell Primary School and Banwell Car Park will improve safety through extended footpaths, crossing points and improved bus stop congregation areas. Traffic through Banwell will also be reduced during drop-off and pick-up times due to through traffic

¹⁷ Social Care Institute for Excellence, (2020). Dementia-friendly environments: Noise levels. Available at: <https://www.scie.org.uk/dementia/supporting-people-with-dementia/dementia-friendly-environments/noise.aspx#:~:text=Of%20all%20the%20senses%2C%20hearing,such%20as%20noise%20and%20light.> (Last accessed: 05 February 2021).

relocating to the bypass rather than through the town centre. The bypass itself will make journeys for pupils and carers travelling to school by car easier by avoiding congestion and pinch points through the town. In addition, diversion routes during construction could increase journey times for walking routes, which could disproportionately and adversely impact pregnant women and those travelling with young children.

2.5.19 During operation there will be an improvement in access routes, safety to bus stops and improved bus shelters. Bus routes through Banwell are likely to experience improvements due to reduced congestion.

Deprivation

2.5.20 As identified within the Combined Screening and Scoping Report, there are unlikely to be disproportionate impacts on poorer households during construction. There is evidence that indicates poorer households are much less likely to have access to a car, and therefore more likely to use public transport¹⁸. Therefore, there may be minor disruption during the construction phase with temporary bus stops. However, this has not been assessed as a disproportionate impact.

2.5.21 During the operational phase of the Scheme, there will be improved and safer access to bus stops within Banwell. Reduced congestion to bus routes through Banwell are likely to cause buses to run more to time with fewer delays.

2.6 Additional Data Collection

2.6.1 The data above does not include results from consultation with members of the protected characteristic groups identified in Section 2.5.1. An EqIA specific consultation has been undertaken alongside the second public consultation for the Scheme¹⁹. This was done to ensure the views and concerns of the people that could be affected have been considered.

¹⁸ Office for National Statistics, (2011). Travel by vehicle availability, income, ethnic group, household type, mobility status and NS-SEC. Available at: <https://www.gov.uk/government/statistical-data-sets/nts07-carownership-and-access> (Last accessed: 18 February 2021).

¹⁹ Banwell Bypass and Highway Improvement consultation was open from 10th March 2022 – 22nd April 2022.

2.6.2 Two EqIA specific workshops were carried out on 15th and 21st March 2022 with representatives from each group. **Table 6** below identifies the representatives for each group who attended the workshops. A full list of invited representatives is shown in Appendix C. These representatives were agreed with the NSC Inclusion and Corporate Development Manager. Prior to the workshop, attendees were sent links to the consultation documents so they were aware of the Scheme details before attending. During the workshops, the general arrangement drawings were reviewed and the attendees were given opportunities to comment on the Scheme as a whole or specific aspects as the design and implementation as appropriate such as areas of pavement widening, surfacing etc.

Table 6: Representatives that attended the EqIA workshops

Protected Characteristics	Representatives
Age	Banwell Primary School – Head Teacher and Deputy Head Teacher Sandford Station Retirement Village – Village Manager
Disability	Disability Access Group – Two members North Somerset Council - Inclusion and Corporate Development Officer
Gender / sex (including pregnancy and maternity)	Banwell Parish Clerk
Deprivation	Banwell Parish Clerk

2.6.3 Additional representatives from the identified sensitive receptors where contacted, but either could not attend the workshops or there was no response to the correspondence. To encourage a wider response and to capture the opinions of those effected, the questionnaire (Appendix D) was made available online and by physical copy. These were sent via email to the protected characteristic groups and receptors identified (Appendix C) who dispersed them to the relevant people. Physical copies of the questionnaire were sent to Sandford Station Retirement Village.

2.7 Consultation Findings – workshops

2.7.1 The workshops prompted discussion around issues and opinions of each protected characteristic group. Attendees were talked through the Scheme's design and asked to comment. The

opinions and concerns raised during the workshop are presented below.

Age

2.7.2 Regarding the elderly residents of Banwell and surrounding communities, it was identified that access to bus stops at the Summer Lane Bus stop will be improved. The addition of the signalised junction and moving the bus stop closer to Summer Lane will make accessing the bus stops easier for elderly residents, particularly residents of Summer Lane Park Homes.

2.7.3 A key problem area raised was the narrow pavements along Knightcott Road between Summer Lane and Banwell Village Hall. This was flagged as being too narrow for wheelchair and mobility scooter users to pass safely. This currently prevents some residents of Summer Lane Park Homes from travelling to Banwell Pharmacy, having to rely on others to collect their prescriptions. This stretch of road is also difficult for people with pushchairs meaning that people regularly have to step into the road to pass. The widening of this stretch of pavement will improve safety and allow wheelchair and mobility scooter users to safely reach facilities within Banwell.

2.7.4 Concerns were also raised around multiple narrow footpaths through Sandford, making them difficult to access for mobility scooter users. The widening of key footpaths will improve accessibility.

2.7.5 The representative of Sandford retirement village raised concerns from the residents of people speeding past the retirement home after coming off the bypass into Sandford. There are concerns that pulling into and out of the village may become dangerous. To address the traffic speed, new 20mph speed limits are being introduced as well as gateway features (e.g. welcome signs) and road markings to reduce traffic speeds. However, even with these traffic calming measures, concerns were raised that speeding vehicles would still be an issue. Previous consultation with Sandford residents indicated that they preferred softer/visual measures of traffic calming rather than physical measures such as speed bumps.

2.7.6 Regarding the younger generations and school pupils, representatives from Banwell Primary School welcomed the widening of pavements outside the school and safer crossing points. Concerns were raised that with the reduced traffic flows through the village, parents may park on the main road to drop off their children causing new safety concerns. However, the narrowing of the highway due to increased pedestrian walkways would not allow space for parents to stop without blocking the highway. Therefore, it is unlikely that this would occur.

Disability

2.7.7 There are some overlaps with the above sections with regards to Sandford and narrow footpaths currently being too narrow to use by wheelchair users. Path widening through Sandford will improve this. Similarly, the narrow pavements along Knightcott Road as discussed in paragraph 2.7.3 will be improved, increasing access to key facilities by wheelchair users.

2.7.8 Members of the North Somerset Disability Access Group (NSDAG) raised concerns around the shared use path running along the length of the Scheme. They feel that the combination of cyclists, horse riders and wheelchair users could be dangerous as it is difficult for wheelchair users to see and hear fast moving cyclists coming up behind them. Similarly, this combination could be dangerous for blind and deaf users. It was suggested that ideally there would be some segregation, or at least signage along the path to encourage users to be considerate of others and encourage cyclists to slow down when passing other users.

2.7.9 Also, in relation to the shared used path, the paving material was raised as a concern, as loose gravel can make these paths inaccessible to wheelchair users and users with limited mobility.

2.7.10 Members of the NSDAG also raised that gates along shared used path can be difficult to open and that bridleway gates would be the easiest to use.

2.7.11 Concerns were raised about the placement of construction signage. Workshop attendees had expressed that in the past signs have been placed on the pavements, making them unpassable by wheelchair users. Additionally, any diversions that

take pedestrians off the pavements need to have suitable ramps for wheelchair users and those with limited mobility. The general angle of ramps was also raised e.g. to access bus stops as a potential issue. In relation to bus stops, it was raised that temporary bus stops that are not raised can make it impossible for many wheelchair users to board or exit the buses and is something that needs to be considered.

2.7.12 It was raised that the stairs being installed at the southern end of Castle Hill and Dark Lane should have painted edges to assist the visually impaired. Additionally, it was suggested that any handrails are not made from metal (or at least made a metal with very low thermal conductivity) for users that are sensitive to cold surfaces as per the Equality Act 2010.

Gender / sex (including pregnancy and maternity)

2.7.13 No specific concerns were raised in relation to impacts of the Scheme on women.

Deprivation

2.7.14 No specific concerns were raised in relation to impacts of the Scheme on most deprived households.

2.8 Consultation Findings – questionnaires

2.8.1 The online questionnaire recorded three responses. All respondents were men between the ages of 45-64 and are either a parent; consider themselves to have a disability; or work at Banwell Primary School. All are residents of communities surrounding Banwell.

2.8.2 The parent respondent reported that they regularly drive their child to Churchill Academy via Banwell and expresses the difficulty of the school run describing it as “a daily gamble”.

2.8.3 Respondents make reference to the road through Banwell being too narrow for traffic in both directions with one referring to it as a “danger zone”.

2.8.4 One respondent expressed concerns about the narrow pavements at the shop fronts through Banwell, noting that the roads are currently too busy with a lack of dropped curbs and tactile crossing points suitable for those with disabilities or limited range of movement. This is echoed for Winscombe, Churchill and Sandford.

2.8.5 Respondents believe that the bypass will result in safer and easier travel through the village when travelling for work, health appointments, and shopping and leisure. Citing that decreased congestion through the village, particularly for larger vehicles, will make journeys (e.g. to doctors surgeries) easier and safer.

2.8.6 Only one respondent felt that they would be disproportionately affected by the Scheme (either positively or negatively) as a result of being within one of the identified protected characteristic groups. They raised concerns that during the construction phase any temporary bus stops would need to be paved with accessible crossing points. They identified that temporary bus stops would need to be raised for disabled access to the buses and that shelters with seating should be provided for the elderly and disabled. They also considered that any disproportionate impacts during the operational phase would be positive.

2.8.7 When asked if they believed the accessibility and use of facilities in Banwell will change during the construction phase, respondents thought that given the current congestion levels access would remain largely the same or be slightly worse. They expected to see improved accessibility and use of facilities during the operation phase with improved routes and less traffic making access safer.

2.8.8 Appendix E shows the responses to the online questionnaire.

2.8.9 One disabled resident of Castle Hill raised concerns in response to the general consultation to the Scheme. They flagged that there are multiple disability blue badge holders living in the street. There are concerns that with the removal of the through road, the street may be used as a car park, potentially causing parking issues for the disabled residents.

2.9 Assessment of impact

2.9.1 **Table 7** below reports the assessment of impacts for protected characteristic groups (as identified in Appendix A) during the construction phase of the Scheme based on the above data and consultation. Impacts during the construction phase are all likely to arise due to temporary works, access routes and diversions.

Table 7: Impact Assessment - Construction phase

Key: H = High, M = Medium, L = Low, N = None | + = Positive, = = Neutral, - = Negative

	Impact level during construction				Impact type			Summary of Impacts
	H	M	L	N	+	=	-	
Disabled people	X						X	<ul style="list-style-type: none"> Potential route accessibility issues with temporary bus stops (e.g. Knightcott Road). Unable to access buses at temporary stops if they aren't raised. Potential accessibility issues along footpaths during placemaking works that require diversions. Additional construction noise and light may impact those with conditions that cause hypo-sensitivity (e.g. dementia²⁰) living close to the works. Potential worsening of underlying health issues due to changes in air quality.
People from different ethnic groups			X					n.a.
Women (including pregnant women or those on maternity leave)		X				X		<ul style="list-style-type: none"> Potential disruption due to increased congestion and diversions during school run. Potential accessibility issues along footpaths during placemaking works that require diversions for the school run. Footpath diversion routes could increase journey time and distances, which could disproportionately impact

²⁰ Social Care Institute for Excellence, (2020). Dementia-friendly environments: Noise levels. Available at: <https://www.scie.org.uk/dementia/supporting-people-with-dementia/dementia-friendly-environments/noise.aspx#:~:text=Of%20all%20the%20senses%2C%20hearing,such%20as%20noise%20and%20light.> (Last accessed: 05 February 2021).

Impact level during construction				Impact type			Summary of Impacts	
	H	M	L	N	+	=	-	
								pregnant women or those travelling with small children.
Lesbian, gay or bisexual people				X				n.a.
People on a low income			X			X		Potential for minor disruption due to changes in temporary bus stops. Impacts negligible and not considered disproportionate.
People in particular age groups	X						X	<ul style="list-style-type: none"> Potential route diversions and changes in access to school children traveling to school. Potential diversions and changes to walkways and access routes for the elderly and less mobile. Young drivers are likely to be more inexperienced, their usual journeys may becoming more stressful with diversions and construction traffic.
People in particular faith groups				X				n.a.
People who are married or in a civil partnership				X				n.a.
Transgender people				X				n.a.
Other specific impacts, for example: carers, parents, impact on health and wellbeing, Armed Forces Community etc. Please specify: Parents	X						X	<ul style="list-style-type: none"> Potential disruption due to increased congestion and diversions during school run. Potential accessibility issues along footpaths during placemaking works that require diversions on the school run.

2.9.2 **Table 8** below reports the assessment of impacts for all protected characteristic groups during the operation phase of the Scheme based on the above data and consultation. Impacts have been assessed with embedded mitigation taken into consideration. Essential mitigation has been identified to address any remaining impacts.

Table 8: Impact Assessment - Operation phase

Key: H = High, M = Medium, L = Low, N = None | + = Positive, = = Neutral, - = Negative

	Impact level during operation				Impact type			Summary of Impacts
	H	M	L	N	+			
Disabled people		X			X			<ul style="list-style-type: none"> Improvements in access and safety to routes to public transport (e.g. signalised crossing points). Improvement in access and journeys to key receptors (e.g. Banwell Pharmacy) via active travel through widened pavements and improved crossing points. Improved access for emergency service vehicles.
People from different ethnic groups			X					n.a.
Women (including pregnant women or those on maternity leave)			X		X			<ul style="list-style-type: none"> Improvements in safety and access when carrying out the school run. Improvements in safety and access to routes to public transport (e.g. signalised crossing points). Improvements in safety and access routes for pregnant women and those with young children due to improved crossing opportunities.
Lesbian, gay or bisexual people				X				n.a.
People on a low income			X		X			Improvements in access and safety to routes to public transport (e.g. signalised crossing points)
People in particular age groups		X			X			<ul style="list-style-type: none"> Improvements in safety and access when travelling to and from school, Improvements in access and safety to routes to public transport (e.g. signalised crossing points). Improved access for emergency service vehicles.
People in particular faith groups				X				n.a.

	Impact level during operation				Impact type			Summary of Impacts
	H	M	L	N	+			
People who are married or in a civil partnership				X				n.a.
Transgender people				X				n.a.
Other specific impacts, for example: carers, parents, impact on health and wellbeing, Armed Forces Community etc. Please specify: Parents		X			X			<ul style="list-style-type: none"> • Improvements in safety and access to facilities via active travel routes. • Improvements in safety and access when carrying out the school run.

2.9.3 This Scheme is anticipated to have no potential Human Rights implications. Human Rights implications of any CPO will be considered separately.

3 Action Plan

3.1 Proposed Action Plan

3.1.1 To mitigate the negative impacts identified in **Table 7** the following action plan has been produced.

Table 9: EqIA Action Plan

Action Number	Actions to be taken	Protected characteristic group	How will it be monitored?
A.1	Temporary bus stops will be accessible to those with physical disabilities and limited movement. E.g. safe crossing points and suitably angled ramps where required.	Disability; Age; Women (including pregnant women or those on maternity leave)	Monitored by construction team.
A.2	Temporary bus stops to be raised to allow wheelchair and mobility access to the busses.	Disability; Age; Women (including pregnant women or those on maternity leave)	Monitored by construction team.
A.3	Shelters with seating to be added at temporary bus stops.	Disability; Age; Women (including pregnant women or those on maternity leave)	Monitored by construction team.
A.4	Limit construction traffic during peak school travel times.	Age; Parents	Monitored by construction team.
A.5	Ensure pedestrian diversions are safe, clearly signposted with ramps included where required.	Disability; Age; Parents; Deprivation	Monitored by construction team.
A.6	Ensure construction signage is placed to allow wheelchairs, pushchairs and mobility scooters to pass safely.	Disability; Age; Parents; Women (including pregnant women or those on maternity leave)	Monitored by construction team.
A.7	Clear, concise and (where relevant) diagrammatic signs to be used to identify diversion routes during construction.	Disability; Age; Parents; Women (including pregnant women or those on maternity leave)	Monitored by construction team and maintained by North Somerset Council.
A.8	Options for a segregated pathway along the bypass to be explored.	Disability; Age	To be considered by design team.
A.9	Signage to encourage consideration for all users of	Disability; Age	Monitored by construction team

Action Number	Actions to be taken	Protected characteristic group	How will it be monitored?
	the shared use path to be installed.		and maintained by North Somerset Council.
A.10	Bridleway gates on footpaths. Consider path paving material.	Disability	Design team.
A.11	Disability access to be incorporated into the steps being installed between Castle Hill and Dark Lane (e.g. painted lip of steps to make them more visible for the visually impaired).	Disability; Age	Monitored by design and construction team.
A.12	Air quality to be monitored	Disability; Age	Monitored by construction team.

4 Appendices

Appendix A

Equality Impact Assessment

Please add content where << XXX>> is indicated.

Please make Yes or No bold as appropriate.

Service area: <<Text here>>

Does the topic of this assessment link

to a budget reduction proposal: << budget heading from MTFP doc>>

Equality impact assessment owner: <<Text here>>

Assistant Director/Director sign off: <<Text here>>

Review date: <<Text here>>

1. Equality Impacts

Please make High, Medium or Low bold as appropriate

Service User Impact

Before mitigating actions	High	Medium	Low
After mitigating actions	High	Medium	Low

Staff Impact

Before mitigating actions	High	Medium	Low
After mitigating actions	High	Medium	Low

2. The Proposal

2.1 Background to proposal

(Please provide a brief explanation of the project/proposals. You should consider the impact on both customers and staff)

<<Text here>>

2.2 Please detail below how this proposal may impact on any other organisation and their customers

<<Text here>>

Section 3 – What Do We Know?

3.1 Customer/staff profile details – what data or evidence is there which tells us who is, or could be, affected?

<<Text here>>

3.2 What does the data or evidence tell us about the potential impact on diverse groups, and how is this supported by historic experience/data?

<<Text here>>

3.3 Are there any gaps in the data, for example across protected characteristics where information is limited or not available?

<<Text here>>

3.4 How have we involved or considered the views of the people that could be affected?

<<Text here>>

3.5 What has this told us?

<<Text here>>

3.6 Are there any gaps in our consultation, what are our plans for the future?

<<Text here>>

Section 4 – Assessment of Impact

Will the proposal have a disproportionate impact on any of these groups?

Insert X into one box per row, for impact level and type.

H = High, M = Medium, L = Low, N = None | + = Positive, = = Neutral, - = Negative

Impact Level				Impact type			Summary of Impact
	H	M	L	N	+	=	
Disabled people							
People from different ethnic groups							
Men or women (including pregnant women or those on maternity leave)							
Lesbian, gay or bisexual people							
People on a low income							
People in particular age groups							
People in particular faith groups							
People who are married or in a civil partnership							
Transgender people							

Impact Level				Impact type			Summary of Impact
	H	M	L	N	+	=	
Other specific impacts, for example: carers, parents, impact on health and wellbeing, Armed Forces Community etc.							
Please specify:							

Does this proposal have any potential Human Rights implications?

Yes
No

If 'yes', please describe

<<Text here>>

Could this proposal have a Cumulative Impact with any other budget savings?

卷之三

together: a change or activity in one area may create an additional impact.

somewhere else

|| yes, please describe?

<<|ext here>>

Section 5 – Action Plan

Where you have listed that there will potentially be negative outcomes, you are required to mitigate the impact of these. Please detail below the actions that you intend to take.

Action taken/not taken
How will it be monitored?

If negative impacts remain, please provide an explanation below.

<<Text>>

Appendix B



North Somerset Council

EQUALITY IMPACT SCREENING

Housing Infrastructure Fund Banwell Bypass and
Highway Improvements



North Somerset Council

EQUALITY IMPACT SCREENING

Housing Infrastructure Fund Banwell Bypass and Highway Improvements

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WSP

Kings Orchard
1 Queen Street
Bristol
BS2 0HQ

Phone: +44 117 930 6200

WSP.com

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FIGURES

Figure 3-1 - The three stage EqIA process

7

1 INTRODUCTION TO THE SCHEME

1.1 SCHEME BACKGROUND AND CONTEXT

- 1.1.1. This Equality Impact Screening (EqI Screening) for the proposed Banwell Bypass has been produced by WSP on behalf of North Somerset Council (NSC). The Banwell Bypass (hereafter referred to as 'the scheme') would relieve congestion experienced in the village of Banwell and help support potential housing sites (subject to the local plan) in North Somerset. The bypass is part of a package of wider local highways and other infrastructure improvements, capital funding for which has been secured via the Governments Housing Infrastructure Fund (HIF) bid process. The bid identified a total of 7,557 new dwellings that would be supported by the wider programme. From these, 4,482 dwellings are to be located at the existing Weston Villages development sites. The specific numbers and locations of the residual dwellings will be subject to the new Local Plan process.
- 1.1.2. The bypass alignment is yet to be fixed and will be subject to further optioneering, assessment and public engagement before a final design is proposed. There are three bypass alignments under consideration to the north of Banwell, as well as a proposed new link road to the south east of Banwell, connecting the A371 and the A368, (known as the 'Southern Link').
- 1.1.3. The scheme programme is to achieve all consents and commence construction of the bypass by early 2023 with scheme opening from Spring 2024.

1.2 DESCRIPTION OF THE SCHEME

- 1.2.1. The scheme components, which are the subject of this scoping exercise are as follows (hereafter referred to as 'the scheme'):
 - A new 2.8 km (approx.) highway to the north of Banwell and a separate 0.6 km link (the Southern link) to the south east of Banwell, connecting the A371 and the A368;
 - Flood management and mitigation measures for the bypass including embankments, attenuation basins, swales and compensation areas; and
 - Green infrastructure to ensure biodiversity net gain.
- 1.2.2. The details of the construction compound requirements, highway design (including potential new footway and cycleway, road width and embankments), flood management, mitigation measures and green infrastructure, are not yet known and are subject to further optioneering, assessment and public engagement before a final design is proposed.
- 1.2.3. Three indicative alignments are shown in Figure 1.2 of this report. All three alignment options follow the same route from a new roundabout at the western end of the bypass (including the "Well Lane Link") linking the A371/Knightcott Road and Summer Lane to the south of Summer Lane Caravan Park, then travelling north east to a junction at Wovershill Road. From Wovershill Road, the alignments follow different routes, with Alignment 1 located furthest north from the centre of Banwell, Alignment 3 located furthest south and closest to Banwell, and Alignment 2 located between these options. All three alignments cross the River Banwell and Riverside and then join up with the A368 (Towerhead Road) which requires local realignment of the A368 to accommodate a new junction. There may be other junction locations where the bypass crosses existing roads, but this is subject to further design work.

1.2.4. The Southern link is a new link to the east of the village connecting the A368 to the A371 to the south. With this element of the scheme, the A371 Castle Hill and Dark Lane links would be stopped up and a new priority junction between the A371 and A368 will be constructed. The final design is subject to further design and consultation

1.3 NEED FOR THE SCHEME

1.3.1. NSC's HIF programme supports potential housing sites (subject to the local plan) within North Somerset. A number of infrastructure improvements have been proposed including a bypass of Banwell, a package of online improvements to the existing surrounding road network, mitigation for impacts on the nearby flood plain, improvements to the utility supply networks in the area, and a new secondary school. The bypass to the north of Banwell and the Southern Link road together are considered to provide a more appropriate route for passing traffic, provide active travel opportunities, and significantly reduce traffic flows within the village.

1.3.2. Until full traffic modelling and design work has been undertaken for the Bypass it is not possible to determine the traffic and transport related mitigation measures that will be required. However, the following improvements are being considered as part of the wider HIF highways and utilities works and it is acknowledged that some of these measures may be required as mitigation for the Bypass and so could form part of the scheme:

- Capacity improvement at A38/A368 Churchill Gate junction (yet to be defined);
- Localised highway works on the A368/ A371 (yet to be defined);
- Capacity improvement at M5 Junction 21 (to be determined through separate study and further engagement with Highways England);
- Improved walking and cycling connections (yet to be defined);
- Placemaking improvements in Banwell (yet to be defined); and
- Off-site strategic utilities upgrades. (yet to be defined).

1.3.3. These improvements are subject to further optioneering, assessment and public engagement before a final design is proposed.

1.3.4. It may also be deemed appropriate to bring forward some of these measures as enhancement works as part of the scheme. If any such works (not forming part of the Scheme) did proceed separately, it would be pursuant to separate planning permissions or permitted development rights. As it is not currently known whether any or all of the measures will be incorporated into the scheme, they are currently considered as cumulative effects. However, if it is determined that the works will form part of the scheme then, will be considered within this assessment and not separately. The Business Case was submitted to Homes England to secure funding for the Project in February 2019 and a successful funding announcement was made at the end of October 2019.

1.4 OBJECTIVES OF THE SCHEME

1.4.1. The objectives for the Banwell bypass scheme align with those of the overall HIF as set out below:

- to provide infrastructure that maximises, underpins and de-risks associated housing development; (subject to Local Plan) in the shortest possible timeline;
- to provide infrastructure that is affordable and provides good value for money;
- to provide infrastructure that meets the needs of all stakeholders; and
- to minimise environmental impacts and maximise opportunities for sustainable travel and biodiversity net gain.

1.4.2. The specific objectives for the Banwell bypass are below:

- Improve and enhance Banwell's public spaces by reducing traffic severance and improving the public realm;
- Infrastructure that enables development (subject to Local Plan);
- Provide the opportunity to increase active and sustainable travel between local villages and Weston-super-Mare;
- Increase capacity of the highway network at Banwell, an important road link from Weston-super-Mare;
- Improve the local road network to deal with existing congestion issues;
- To be innovative and efficient in reducing and offsetting carbon from the design and construction of the infrastructure;
- To ensure the development provides the opportunity to increase Bio-Diversity Net Gain by at least 10%; to proactively engage with stakeholders in a way that is both clear and transparent; and
- To ensure the development respects the local area and minimises visual impact upon the surrounding countryside and Mendip Hills AONB.

1.5 PUBLIC CONSULTATION

1.5.1. There has been no consultation undertaken at this stage. Plans for public consultation will be determined at later project stages and undertaken during the pre-planning application stage.

2 LEGISLATION

2.1.1. The Equality Act 2010¹ (hereafter referred to as 'the Act') came into force on 1 October 2010 and brought together over 116 separate pieces of legislation into a single Act. The Act provides a legal framework to protect the rights of individuals that share defined "protected characteristics" and advance equality of opportunity.

2.1.2. Those "protected characteristics" which identify the vulnerable groups who may be disproportionately impacted upon or discriminated against are outlined in **Table 2-1**. Protection extends to those who are perceived to have these characteristics or who suffer discrimination because they are associated with someone who has that characteristic, e.g. cares for someone with a disability.

Table 2-1 – Protected characteristics covered within an Equality Impact Assessment

Protected characteristics	People and aspects included
Gender / sex	Men, women, gender, married and single people; parenting, caring, flexible working and equal pay concerns.
Religion or belief	People who have a religious belief; people who are atheist or agnostic; people who have a philosophical belief which affects their view of the world or the way they live.
Age	Children (0 – 16), young people (17 – 25), working age people (15 – 64) and elderly people (65 and over).
Disability	People with physical, mental, sensory, visible or hidden impairment (e.g. cancer, HIV, dyslexia).
Race	People from various ethnic groups, as for the Census categories, e.g. White British, Chinese, British Asians, Travellers, Gypsies, Roma, those who are of Caribbean origin, people of mixed heritage, White Irish communities, and people of other nationalities who reside in Britain.
Sexual orientation	Heterosexual and bisexual men and women, gay men and lesbians.
Gender reassignment (Transgender/transsexual)	Anyone who is proposing to undergo, are undergoing or have undergone a process for the purpose of reassigning their sex.
Pregnancy and Maternity	Pregnant women and new mothers – protection against maternity discrimination (including as a result of breast feeding).
Marriage and civil partnership	People who are married or are civil partners.

2.1.3. Section 149 of the Act provides for a Public Sector Equality Duty. This requires that public bodies such as North Somerset Council, in the exercise of their functions, give "due regard to the need to":

¹ The Stationery Office, (2010). Equality Act 2010. Available at:

http://www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga_20100015_en.pdf (Last accessed: 04 February 2021)

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- Advance equality of opportunity between people who share a protected characteristic and those who do not. This includes:
 - Removing or minimising disadvantages suffered by people due to protected characteristics;
 - Taking steps to meet the needs of people with protected characteristics where these are different from the needs of other people; and
 - Encouraging people with protected characteristics to participate in public life or in other activities where their participation is disproportionately low.
- Foster good relations between people who share protected characteristic and those who do not. This includes:
 - Tackling prejudice;
 - Promoting understanding; and
 - Eliminating unlawful discrimination, harassment and victimisation.

- 2.1.4. The duty also applies to private sector companies when carrying out functions or services on behalf of public sector bodies.
- 2.1.5. North Somerset Council Equality Objectives² sets out the objectives of the council which includes “*using analysis of our equality information and the results of consultation activity*”. It also states, “*We will ensure that all who work for and with us support our commitment to promoting equality and diversity and tackling inequality and social exclusion wherever it occurs*”.
- 2.1.6. The council has also developed a document with principles they recommend for an inclusive design³.

² North Somerset Council, 2020. Equality Objectives. Available at: <https://www.n-somerset.gov.uk/sites/default/files/2020-02/equality%20objectives.pdf> (Last accessed: 04 February 2021)

³ North Somerset Council, 2012. Designing for Diversity. Available at: <http://www.n-somerset.gov.uk/sites/default/files/2020-02/Principles%20we%20recommend%20for%20inclusive%20design.pdf> (Last accessed: 04 February 2021)

3 EQUALITY IMPACT ASSESSMENT

3.1 WHAT IS EQIA?

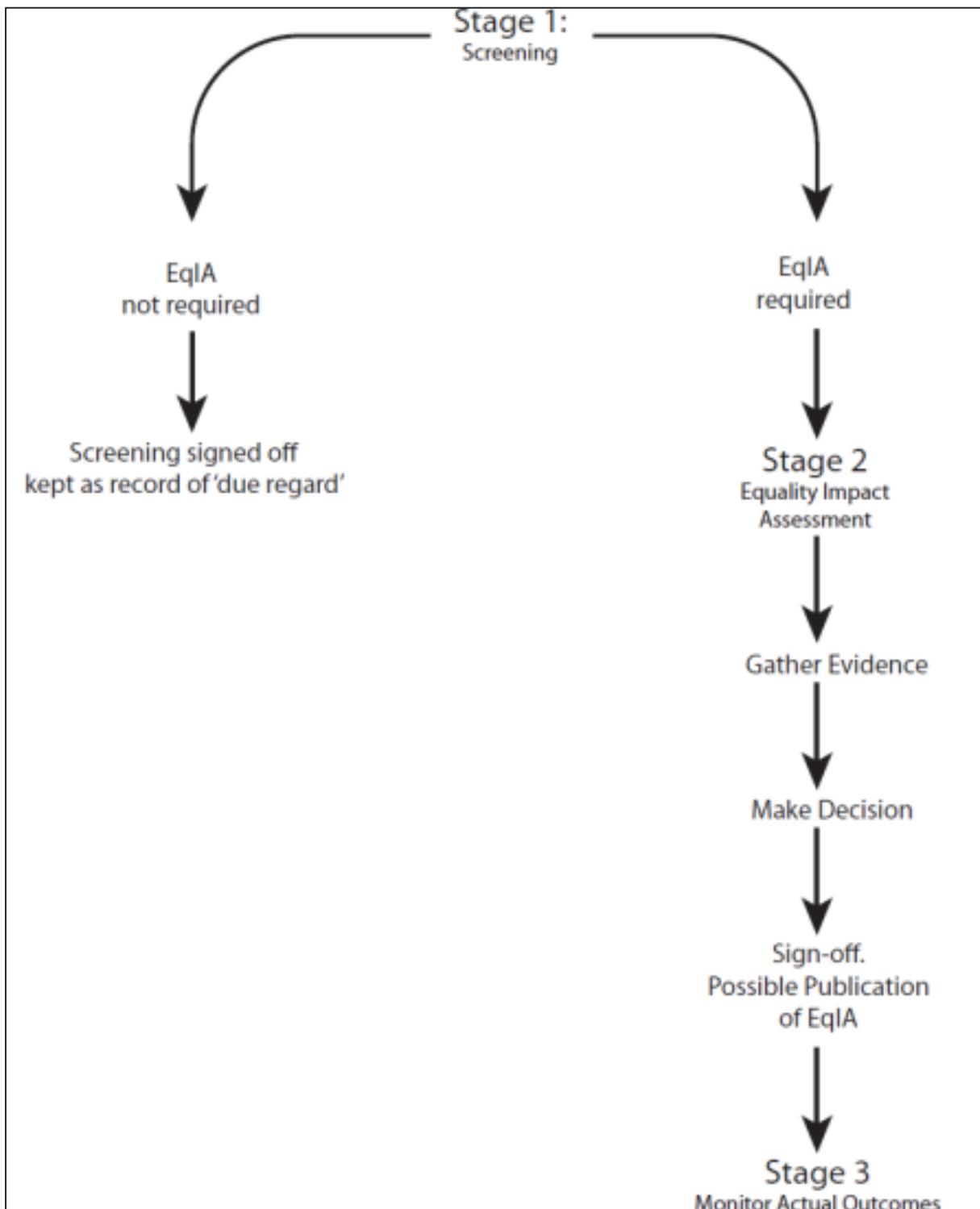
- 3.1.1. An Equality Impact Assessment (EqIA) considers the impact of a project or policy on persons or groups of persons who share characteristics which are protected under section 4 of the Equality Act 2010 ("protected characteristics") and might also include others considered to be vulnerable within society such as low income groups. It is an information gathering tool which enables decision makers within public bodies to implement their equality duty under the Equality Act 2010.
- 3.1.2. An EqIA guides decision makers and designers to:
 - Consider the effects of existing and proposed policy or practice on people who share a "protected characteristic"; and
 - Identify opportunities to improve equality of opportunity and eliminate discrimination.
- 3.1.3. An EqIA should be carried out before making decisions, so as to inform and shape the outcomes. They should be updated throughout the decision-making process as necessary, as policy or practices are developed.
- 3.1.4. There are three stages to an EqIA; screening, full assessment and outcome monitoring. A screening stage will determine which protected characteristics are likely to experience disproportionate impacts, and therefore require consideration within the EqIA. This may take into account the nature of the public function being exercised and available information on users and impacts.

3.2 SCREENING METHODOLOGY

- 3.2.1. Highways England has developed guidance to the EqIA process⁴. This guidance has been adopted as current industry practice for highways sector schemes and is followed by this assessment. This guidance sets out the three key stages involved in an EqIA as depicted in **Figure 3-1**.

⁴ Highways Agency, 2011. Guide to Equality Impact Assessment (April 2011).

Figure 3-1 - The three stage EqIA process



3.2.2. This methodological framework has been used to inform the approach for the EqI Screening of the scheme. The key objective of this initial screening exercise is to identify which (if any) of the protected characteristics could experience direct or indirect disproportionate impacts (either positive or negative), thereby setting out whether or not a full EqIA is necessary.

3.2.3. The screening exercise is a process by which the following issues are considered:

- Whether there is evidence to suggest that any of the protected characteristics have particular sensitivities or needs in relation to the scheme;
- Whether there are existing inequalities or access barriers to services or developments which need to be considered; and
- Whether there are particular community groups or stakeholders representing protected characteristics who have expressed interest or concerns about the scheme.

3.2.4. In order to complete the screening phase, the following actions have been undertaken:

- An initial review of existing baseline information to gather data and understand the communities which may be affected by the scheme. This includes review of previously published documents, Census 2011 data and information held by the local authority; and
- Identification of the priority groups and sensitive receptors to be considered within this assessment, which have the potential to experience disproportionate impacts as a result of the development of the scheme.

3.3 STUDY AREA

3.3.1. This Equality Impact Screening is based on the following study areas:

- Protected Characteristic Profile – census data and other publicly available information has been gathered for the administrative area of North Somerset Council to provide a baseline of the demographic of the area for the protected characteristics under the Equality Act 2010.
- Sensitive receptors – within 1km of the scheme, including:
 - Nearby residential and commercial properties;
 - Schools;
 - Care homes;
 - Hospital;
 - Place of worship;
 - Community facilities;
 - Food banks; and
 - Public transport.

3.4 EQUALITY IMPACT ASSESSMENT

3.4.1. The EqIA will assess the impacts of the scheme on the protected groups. This screening assessment considers which of the protected groups have the potential to experience disproportionate impacts, as a result of the scheme.

3.4.2. Table 3-1 below will form the basis of the assessment structure and will assign either a high, medium or low negative or positive impact for each of the protected characteristic groups. These criteria are based on professional judgement in the absence of industry guidance criteria⁵.

⁵ In the absence of quantifiable data these guidelines have been used to assess significance. They are guidelines only and should not be treated as definitive.

Table 3-1 – Proposed Equality Impact Assessment structure

Protected group	High negative impact	Medium negative impact	Low negative impact	High/Medium/Low positive impact
Age				
Disability				
Gender				
Gender identity/ Transgender	Extent: Likely to affect the well-being of most or all people from the specified equality group. Duration: Long term	Extent: Likely to affect the well-being of many people from the specified equality group.	Extent: Likely to affect a small number of people from one or more equality groups	Assessment criteria proposed to follow that for negative impacts in terms of extent, duration and reversibility.
Race				
Religion and Belief				
Sexual Orientation				
Pregnancy and Maternity				
Marriage and Civil Partnerships				

4 LOCAL SOCIAL PROFILE

4.1 INTRODUCTION

4.1.1. The local social profile for North Somerset has been compiled from publicly available data to provide context for and to inform the assessment. This comprises information on the following:

- Protected characteristic groups;
- Local communities; and
- Local community facilities and public transport.

4.1.2. The scheme is located within the local authority of the Unitary Authority of North Somerset which has a population of 215,100 in 2019⁶.

4.2 PROTECTED CHARACTERISTIC PROFILE

4.2.1. Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from section 4 of the Equality Act 2010:

- Age;
- Disability;
- Race;
- Religion or belief;
- Gender;
- Sexual orientation;
- Marital and civil partnership; and
- Deprivation.

4.2.2. Due to the lack of publicly available data, certain protected characteristics, including gender reassignment and pregnancy and maternity have not been included in the assessment. Although not required under the Equality Act 2010, the social profile also includes deprivation as it provides a measure of a combination of social-economic matrices.

ETHNICITY AND RELIGION PROFILE

4.2.3. The percentage of each ethnicity as measured by the ONS, and as outlined in the 2011 Census, is presented in **Table 4-1**. It shows that the percentage of population classified as White British in North Somerset (94.1%) are significantly higher than the England and Wales average percentage (80.5%). Population for other ethnicities in North Somerset are generally lower than the England and Wales average. This indicates that North Somerset is less diverse when compared to the general population in England and Wales.

⁶ Office of National Statistics, Local authority profile – North Somerset. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157351/report.aspx> (Last accessed: 04 February 2021)

Table 4-1 – Ethnicity breakdown of North Somerset and England and Wales (2011)⁷

Ethnic group	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
White: English/welsh/Scottish/Northern Irish/British	190,553	94.1%	45,134,686	80.5%
White: Irish	1,113	0.5%	531,087	0.9%
White: Gypsy or Irish Traveller	176	0.1%	57,680	0.1%
White: Other White	5,234	2.6%	2,485,942	4.4%
Mixed/Multiple Ethnic Groups: White and Black Caribbean	681	0.3%	426,715	0.8%
Mixed/Multiple Ethnic Groups: White and Black African	256	0.1%	165,974	0.3%
Mixed/Multiple Ethnic Groups: White and Asian	698	0.3%	341,727	0.6%
Mixed/Multiple Ethnic Groups: Other Mixed	398	0.2%	289,984	0.5%
Asian/Asian British: Indian	817	0.4%	1,412,958	2.5%
Asian/Asian British: Pakistani	111	0.1%	1,124,511	2.0%
Asian/Asian British: Bangladeshi	299	0.1%	447,201	0.8%
Asian/Asian British: Chinese	619	0.3%	393,141	0.7%
Asian/Asian British: Other Asian	590	0.3%	835,720	1.5%
Black/African/Caribbean/Black British: African	383	0.2%	989,628	1.8%

⁷ Office of National Statistics, Ethnic group (2011). Available at: <https://www.nomisweb.co.uk/census/2011/ks201ew> (Last accessed: 04 February 2021)

Ethnic group	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
Black/African/Caribbean/Black British: Caribbean	188	0.1%	594,825	1.1%
Black/African/Caribbean/Black British: Other Black	61	0.0%	280,437	0.5%
Other ethnic group: Arab	127	0.1%	230,600	0.4%
Other ethnic group: Any other ethnic group	262	0.1%	333,096	0.6%

4.2.4. The proportions of different beliefs in North Somerset and England and Wales are provided in **Table 4-2**. The table shows that the majority of the population in North Somerset is identified as Christian (61.0%) and the second largest group is no religion (30.0%). It also indicates that the population in North Somerset has a higher percentage than the England and Wales average (59.3%) that identified as Christian.

Table 4-2 – Percentage of people belonging to specific faiths in North Somerset and England and Wales (2011)⁸

Religion	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
Christian	123,545	61.0%	33,243,175	59.3%
Buddhist	554	0.3%	247,743	0.4%
Hindu	340	0.2%	816,633	1.5%
Jewish	157	0.1%	263,346	0.5%
Muslim	869	0.4%	2,706,066	4.8%
Sikh	95	0.0%	423,158	0.8%
Other religion	939	0.5%	240,530	0.4%

⁸ Office of National Statistics, Religion (2011). Available at: <https://www.nomisweb.co.uk/census/2011/ks209ew> (Last accessed: 04 February 2021)

Religion	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
No religion	60,867	30.0%	14,097,229	25.1%
Religion not stated	15,200	7.5%	4,038,032	7.2%

AGE PROFILE

4.2.5. The age profile in North Somerset and England and Wales is provided in **Table 4-3** below. The table shows that when compared to the England and Wales average, the percentage of the population in North Somerset is lower for ages ranging between 0 and 14, and 16 and 44; and higher for ages above 45.

Table 4-3 – Age profile in North Somerset and England and Wales (2011)⁹

Age range	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
0 – 4	11,653	5.8%	3,496,750	6.2%
5 – 7	6,681	3.3%	1,927,039	3.4%
8 – 9	4,343	2.1%	1,208,672	2.2%
10 – 14	11,579	5.7%	3,258,677	5.8%
15	2,396	1.2%	687,994	1.2%
16 – 17	4,749	2.3%	1,391,235	2.5%
18 – 19	4,181	2.1%	1,460,156	2.6%
20 – 24	9,491	4.7%	3,807,245	6.8%
25 – 29	10,363	5.1%	3,836,609	6.8%
30 – 44	38,286	18.9%	11,515,165	20.5%

⁹ Office for National Statistics, Age structure (2011). Available at: <https://www.nomisweb.co.uk/census/2011/ks102ew> (Last accessed: 04 February 2021)

Age range	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
60 – 64	14,654	7.2%	3,377,162	6.0%
75 – 84	14,043	6.9%	3,115,552	5.6%
90+	2,344	1.2%	429,017	0.8%

SEX PROFILE

4.2.6. Table 4-4 presents the 2011 Census gender / sex profile in North Somerset and England and Wales. It indicates that the percentage of males (all ages) and females (all ages) in North Somerset is similar to the England and Wales average in 2011.

Table 4-4 – Sex profile in North Somerset and England and Wales (2011)¹⁰

Sex	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
Male	98,463	48.6%	27,075,912	49.2%
Female	104,103	51.4%	28,502,536	50.8%

DISABILITY

4.2.7. A total of 38,740 (19.1%) of the population in North Somerset are living with a long-term health problem or disability, which is higher than the England and Wales average of 17.9%. A higher proportion of the population in North Somerset (8.6%) with a long-term health problem or disability find that their condition limits their day to day activities a lot, which is more than the England and Wales average (0.09%)¹¹.

¹⁰ Office for National Statistics, Usual resident population (2011). Available at: <https://www.nomisweb.co.uk/census/2011/ks101ew> (Last accessed: 04 February 2021)

¹¹ Office for National Statistics, Long-term health problem or disability by general health by ethnic group by sex by age. Available at: <https://www.nomisweb.co.uk/census/2011/dc3201ew> (Last accessed: 04 February 2021)

MARITAL AND CIVIL PARTNERSHIP

4.2.8. Table 4-5 presents the 2011 Census marital and civil partnership status in North Somerset and England and Wales for all usual residents aged above 16. North Somerset has a lower population who are single and a larger population who are married when compared to the England and Wales average. Other marital or civil partnership status' in North Somerset are generally in line with those for England and Wales.

Table 4-5 - Marital and civil partnership profile in North Somerset and England and Wales (2011)¹²

Marital and civil partnership status	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
Single (never married or never registered a same-sex civil partnership)	44,511	26.8%	15,730,275	34.6%
Married	86,784	52.3%	21,196,684	46.6%
In a registered same-sex civil partnership	314	0.2%	104,942	0.2%
Separated (but still legally married or still legally in a same-sex civil partnership)	4,048	2.4%	1,195,882	2.6%
Divorced or formerly in a same-sex civil partnership which is now legally dissolved	16,902	10.2%	4,099,330	9.0%
Widowed or surviving partner	13,355	8.0%	3,169,667	7.0%

¹² Office for National Statistics, Marital and civil partnership status (2011). Available at: <https://www.nomisweb.co.uk/census/2011/KS103EW/view/1946157351?cols=measures> (Last accessed: 18 February 2021)

Marital and civil partnership status	North Somerset		England and Wales	
	Total no.	% of total	Total no.	% of total
from a same-sex civil partnership				

INDEX OF MULTIPLE DEPRIVATION

4.2.9. The Indices of Multiple Deprivation (IMD) 2019¹³ use a combination of information relating to income, employment, education, health, skills and training, barrier to housing and services, and crime to create an overall score of deprivation. These scores are then used to rank specific geographical extents, out of a total of 32,844 areas in England. A low rank indicates higher, relative deprivation; hence the most deprived area is ranked 1. IMD data is broken down into smaller areas, known as Lower-layer Super Output Areas (LSOAs), which are a standard statistical geography designed to be of a similar population size, with an average of approximately 1,500 residents or 650 households.

4.2.10. The scheme lies within four LSOAs: North Somerset 023A, North Somerset 023B, North Somerset 026B and North Somerset 024C (this LSOA only applies to Alignment 1):

- North Somerset 023A, located along the western section of the scheme, is among the 40% least deprived neighbourhoods in the country, ranked 20,039. It is amongst the 30% to 40% least deprived for most of the domains, except for “Education, Skills and Training” (which is 50% most deprived), “Barriers to Housing and Services” (which is 20% most deprived) and “Living Environment Deprivation” (which is 50% most deprived).
- North Somerset 023B, located along the southern section of the scheme, is among the 40% most deprived neighbourhoods in the country, ranked 12,966. It is amongst the 20% to 50% most deprived for most of the domains, except for “Barriers to Housing and Services” (which is 10% least deprived) and “Living Environment Deprivation” (which is 20% least deprived).
- North Somerset 026B, located along the eastern section of the scheme, is among the 50% least deprived neighbourhoods in the country, ranked 18,888. It is amongst the 30% to 50% least deprived for most of the domains, except for “Employment Deprivation” (which is 50% most deprived), “Education, Skills and Training” (which is 50% most deprived) and “Crime” (which is 40% most deprived).
- North Somerset 024C, located along the eastern section of the scheme, is among the 30% least deprived neighbourhoods in the country, ranked 24,539. It is amongst the 10% to 50% least deprived for most of the domains, except for “Barriers to Housing and Services” (which is 40% most deprived).

4.2.11. The range in deprivation levels between the affected LSOAs within the scheme areas means that people living and working within the scheme area are likely to use and uptake the scheme in different ways (depending on host and source destinations and means of travel).

¹³ Indices of Deprivation, Indices of Deprivation 2019 (2019). Available at: [Indices of Deprivation 2015 and 2019 \(communities.gov.uk\)](https://www.gov.uk/government/statistics/indices-of-deprivation-2015-and-2019) (Last accessed: 18 February 2021)

4.3 COMMUNITIES IN PROXIMITY TO THE SCHEME

4.3.1. Residential communities located within 1km of the scheme include the following:

- Banwell;
- Locking
- Woolvershill Batch and
- Sandford (within 1km of Alignment 1 only).

4.3.2. The scheme is located within a mixture of urban development and rural agricultural land. The majority of community facilities are located within the village centre of Banwell. Journeys between the identified communities are likely to be made by vehicles via the A368 and A371 in most cases but also likely to include walking and cycling.

4.4 PUBLIC TRANSPORT, PEDESTRIAN AND CYCLING FACILITIES

4.4.1. There are several Public Rights of Way (PRoW), cycle paths and transportation facilities located within the 1km study area.

PUBLIC TRANSPORT

4.4.2. There are no bus stops or railway stations located within the scheme footprint. The closest bus stops are:

- Summer Lane (opposite bus stops located on the eastbound and westbound of the A371 Knightcott Road) with bus services 62, 126 and 134 (closest point to the scheme is approximately 4m south of the easternmost at grade roundabout of Alignment 1, Alignment 2 and Alignment 3); and
- Towerhead Farm (opposite bus stops located on the eastbound and westbound of the A368 Towerhead Road) with bus services 62, 126 and 134 (closest point to the scheme is approximately 4m south of the eastern most extent of Alignment 1).

4.4.3. The nearest railway stations are Worle station and Weston Milton Station, both on the Weston-super-Mare to Bristol line, which are approximately 4km and 5km north west respectively. Weston-super-Mare main line station is 6.5km to the north east.

PEDESTRIANS AND EQUESTRIANS

4.4.4. There are several PRoW and other footways which would be crossed by the scheme. These include the following:

- Footpath AX3/11/10 which would be crossed by Alignment 1, Alignment 2 and Alignment 3 at the westernmost extent;
- Footpath AX3/6/10 which would be crossed by Alignment 2 and Alignment 3; and
- Bridleway AX3/24/10 which would be crossed by Alignment 3.

4.4.5. There are additional 42 footpaths, three restricted byways and four bridleways within 1km of the scheme. There are no National Trails or long distance routes within the 1km study area.

CYCLISTS

4.4.6. There are no designated cycle routes within the scheme. However, National Cycle Network Route 26 and a National Cycle Network Link Route is located approximately 260m east of the easternmost

extent of Alignment 1. The National Cycle Network Route or Link Route are not within 1km of Alignment 2 or Alignment 3.

4.5 SENSITIVE RECEPTORS

4.5.1. A number of sensitive receptors situated within the 1km study area have been identified below.

SCHOOLS

4.5.2. Two schools have been identified within the 1km study area with their number of pupils provided below:

- Banwell Primary School (mixed gender community school for children aged 4 to 11) with 181 pupils (closest point to the scheme is approximately 280m south of Alignment 3)¹⁴; and
- Banwell Buddies Pre-school (pre-school for children aged 2 to 4) (number and gender of pupils unknown) (closest point to the scheme is approximately 360m south of Alignment 3)¹⁵.

4.5.3. Churchill Academy & Sixth Form is located outside of the study area, approximately 6km west. It is a mixed gender academy for children aged 11 to 18 with 1,581 pupils¹⁴. A school pick up point is located approximately 530m west of the easternmost extent of the scheme along the eastbound of the A371¹⁶.

4.5.4. Consideration will be given to Winterstoke Hundred Academy Expansion at Locking Parkland which is forecast to open in September 2023.

PLACES OF WORSHIP

4.5.5. Two places of worship have been identified within the 1km study area:

- St. Andrew's Church Banwell is located approximately 180m west of Southern Link Road);
- Banwell Methodist Church is located within approximately 290m south west of Alignment 3); and
- All Saints Church is located within approximately 930m east of Alignment 1.

MEDICAL FACILITIES

4.5.6. Banwell Village Pharmacy is located within 1km of the scheme (approximately 400m south of Alignment 3). It provides a wide range of services including chlamydia screening and treatment and emergency contraception¹⁷.

4.5.7. Winscombe & Banwell Family Practice is located within 1km of the scheme (approximately 400m south of Alignment 3). It provides a wide range of services¹⁸.

¹⁴ School Guide UK Ltd. Available at: <https://www.schoolguide.co.uk/> (Last accessed: 04 February 2021)

¹⁵ Banwell Buddies, (2021). Banwell Buddies Pre-school homepage. Available at: <https://www.banwellbuddies.com/> (Last accessed: 04 February 2021).

¹⁶ Churchill Academy & Sixth Form, (2021). Transport. Available at: <http://www.churchill-academy.org/Information/Transport/> (Last accessed: 24 March 2021).

¹⁷ NHS Trust, (2021). Banwell Village Pharmacy. Available at: <https://www.nhs.uk/Services/pharmacies/PctServices/DefaultView.aspx?id=96419> (Last accessed: 04 February 2021)

¹⁸ Winscombe & Banwell Family Practice, (2021). Available at: <https://www.winscombebanwellsurgery.nhs.uk/practice-information/clinics-and-services/baby-immunisation-nurse-clinics.htm> (Last accessed: 03 June 2021)

EMPLOYMENT

4.5.8. Two large scale employment areas are located within the 1km study area. These include the following:

- Knightcott Industrial Estate is located approximately 220m south west of the scheme); and
- Thatchers Cider is located approximately 570m east of Alignment 1.

CARE HOMES

4.5.9. There are two care homes located within the 1km study area¹⁹. These include the following:

- Sandford Station Retirement Village is located approximately 420m east of Alignment 1. It provides general nursing care services for up to 32 residents.
- The Russets Care Home is located approximately 420m east of Alignment 1. It provides care services for people with dementia for up to 73 residents.

4.5.10. There are no care homes located within 1km of Alignment 2 or Alignment 3.

OTHER FACILITIES

4.5.11. There are no food banks or taxi ranks identified within 1km of the scheme.

¹⁹ NHS services, (2021). The Russets. Available at: <https://www.nhs.uk/Services/careproviders/Services/DefaultView.aspx?id=50198> (Last accessed: 05 February 2021).

5 EQUALITY IMPACT SCREENING

5.1.1. An Equality Impact (EqI) Screening assessment has been completed for the scheme, taking into account the baseline information outlined in this document. The screening assessment is presented in **Table 5-1** and supported by the rationale provided in the following sections.

5.1.2. An EqIA for the scheme will be completed on the basis of the conclusion of the EqI Screening. It is recommended that this is reviewed and updated as necessary at the detailed design phase.

Table 5-1 – Equality impact screening

Protected group	Impact		
	Negative impact	Positive impact	Unknown
Age	Yes, potential for adverse impacts during construction.	Yes, potential for beneficial impacts during operation.	-
Disability	Yes, potential for adverse impacts during construction.	-	-
Gender / sex (including pregnancy and maternity)	Yes, potential for adverse impacts during construction.	Yes, potential for beneficial impacts during operation.	-
Gender identity / Transgender	No impact likely to cause disproportionate adverse effects to this protected characteristic.	No impact likely to cause disproportionate adverse effects to this protected characteristic.	-
Race	No impact likely to cause disproportionate adverse effects to this protected characteristic.	No impact likely to cause disproportionate adverse effects to this protected characteristic.	-
Religion and belief	No impact likely to cause disproportionate adverse effects to this protected characteristic.	No impact likely to cause disproportionate adverse effects to this protected characteristic.	-
Sexual orientation	No impact likely to cause disproportionate adverse effects to this	No impact likely to cause disproportionate adverse effects to this	-

Protected group	Impact		
	Negative impact	Positive impact	Unknown
	protected characteristic.	protected characteristic.	
Marriage and civil partnership	No impact likely to cause disproportionate adverse effects to this protected characteristic.	No impact likely to cause disproportionate adverse effects to this protected characteristic.	-
Deprivation	No impact likely to cause disproportionate adverse effects to this protected characteristic.	Yes, potential for beneficial impacts during operation.	-

5.2 AGE

5.2.1. There are two schools located within 1km of the scheme where closest point to the schools are approximately 280m south of Alignment 3. However, the scheme involves construction along the existing A371 Knightcott Road, Summer Lane, East Street, A371 Castle Hill, Wolvershill Road, Riverside and the A368 Towerhead Road which pupils may use to access Banwell Primary School and Banwell Buddies Pre-School. Journeys between schools and the local communities in the area might be disrupted during construction. Safe temporary road diversions should be provided to ensure young people and their carers are not disproportionately affected during construction.

5.2.2. There is one school pick up point for Churchill Academy & Sixth Form, located approximately 530m west of the easternmost extent of the scheme on the A371. Access for this bus route along the A371 may be disrupted during construction. Access should be maintained along the A371 during construction to ensure young people are not disproportionately affected during construction. Consideration will also be given to potential pick up points of the expanded Winterstoke Hundred Academy, due to be opened in September 2023.

5.2.3. Based on the National Travel Survey England 2019²⁰, people that are at age between 17 and 20 have a higher average use of local buses. Given that there are no secondary schools or higher education facilities within Banwell, young people are likely to travel to nearby communities for education. Potential closure or relocation of bus stops located in close proximity to the scheme during construction might have a disproportionate effect on the young people. Safe temporary relocation of bus stops should be provided during construction where necessary to ensure young people are not disproportionately affected.

²⁰ Department for Transport, (2019). National Travel Survey: England 2019

- 5.2.4. Students that are living and studying in Banwell might be benefited from the scheme as it will potentially alleviate through traffic in Banwell and provide a safer school journey for young people and their carers who travel to school on foot.
- 5.2.5. Winscombe & Banwell Family Practice is located within 1km of the scheme and provides baby immunisation service. Babies and their parents are likely to access the practice. Potential road closures during construction might affect journeys between the medical facility and local residential area. Safe temporary road diversions should be provided during construction to ensure the user group and their carers are not disproportionately affected.

5.3 DISABILITY

- 5.3.1. There are no mobility services within 1km of the scheme. However, potential temporary road diversions and bus stops relocation should ensure this user group is not disproportionately affected.
- 5.3.2. Construction plant might generate additional noise, dust and lighting which people with respiratory, long-term illnesses could be temporarily disproportionately affected by. Mitigation measures, such as damping of construction area could be considered to minimise the impact to people with long-term respiratory health illnesses. Furthermore, The Russets Care Home provides services for residents with dementia. People with dementia could be hyper-sensitive to noise²¹. Consultation should be undertaken with the care home to ensure that the impacts on residents are minimised where necessary prior construction of Alignment 1. Furthermore, construction activities for Alignment 1 should seek to avoid disruption to visitors for the Sanford Station Retirement Village and The Russets Care Home.

5.4 GENDER / SEX (INCLUDING PREGNANCY AND MATERNITY)

- 5.4.1. The National Travel Survey England 2019 data shows that women make more escort education trips (e.g. accompanying a student to school) than men, with an average of 144 trips made per person per year by women and 106 trips made per person per year by men in 2019²². There are two schools located within 1km of the scheme, including pre-school and primary schools in the local vicinity. Women have the potential to be disproportionately affected during construction due to potential local roads closures, and road congestion on A371, A368 and other minor roads. Partial access or temporary road diversions should be provided to ensure this user group is not disproportionately affected during construction
- 5.4.2. The scheme has the potential to alleviate through traffic in Banwell. This might benefit women educational escorts who need to travel within Banwell by improving road safety or users, in particular women and young and older users.
- 5.4.3. The 2019 National Travel survey also indicates that women take larger numbers of bus trips than men for most age groups, with an average of 56 trips made per person per year by women and 43 trips made per person per year by men. The potential closure or relocation of bus stops during construction may disproportionately affect women as they are more likely to use bus services, and

²¹ Social Care Institute for Excellence, (2020). Dementia-friendly environments: Noise levels. Available at: <https://www.scie.org.uk/dementia/supporting-people-with-dementia/dementia-friendly-environments/noise.asp#:~:text=Of%20all%20the%20senses%2C%20hearing,such%20as%20noise%20and%20light>. (Last accessed: 05 February 2021).

²² Department for Transport, (2019). National Travel Survey: England 2019

therefore be impacted by increased journey times and increased distance between schools/local facilities and bus stops.

5.4.4. Banwell Village Pharmacy is located within 1km of the scheme and provides chlamydia screening and treatment and emergency contraception services. The National Survey of Sexual Attitudes and Lifestyle survey results shows that women (34% for people aged 16-44) have a higher attendance at sexual health clinic than men (29% for people aged 16-44)²³. Hence, women are more likely to access the pharmacy for sexual health services. Potential road closures during construction might affect journeys between the medical facility and local residential area. Safe temporary road diversions should be provided during construction to ensure the user group is not disproportionately affected.

5.5 GENDER IDENTITY/TRANSGENDER

5.5.1. There is no clear evidence, data or rationale to consider that the scheme will have a disproportionate effect on these groups at this stage.

5.6 RACE

5.6.1. There is no clear evidence, data or rationale to consider that the scheme will have a disproportionate effect on these groups at this stage.

5.7 RELIGION AND BELIEF

5.7.1. There is no clear evidence, data or rationale to consider that the scheme will have a disproportionate effect on these groups at this stage.

5.7.2. St. Andrew's Church Banwell and Banwell Methodist Church are located within 1km of the scheme, it is anticipated that access to the churches will not be directly affected and that demolition will not be required. Hence, no disproportionate impact is predicted on those in any specific beliefs.

5.8 SEXUAL ORIENTATION

5.8.1. There is no clear evidence, data or rationale to consider that the scheme will have a disproportionate effect on these groups at this stage.

5.9 MARRIAGE AND CIVIL PARTNERSHIPS

5.9.1. There is no clear evidence, data or rationale to consider that the scheme will have a disproportionate effect on these groups at this stage.

5.10 DEPRIVATION

5.10.1. There are unlikely to be disproportionate impacts on poorer households during construction. However, potential temporary road diversions and bus stops relocation should ensure this user group is not disproportionately affected. There are likely to be benefits during operation. Banwell lies within North Somerset 023B LSOA and among the 40% most deprived neighbourhoods in the

²³ NatCen Social Research, (2013). National Survey of Sexual Attitudes and Lifestyles (Natsal-3). Available at: <https://www.natsal.ac.uk/sites/default/files/2020-11/natsal-3-reference-tables.pdf> (Last accessed: 18 February 2021).

country. Poorer households are much less likely to have access to a car²⁴, and therefore have an existing dependence on the walking and cycle network, for education, employment or access to facilities. The scheme has the potential to relieve through traffic in Banwell and provide a safer active travel network, which may benefit this user group during operation.

5.11 SUMMARY

5.11.1. On completion of the EqI Screening, it has been identified that key elements of the scheme which could disproportionately affect vulnerable groups are as follows:

- Construction considerations:
 - Pedestrian or community severance due to potential disruption caused by construction works;
 - Potential temporary disruption or diversion to key road networks;
 - Potential temporary changes to public transport facilities (i.e. bus stops);
 - Access to local services could be affected during construction; and
 - Noise, dust, light and environmental impacts associated with the scheme have the potential to impact on health and wellbeing of the local populations.
- Operation considerations:
 - Potential permanent changes to road safety within Banwell; and
 - Potential new footway and cycleway along the scheme.

5.11.2. There are no scheme and design considerations identified at this stage.

5.11.3. On the basis of the potential impacts that have been outlined above, the EqI Screening has identified that a full EqIA should be carried out along with the planning application for the following protected characteristic groups:

- Age;
- Disability;
- Gender / sex (including pregnancy and maternity); and
- Deprivation.

5.11.4. Actions proposed to be undertaken in the full EqIA are listed as follows (but not limited to):

- Where possible, undertake consultation with receptors groups to identify potential issues;
- If road networks are to be stopped up, ensure temporary road diversions would be in place to mitigate potential impact on women, and young people and their carers, and people with disabilities;
- If bus stops are to be temporarily disabled, ensure temporary relocation of bus stops to be provided to mitigate impact on women, young people, people with disabilities and their carers, and deprived population;
- Where applicable, ensure the measure of damping down of construction areas where necessary is included in the Construction Environmental Mitigation Plan (CEMP) to mitigate potential impact on people with long-term respiratory health illnesses;

²⁴ Office for National Statistics, (2011). Travel by vehicle availability, income, ethnic group, household type, mobility status and NS-SEC. Available at: <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access> (Last accessed: 18 February 2021).

- For Alignment 1, consult the Russets Care Home and Sandford Retirement Village to ensure noise impact on residents are minimised where possible. This is particularly important for the Russets Care Home as patients with dementia are more sensitive to noise;
- Ensure access remains open for emergency services, visitors and carers to Sandford Station Retirement Village and The Russets Care Home during construction;
- Design of the scheme should consider tactile paving, dropped kerbs and lighting, where appropriate. These design measures minimise the effects on people with limited mobility or cyclists, as well as improve safety along a potential footway and cycleway;
- Banwell Primary School, Banwell Buddies Pre-School, The Russets Care Home, Sanford Station Retirement Village, The Russets Care Home, Winscombe & Banwell Family Practice and Banwell Village Pharmacy should be noted as sensitive receptors within the Construction Traffic Management Plan and/or CEMP to be produced by the Principal Contractor. A Communication Plan should be developed by the Principal Contractor in collaboration with the Applicant, and implemented by the Principal Contractor to enable any construction measures to be communicated directly to these sensitive receptors; and
- The engagement team should consider a wide range of engagement and feedback process to capture comments from all protected groups where possible. These include webpage, public consultation events and by post.



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Bristol
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Appendix C

Appendix C

C.1 Equality Impact Assessment

C.1.1 Protected characteristics group representatives

C.1.1.1 The table below presents a list of representatives who were invited to attend the Equality Impact Assessment consultation workshops.

Factors	Group	Position
Age	Banwell Primary School	Chair of governors
		Headteacher
	Sandford Primary School	Chair of governors
	Summer Lane Park Homes	Management
	Sandford Station Retirement Village	Village Manager (lease properties)
Disability	Disability Access Group	Chair
Gender	Women	Parish Clerk
Deprivation	Lower income households	Parish Clerk

Appendix D



This questionnaire asks for your views on the Banwell Bypass plans as part of the schemes Equality Impact Assessment (EqIA). This assessment is being carried out alongside, but separate to the main consultation. The EqIA focusses on identifying how the scheme may impact (positively or negatively) on different demographics within Banwell and surrounding communities.

If possible, before completing the questionnaire please read the bypass consultation documents found in the **accompanying consultation pack**.

You can respond as an individual or on behalf of someone unable to fill out the questionnaire themselves.

We are asking for your views in the same way for each area:

- 1) if you have any thoughts about the plans, including whether you see any negative impacts on you or your family (or household) and, if so, if you have any suggestions for avoiding those negative consequences.

And

- 2) if we have missed anything that you think should be included.

Any free-text responses you provide could potentially be published if subject to a Freedom of Information request. Please only mention things you would be comfortable seeing in the public realm e.g. not identifying yourself or other individuals in your free-text responses.

If you have any questions about this consultation, contact us by [email](mailto:banwell.bypass@n-somerset.gov.uk) (banwell.bypass@n-somerset.gov.uk) or by phone on 01934 888 802 and reference that it is regarding the Equality Impact Assessment.

Your responses will be collected ????

Demographic Questions

1. Are you a current resident of any of the below locations?

Please select one from the list below:

Banwell

Winscombe

Locking

Sandford

Other: _____

2. What is your age?

Please select one from the list below:

Under 18

18-24

25-34

35-44

45-64

65+

3. Gender

Please select one from the list below:

Male

Female

Other

School children, their parent and or guardians

4. Are you a parent or legal guardian of child who attends pre-school or school?

If 'No' please go to question 8.

Yes

No

5. If you take your child/child under your care to school/pre-school, which mode of transport do you use?

Please select the mode of transport that you use most commonly.

If you do not take your child/child under your care please go to question 6.

Walk

Drive

Taxi

Bus

Cycle

I do not take my child/child under my care to school

Other: _____

6. If you do not take your child/child under your care to school/preschool, how do they travel?

Please select the mode of transport they use most commonly.

Walk

Drive

Taxi

Bus

Cycle

Other: _____

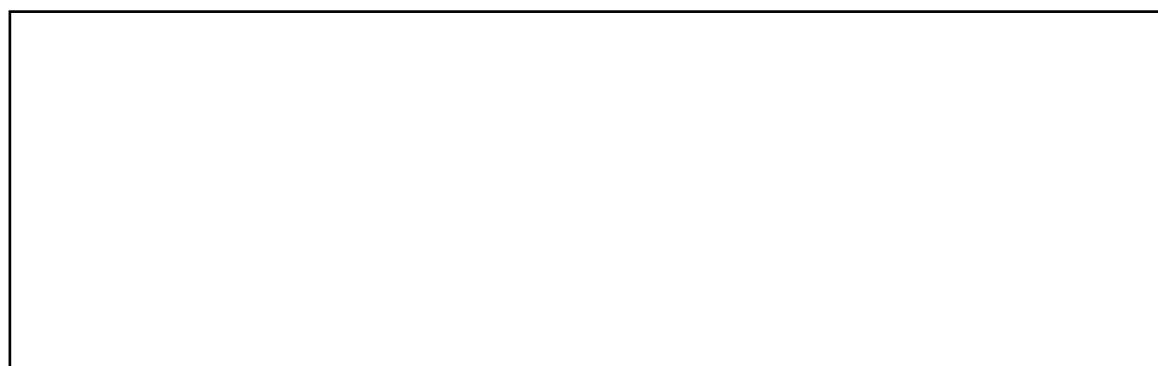
7. Do you feel that the journey to school/pre-school will be safer with less traffic flow through Banwell?

Yes

No

Please explain your answer:

e.g. If 'Yes' please explain how you think the journey will be safer.



8. Do you attend school or college and travel by yourself?

If 'No' please go to question 12.

Yes

No

9. How do you most commonly travel to school or college?

Please select the mode of transport they use most commonly.

Walk

Drive

Taxi

Bus

Cycle

Other: _____

10. With the addition of the bypass and associated improvements, do you think your safety on your journey will change?

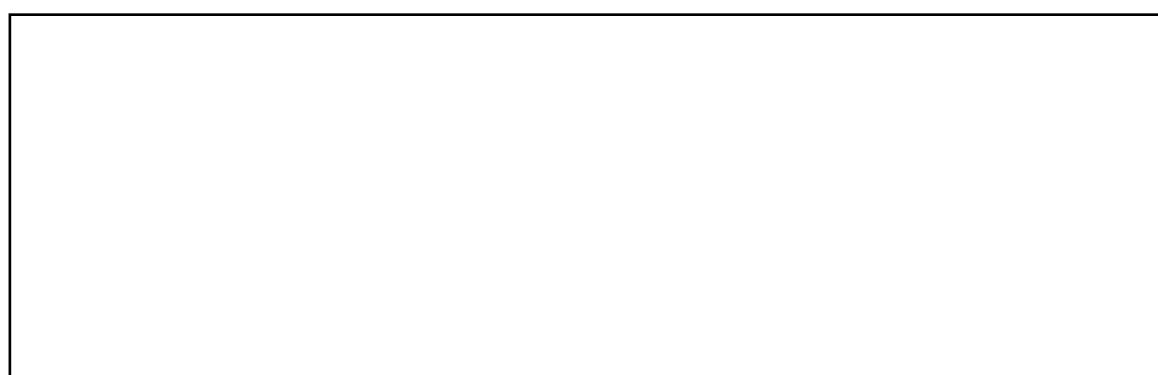
Made safer

Less safe

No change

Please explain your answer:

e.g. If you think your journey will be made safer, how and why?



11. With the addition of the bypass and associated improvements, do you think the ease of your journey will change?

Easier

More difficult

No change

Please explain your answer:

e.g. If you think your journey will be made easier, how and why?



Disability

12. Do you consider yourself to have a disability?

If 'No' please go to question 19.

Yes

No

13. Do you think there is currently adequate infrastructure (e.g. safe crossing points, safe routes to bus stops, appropriate paving, lighting etc) for disabled people in Banwell?

Yes

No

Don't know

If 'No', what is missing/could be improved?

14. Do you think there is currently adequate infrastructure (e.g. safe crossing points, safe routes to bus stops, appropriate paving, lighting etc) for disabled people in Winscombe?

Yes

No

Don't know

If 'No', what is missing/could be improved?

15. Do you think there is currently adequate infrastructure (e.g. safe crossing points, safe routes to bus stops, appropriate paving, lighting etc) for disabled people in Churchill?

Yes

No

Don't know

If 'No', what is missing/could be improved?

16. Do you think there is currently adequate infrastructure (e.g. safe crossing points, safe routes to bus stops, appropriate paving, lighting etc) for disabled people in Sandford?

Yes

No

Don't know

If 'No', what is missing/could be improved?

17. Are you concerned of any impact to your regular routine during the scheme's construction?

18. Are you concerned of any impact to your regular routine during the scheme's construction?

A large, empty rectangular box with a black border, designed to hold a written response to the question above.

Travel

19. When travelling for work, do you most commonly, drive, take public transport or active travel (walking/cycling etc.)?

If 'Not applicable' please go to question 22.

Drive

Public
transport

Active Travel

Not
applicable

Other: _____

20. With the addition of the bypass and associated improvements, do you think your safety on your journey will change?

Made safer

Less safe

No change

Please explain your answer:

e.g. If you think your journey will be made safer, how and why?



21. With the addition of the bypass and associated improvements, do you think the ease of your journey will change?

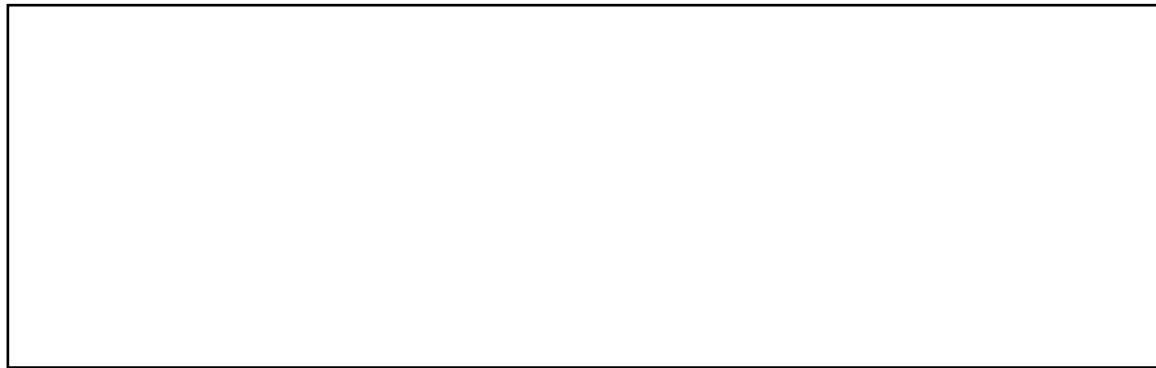
Easier

More difficult

No change

Please explain your answer:

e.g. If you think your journey will be made easier, how and why?



22. When travelling for a health appointment (e.g. hospital, dentist etc.), do you most commonly, drive, take public transport or active travel (walking/cycling etc.)?

If 'Not applicable' please go to question 25.

Drive

Public
transport

Active Travel

Not
applicable

Other: _____

23. With the addition of the bypass and associated improvements, do you think your safety on your journey will change?

Made safer

Less safe

No change

Please explain your answer:

e.g. If you think your journey will be made safer, how and why?



24. With the addition of the bypass and associated improvements, do you think the ease of your journey will change?

Easier

More difficult

No change

Please explain your answer:

e.g. If you think your journey will be made easier, how and why?



25. When travelling for shopping or leisure, do you usually, drive, take public transport or active travel (walking/cycling etc.)?

If 'Not applicable' please go to question 28.

Drive

Public
transport

Active Travel

Not
applicable

Other:

26. With the addition of the bypass and associated improvements, do you think your safety on your journey will change?

Made safer

Less safe

No change

Please explain your answer:

e.g. If you think your journey will be made safer, how and why?



27. With the addition of the bypass and associated improvements, do you think the ease of your journey will change?

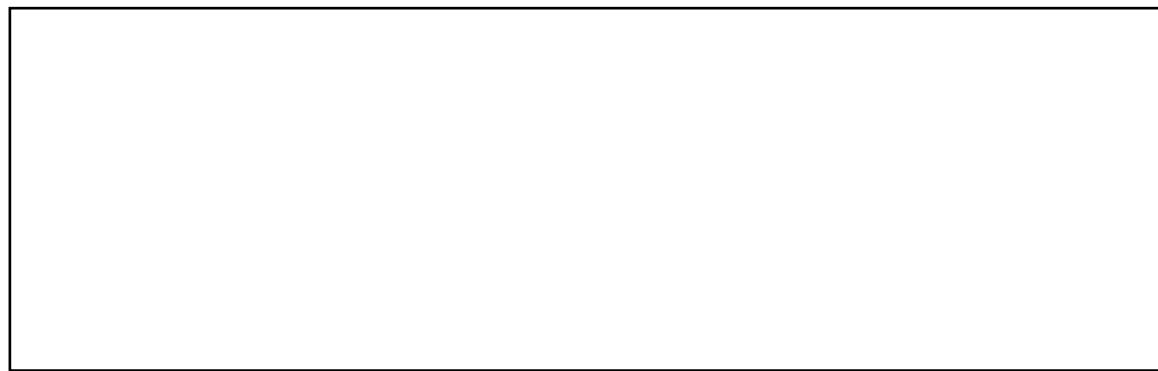
Easier

More difficult

No change

Please explain your answer:

e.g. If you think your journey will be made easier, how and why?



Scheme Impacts

Disproportionate Impacts

28. Do you feel that you will be disproportionately affected by the bypass and associated improvements (either positively or negatively) as a result of your current circumstances (e.g. Age, gender, disability, household income) compared to other demographics?

Please tick all that apply.

<input type="checkbox"/> Age	<input type="checkbox"/> Gender	<input type="checkbox"/> Disability
<input type="checkbox"/> Lower income household	<input type="checkbox"/> None of the above	

Please describe how you think you will be disproportionately affected (positively or negatively) by the bypass during its construction (if at all):

Please describe how you think you will be disproportionately affected (positively or negatively) by the bypass during its operation (if at all):

Banwell

29. How, if at all, do you think the accessibility and use of facilities in Banwell will change for you during the following (if this is not relevant to you, please answer N.A.):

a. The construction of the bypass

A large, empty rectangular box with a black border, designed for handwritten responses to the question about the construction of the bypass.

b. The operation of the bypass

A large, empty rectangular box with a black border, designed for handwritten responses to the question about the operation of the bypass.

Winscombe

30. How, if at all, do you think the accessibility and use of facilities in Winscombe will change for you during the following (if this is not relevant to you, please answer N.A.):

a. The construction of the bypass

b. The operation of the bypass

Churchill

31. How, if at all, do you think the accessibility and use of facilities in Churchill will change for you during the following (if this is not relevant to you, please answer N.A.):

a. The construction of the bypass

b. The operation of the bypass

Sandford

32. How, if at all, do you think the accessibility and use of facilities in Sandford will change for you during the following (if this is not relevant to you, please answer N.A.):

a. The construction of the bypass

b. The operation of the bypass

Additional Comments

33. Any additional comments?

You're all done!

Thank you for completing this Equality Impact Assessment Questionnaire!

Appendix E

Please explain your answer	If you do not take your child/child under your care to school/preschool, how do they travel?	Other - If you do not take your child/child under your care to school/preschool, how do they travel?	Do you feel that the journey to school/pre-school will be safer with less traffic flow through Banwell?	Please explain your answer	Do you attend school or college and travel by yourself?
					No
					No
Banwell has been a nightmare during school run for the entirety of my child's attendance at Churchill School. It is a daily gamble with my car's wing mirrors to get through the narrow bits. The bypass will be wide enough for vehicles to go in both directions at once.					No

						Disability
How do you most commonly travel to school or college?	Other - How do you most commonly travel to school or college?	With the addition of the bypass and associated improvements, do you think your safety on your journey will change?	Please explain your answer	With the addition of the bypass and associated improvements, do you think the ease of your journey will change?	Please explain your answer	Do you consider yourself to have a disability?
						Yes
						No
						No

Do you think there is currently adequate infrastructure (e.g. safe crossing points, safe routes to bus stops, appropriate paving, lighting etc) for disabled people in Banwell?	If no, what is missing/could be improved?	Do you think there is currently adequate infrastructure (e.g. safe crossing points, safe routes to bus stops, appropriate paving, lighting etc) for disabled people in Winscombe?	If no, what is missing/could be improved?	Do you think there is currently adequate infrastructure (e.g. safe crossing points, safe routes to bus stops, appropriate paving, lighting etc) for disabled people in Churchill?
No	The roads are far to busy. There isn't enough dropped kerbs/tactile crossing points. The CO-OP payed to have some installed around them. I would one the main road through banwell at Weat atreet, and make the High str one way in the opposite direction.	No	Better traffic management on both right hand 90 degree bends that make a blind spot, making it hard to see if I can cross. The pedestrian bottle neck under the bridge and narrow paving at shop fronts	No

If no, what is missing/could be improved?	Do you think there is currently adequate infrastructure (e.g. safe crossing points, safe routes to bus stops, appropriate paving, lighting etc) for disabled people in Sandford?	If no, what is missing/could be improved?	Are you concerned of any impact to your regular routine during the scheme's construction?	Are you concerned of any impact to your regular routine during the scheme's operation?
Its a dark narrow paving with vehicles travelling quite fast along the main road. Maybe a pelican crossing would be useful do not know the back streets of churchill	No	As long as there is dropped kerb and tactile crossing points. Better traffic management. It a wider road here so maybe better seperate cycleway here.	Its pandemonium in banwell now, so dont see the roads wwork making any difference. In fact if you work the temporary traffic lights well, you may be able to slow dpwn and better control the flow of traffic through Banwell, making for better traffic flow	No

Travel				
When travelling for work, do you most commonly, drive, take public transport or active travel (walking/cycling etc.)?	Other - When travelling for work, do you most commonly, drive, take public transport or active travel (walking/cycling etc.)?	With the addition of the bypass and associated improvements, do you think your safety on your journey will change?	Please explain your answer	With the addition of the bypass and associated improvements, do you think the ease of your journey will change?
other	I dont imagine that any one cycles through Banwell, its a danger zone. It not easy to be a pedestrian in banwell			
Drive		No change		Easier
Drive		Made safer	The road through Banwell is too narrow for cars to pass safely and the congestion results in other drivers taking risks that all too often result in broken wing mirrors or scratches or worse.	Easier

Please explain your answer	When travelling for a health appointment (e.g. hospital, dentist etc.), do you most commonly, drive, take public transport or active travel (walking/cycling etc.)?	Other - When travelling for a health appointment (e.g. hospital, dentist etc.), do you most commonly, drive, take public transport or active travel (walking/cycling etc.)?	With the addition of the bypass and associated improvements, do you think your safety on your journey will change?	Please explain your answer
	Drive		Made safer	Although, I surprised that NSC didnt take this opportunity to plan to extend the by pass all the way pass Sandford and Churchill to the A38. Therefore dealing with bottlenecks being moved on to Sandford, and the poorer quality of the main road at Churchill. This would have made this villages much nicer places to live and visit.
The journey will become easier because at present I have no delays whilst travelling from Clevedon to Wolverishill Road, but then spend as much as ten minutes covering the last 200m from the Wolverishill Road junction with West Street to the school. At a little before 8am, the road is always full and the Churchill coach needs to reverse into the car park in the middle of the traffic.	Not applicable			
Less congestion, less risk of idiots driving at me.	Drive		Made safer	I often have to go to Winscombe from Hutton for access to the doctors, so have to go through the narrow bit. I still will after the bypass is opened, but there should be less traffic and far fewer wide vehicles.

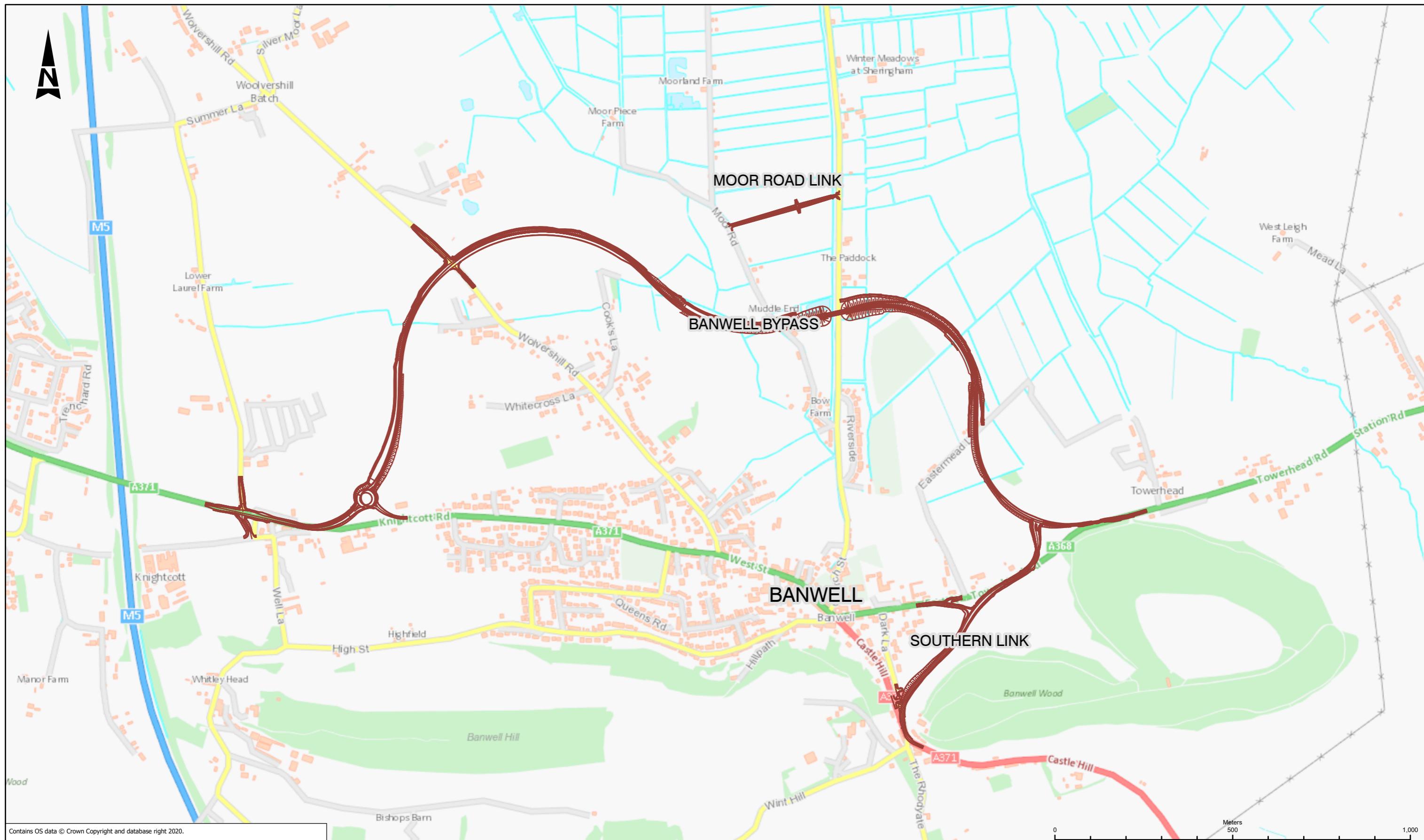
With the addition of the bypass and associated improvements, do you think the ease of your journey will change?	Please explain your answer	When travelling for shopping or leisure, do you usually, drive, take public transport or active travel (walking/cycling etc.)?	Other - When travelling for shopping or leisure, do you usually, drive, take public transport or active travel (walking/cycling etc.)?	With the addition of the bypass and associated improvements, do you think your safety on your journey will change?
Easier	By car it can take 30 minutes to get through Banwell this is going to massively improvement on that. By bike, it opens Banwell up to be a pleasant ride though. Or with the cycleway next to the bypass, an easy ride around Banwell, although the crossing points need to be safe and well designed.	other	Hopefully with Banwell being a quieter place shops and businesses will reopen on the current main road	
		Not applicable		
Easier	Less congestion.	Drive		Made safer

			Scheme Impacts	
Please explain your answer	With the addition of the bypass and associated improvements, do you think the ease of your journey will change?	Please explain your answer	Do you feel that you will be disproportionately affected by the bypass and associated improvements (either positively or negatively) as a result of your current circumstances (e.g. Age, gender, disability, household income) compared to other demographics?	Please describe how you think you will be disproportionately affected (positively or negatively) by the bypass during its construction (if at all).
			Age,Gender,Disability_,Lower_income_household	All positive, as long as public transport still goes to Banwell regularly
			None_of_the_above	
Less congestion, less aggro in Banwell	Easier	Less congestion, less aggro in Banwell	None_of_the_above	

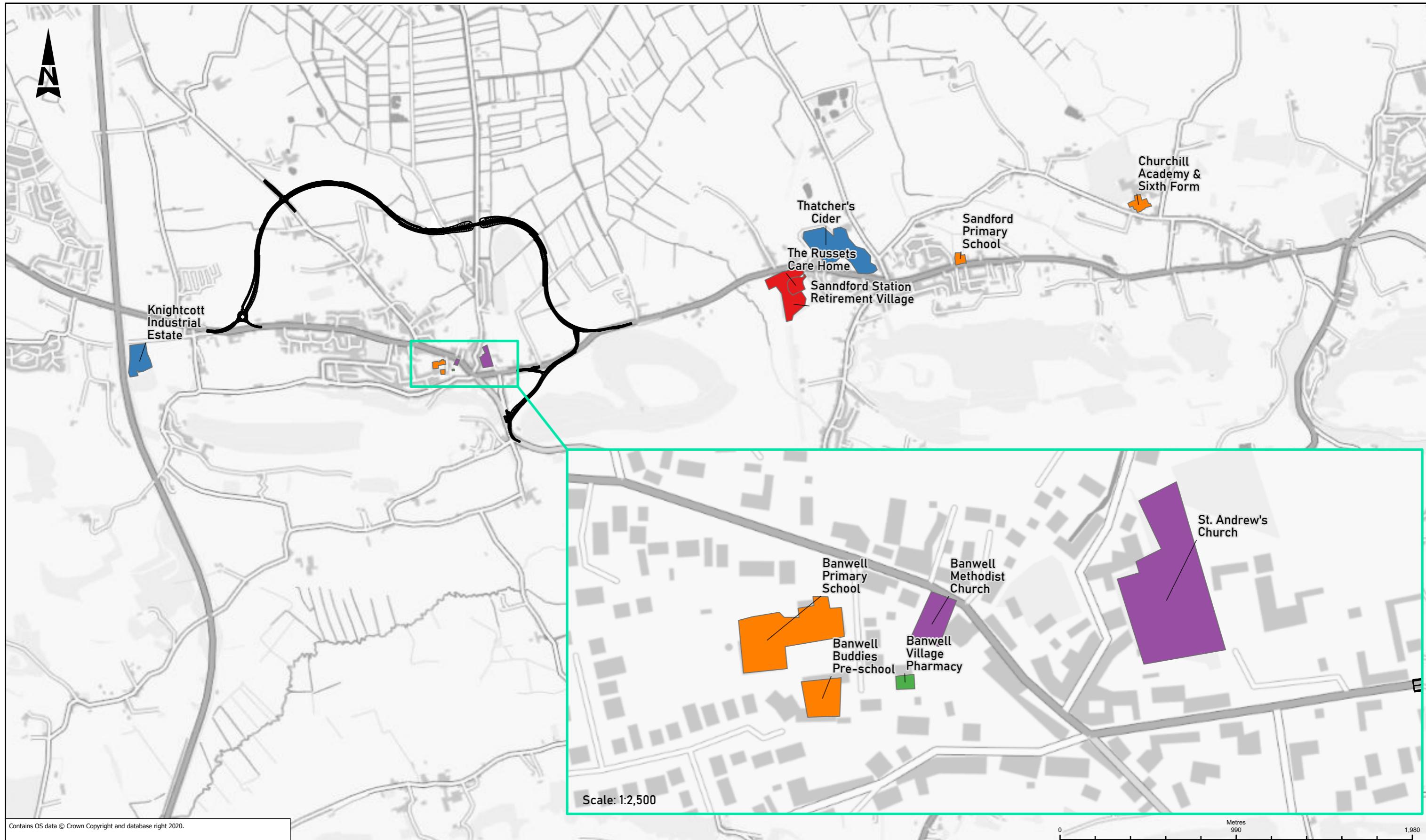
	Banwell		Winscombe	
Please describe how you think you will be disproportionately affected (positively or negatively) by the bypass during its operation (if at all).	a.The construction of the bypass	b.The operational phase of the bypass	a.The construction of the bypass	b.The operational phase of the bypass
Apart from junctions being built on the existing road system, and your workers going for lunch in sandford. I see no negative issues. As long as your temporary bus stops have good paving and crossing point so that users can get to them. and raised bus entrances and shelters with seating, so that elderly and disabled bus users can rest and not get wet.	Not at all. its still a place to be avoided	It may be nice to visit and explore.	I dont think your by pass goes close enough to Winscombe to make a difference	Winscombe may be nicer and alot easier to get to once the bottleneck at banwell is gone
	I travel to Banwell every day from Clevedon. I am hoping that the construction will be phased in a way that does not have a significant impact on how I travel to the school. If there were significant diversions, or roads removed before others have been built, I am aware that the impact on my journey to work could be significant.	I teach in Banwell Primary School. The bypass will make my journey to work easier. The reduction in traffic and associated improvements outside of the school will make the children safer and enable us to use the front of school area in a way that has not been the case for a generation.	N/a	N/a
	Some extra congestion to be expected, but probably not any more than is usual around the central part of Banwell, so I'm not expecting total journey time to change much.	I'm expecting far less congestion, and even when it is busy there should be far less aggravation and stress since the bypass will be wide enough for all vehicles to pass	N.A.	N.A.

				Additional Comments
Churchill		Sandford		
a.The construction of the bypass	b.The operational phase of the bypass	a.The construction of the bypass	b.The operational phase of the bypass	Any additional comments?
No difference	Im not sure there is anything in Churchill for me to visit	Still the bottleneck at Banwell	I will visit sandford more for the strawberry line and restaurants	When planning always think how would an elderly person access this, how would a parent with pushchair access this, how would this work for blind person, can a wheelchair user access this. Dont always think whats good for cars.
N/a	N/a	N/a	N/a	
N.A.	N.A.	N.A.	N.A.	Please please please build the damn thing.

Appendix F



LEGEND		SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION		Suitability		Project Title	
Banwell Bypass		IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE IN THE DESIGN HAZARD LOG)		S4 FOR PLANNING		BANWELL BYPASS AND HIGHWAYS IMPROVEMENTS	
REF NO.	NONE	CONSTRUCTION				GRIFITHS	Drawing Title
REF NO.	NONE	MAINTENANCE / CLEANING				civil engineering and construction	FIGURE 1 SCHEME LOCATION
REF NO.	NONE	USE				ARUP	
P02	30/06/22	Moor Road Update	TLW	JW	TE	TACP	Scale 1:10,000
P01	23/06/22	Bypass Location	TLW	JW	TE		By TLW
REF NO.	NONE	DECOMMISSIONING / DEMOLITION	Rev.	Date	Description	Client	Checked JW
						North Somerset COUNCIL	Approved TE
							Authorised RW
						Original Size A3	Date 29/06/2022
						Drawing Number Project BNWLBP	Date 29/06/2022
						Originator TACP	Date 30/06/2022
						Volume EGN	Date 30/06/2022
						Location X_BB_Z	Revision P02
						Type DR	
						Role LE	
						Number 000011	



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Metres
990 1,980

LEGEND

— Scheme Alignment

Sensitive Receptors

Care Homes

Employment (large scale employment areas)

Medical Facilities

Places of Worship

**SAFETY, HEALTH AND ENVIRONMENTAL
INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS (REFERENCE SHALL ALSO BE MADE IN THE DESIGN HAZARD LOG)

CONSTRUCTION
REF NO. NONE

Table 1. Summary of the main characteristics of the four groups of patients.

MAINTENANCE / CLEANING	
REF NO.	NONE

11. *What is the primary purpose of the following statement?*

REF NO.	NONE
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11. *What is the primary purpose of the following statement?*

DECOMMISSIONING / DEMOLITION	
REF. NO.	NONE

The image shows the logos of the project partners arranged in a grid. The top row contains the GRIFFITHS logo (a red rectangle with white text) and the TACP logo (a teal rectangle with a white circle and text). The bottom row contains the ARUP logo (large red text) and the North Somerset Council logo (a stylized torch icon next to the text 'North Somerset COUNCIL').

Project Title	BANWELL BYPASS AND HIGHWAYS IMPROVEMENTS				
Drawing Title	FIGURE 2 SENSITIVE RECEPTORS EQUALITY IMPACT ASSESSMENT				
Scale 1:20,000	By TLW	Checked JW	Approved TE	Authorised RW	
Original Size A3	Date 13/06/2022	Date 29/06/2022	Date 30/06/2022	Date 30/06/2022	
Drawing Number	Project BNWLBP	Originator TACP	Volume EGN	Revision P01	
	XXXX	- DR	- LE	- 000001	