

Diversity Impact Assessment

Name of policy, programme or project **Osney Lane Footbridge**
Great Western Route Modernisation

Name: _____ Your job title/position: _____

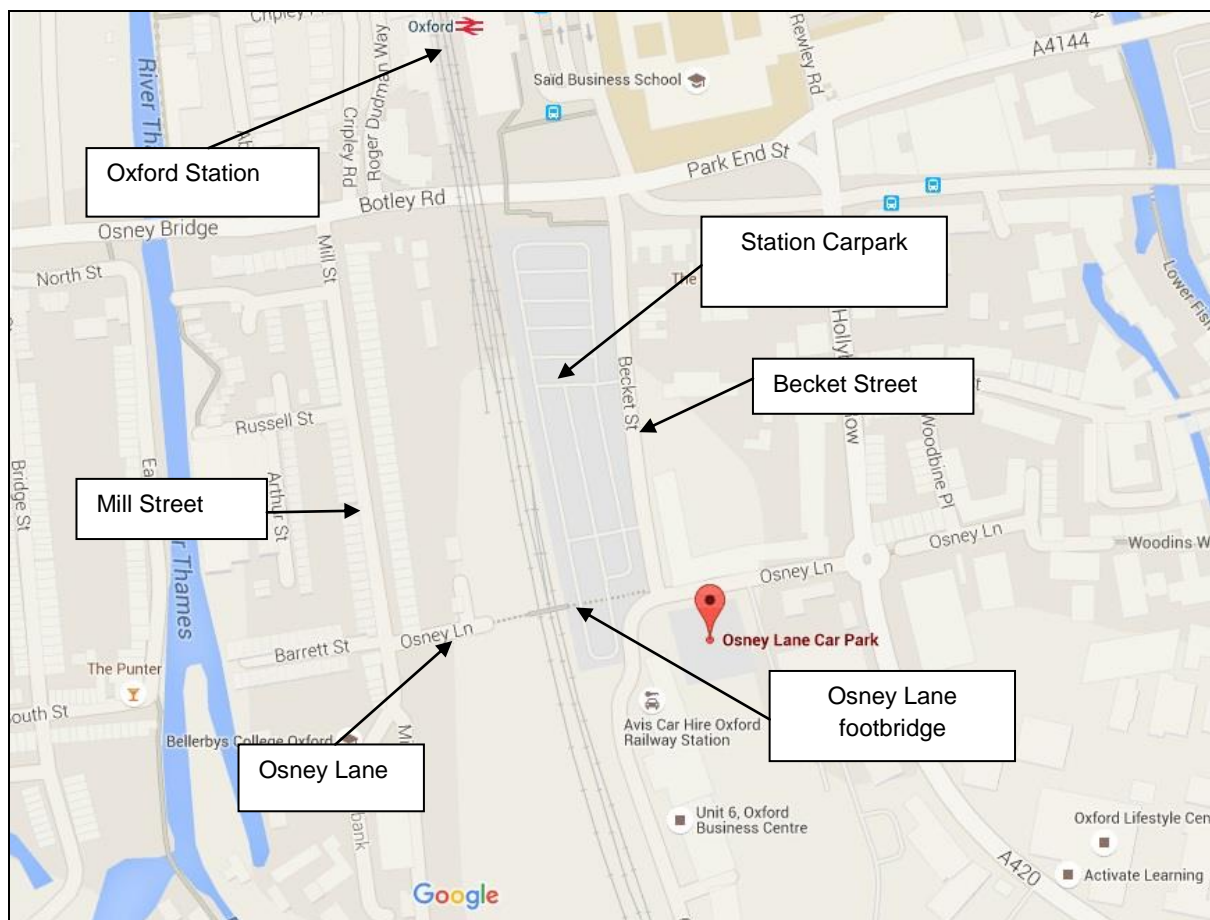
Department: **Infrastructure Projects** Date: **May 2016**

Diversity Impact Assessments (DIA) are the method used by Network Rail to clearly demonstrate that we have paid due regard to our duties within the Equality Act 2010. The DIA is a tool that helps NR confirm that our policies and the way we design, build and operate will work for everyone.

*Completed Diversity Impact assessments must be copied to the **Access and Inclusion Manager** DiversityandInclusion@networkrail.co.uk*

Introduction

The Great Western Electrification Project is electrifying the Great Western route between Maidenhead, Reading, Bristol and South Wales. The route to Bristol, including Newbury and Oxford, is programmed for completion by 2016, with the route to Cardiff electrified by 2017. As a result, a number of existing structures such as bridges and tunnels need to be altered or replaced to provide sufficient clearance to accommodate the overhead electrification wires.



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Osney Lane Footbridge crosses the railway south of Oxford railway station. The existing bridge is a four span standard Network Rail design footbridge supported by steel trestles. Three of these span to the east of the railway lines over the full extent of the station car park (leased to the train operator from Network Rail) and the most westerly span crosses over the railway. It does not link directly with the car park. Pedestrian access on both sides is by stairs only.

The route leading to and over the footbridge does not directly link to any specific amenities on both sides of Osney Lane and is not recorded as a Public Right of Way. However, the footbridge can be used as shortcut to reach either Becket Street or Mill Street via Osney Lane

The footbridge is included within the Oxford Station Master Plan, which sets out the future plans to develop Oxford Station and the surrounding area, and includes a scheme to expand from two to four tracks. The footbridge currently does not enable those with mobility impairments to use the footbridge to cross over the railway line.

Step 1: Clarifying Aims

Q1. What are the aims of this project/piece of work?

The aim of this project is to raise the footbridge to provide sufficient clearance for the planned electrification works and Overhead Line Equipment (OLE). The existing headroom clearance is 4780mm. A full deck reconstruction will provide a minimum clearance of 5600mm. The bridge will also align with the Oxford Station development and the future 4-track schemes.

Q2. Could this work impact on people? If yes, explain how.

The route via Osney Lane footbridge is not a Public Right of Way (PRoW) but provides pedestrian access over the railway.

The increase in height will have an impact on the current access for users including protected user groups (expectant mothers, parents with pushchairs/children, older/young people and disabled people).

Oxford City Council have stated that developments should enhance the benefits for pedestrians and cyclists, creating better movement between the site and the heart of the City Centre.

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Site Environment/Ecology

The structure is not located in or near a Conservation area or in a Site of Special Scientific Interest (SSSI). The site is however located within a Nitrate Vulnerable Zone.

Flood Risk

According to the Environment Agency's flood risk map Osney Lane footbridge is in or in close proximity of a flood zone 2.



Figure 2.2: Flood Risk map

Details of Constraints

The reconstruction of a new footbridge over the railway connecting Osney Lane has a number of constraints to be addressed if improvements are to be achieved that will provide better access for those who have a protected characteristic.

- Oxford Station main car park to the east of the railway is accessed from Becket Street, which is leased to Great Western Railway (GWR) and is open 24 hours 7 days a week. There are 530 carpark spaces and parking is free for valid blue badge holders.



Figure 2.3: Oxford Station Carpark and the footbridge over the carpark

- The current footbridge is in close proximity of residential housing to the west and opposite flats to the east. Consideration will have to be given to lineside neighbours during the construction.
- There is a limited amount of land owned by NR on either side of the railway, which is a key issue if a ramped design is considered.
- The location of the footbridge is outside of the station, and so security could be an issue if

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a lift is considered.

- During reconstruction the footbridge will be closed and an alternative route will be required for pedestrians who normally used the footbridge to cross the railway at this point.

General Works Information

A study was undertaken in 2014 to produce options for the reconstruction of Osney Lane footbridge. These initial proposals looked at ways to raise the bridge deck to meet the new minimum height requirement and improve on the access over the railway for those with a protected characteristic.

Option 1 looked at raising the current bridge deck over the railway and carpark to the revised soffit height of 5.6m with raised parapets. This option would require new staircases with an increase in the number of steps to the bridge deck.

Technically this would be the most cost effective option and the easiest to construct if the existing abutments/ piers can take the extra load. There is however doubt that the existing abutments/ piers can take the extra loading which could potentially increase costs. This option does not take into account future planned works which would therefore require further intervention.

Overall it would have the least amount of disruption during construction time.

The impact of raising the current bridge deck and constructing new staircases would continue to have a direct effect on some of the people with a protected characteristic. This option would require more consideration if taken forward.

Option 2 looked at reconstructing the current bridge deck over the railway to the revised rail height of 5.6m with raised parapets, a ramped connection to the existing bridge deck on the east and amended stairs to the west side.

Including a ramp to just the east of the bridge deck would not address all the issues for people with a protected characteristic with mobility impairments relating to steps. The problem of the stairs on the west would continue to be an issue. There are residential buildings on the west which limit the space available to construct a ramp from the bridge deck. Having a ramp on one side would not necessarily be a practical solution for alleviating the current issues of mobility that the current footbridge presents.

Option 3 considers not replacing the footbridge at all and removing it completely. As the route over the footbridge is not a PRoW it could be reasonable to look at developing an alternative route to reach either Mill Street or Becket Street via Osney Lane. This option may be the most inclusive if improvements are made to existing highways that provide a step free safe route.

Botley Road to the north is within reasonable walking distance from the main carpark on Becket Street and is also adjacent to Mill Street. Directing people to use this route as an alternative to using the stepped footbridge would minimise the impacts that are presented by options 1 and 2.

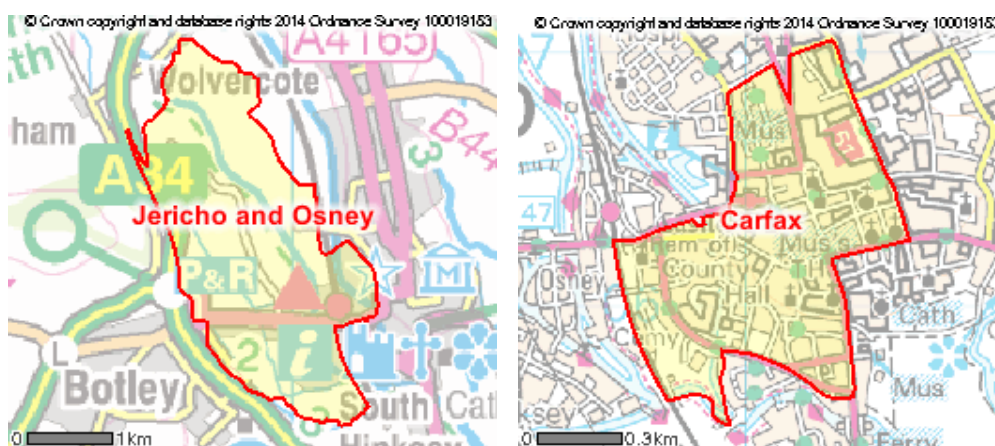
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Step 2: The Evidence Base

Q3. Summarise what data we have about the diversity of the people potentially impacted by this work and any research on the issues effecting their inclusion.

Research on the community demographics has been undertaken in order to gain a high level understanding of the area. Neighborhood Statistics records all the people usually resident in the area at the time of the 2011 Census with a health problem or disability that had lasted, or was expected to last, at least 12 months, and limited daily activities a lot. This includes problems related to general health and age.

Osney Lane in Oxford is in the South East region of England. Carfax, Jericho and Osney ward/electoral division in Oxford contain postcodes beginning with the following: OX1 and OX2 postcodes which Osney Lane Footbridge is located near to.



People with Long-Term Health Problem or Disability, 2011	Jericho & Osney	Carfax	Oxford (Non-Metropolitan District)	South East
Total number of All Usual Residents (Persons)	6,820	6,361	151,906	8,634,750
Total number of people whose day to day activities are limited a lot	286	178	8,139	593,643
Total number of people whose day to day activities are limited a little	422	334	10,712	762,561
Total number of people whose day to day activities are Not limited	6,112	5,849	133,055	7,278,546

Age structure of all Usual Residents (Persons)	Jericho & Osney	Carfax	Oxford (Non-Metropolitan District)	South East
Total number of All Usual Residents (Persons)	6,820	6,361	151,906	8,634,750
Total number aged 0-4	322	63	9,251	534,235
Total number aged 65 and over	620	195	16,640	217,207

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Religion, 2011	Jericho & Osney	Carfax	Oxford (Non-Metropolitan District)	South East
Total number of All Usual Residents (Persons)	6,820	6,361	151,906	8,634,750
Christian (Persons)	2,735	2,317	72,924	5,160,128
Buddhist (Persons)	108	91	1,431	43,946
Hindu (Persons)	66	98	2,044	806,199
Jewish (Persons)	66	119	1,072	17,761
Muslim (Persons)	357	231	10,320	201,651
Sikh (Persons)	10	23	434	54,941
Other Religion (Persons)	41	37	796	39,672
No Religion (Persons)	2,764	2,824	50,274	2,388,286
Religion Not Stated (Persons)	673	621	12,611	635,866

Ethnic Group, 2011	Jericho & Osney	Carfax	Oxford (Non-Metropolitan District)	South East
Total number of All Usual Residents (Persons)	6,820	6,361	151,906	8,634,750
White	5,646	4,994	117,957	7,827,820
Mixed Ethnicity	222	245	6,035	167,764
Indian	132	185	4,449	152,132
Pakistani	150	66	4,825	99,246
Bangladeshi	64	51	1,791	27,951
Chinese	200	403	3,559	53,061
Other Asian	161	168	4,203	119,652
Black African	85	97	4,456	87,345
Black Caribbean	23	31	1,874	34,225
Black British	18	7	698	14,443
Other	119	114	2,059	51,111

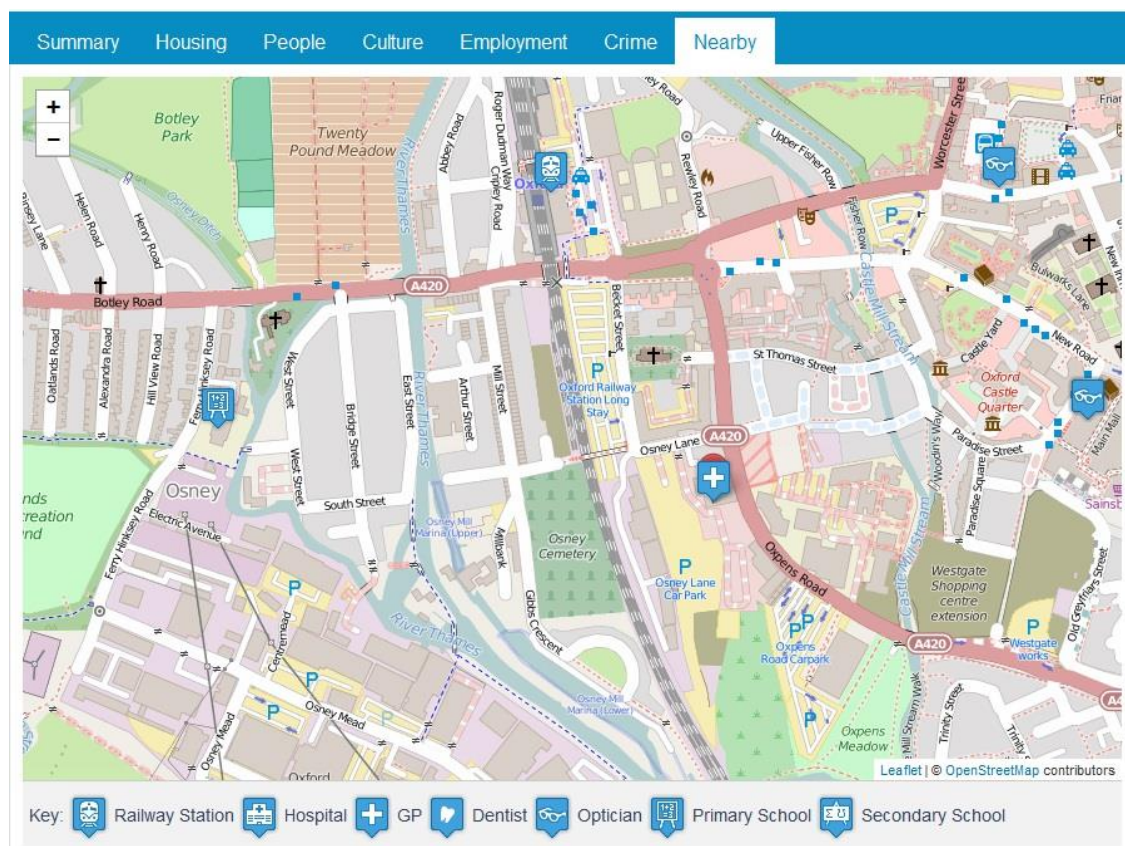
Oxford University Hospitals NHS Trust

In 2013-14 there were 8,257 births. This is a decrease of 4.4% when compared to the previous year where there were 8,640 births.

Area of usual residence	All conceptions 2013	All conceptions 2012	All conceptions 2011
Oxfordshire	9,357	9,508	9,789
South East	126,089		

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What's nearby?



There are a number of services located near to Osney Lane OX1 1RZ on either side of the railway line and Oxford Railway Station main carpark.

- The nearest Primary School is West Oxford Community Primary School, which is approximately 730 yards away to the west of Osney Lane.
- The nearest Doctor's Surgeries/GP Practices is Luther Street Medical Centre, approximately 140 yards away.
- The nearest dentist is Oasis Dental Care Ltd. (Oxford), approximately 580 yards away.
- The nearest Opticians are Specsavers, approximately 410 yards away.

There are 2 churches on Becket Street The Parish Church of Saint Thomas the Martyr and Saint John Cassian Parish. There are no Mosques east or west within walking distance of Osney Lane. The nearest post office to Osney Lane is 0.7 miles (1126 metres) which can be reached via Botley Road.

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Step 3: Impact

Q4. Given the evidence listed at step 2, what potentially negative impact could this work have on people who share protected characteristics?		
Protected Characteristic	Y/N	Explain the potential impact
Disability	Y	<p>Option 1: This would continue to disadvantage users with disability issues who are unable to use the steps, and would have negative impact on those who already have difficulty using the steps, due to the increased number required.</p> <p>Option 2: Would also have a continued negative impact on disabled people due to the retained stairs on the west of the bridge deck; any disabled people who used the ramped side of the footbridge would still have difficulties when trying to egress on the west of the footbridge.</p> <p>Option 3: Removing the footbridge and enhancing the alternative route (via Botley Road) would have the least impact on disabled people who are unable to use a stepped or ramped bridge. All users would use the same route. The total distance may not be considered unreasonable if improvements were made to the footways.</p>
Age	Y	<p>Option 1: Would continue to have an impact on young and older persons who may find climbing an increased number of steps difficult.</p> <p>Option 2: Would continue to have an impact on young and older persons where the increased number of stairs on the west of the bridge deck may create further difficulties; those using the ramped side of the footbridge would continue to have difficulties when trying to egress on the west of the footbridge.</p> <p>Option 3: Although people would divert away from the current footbridge, the route would be step free. The total distance may not be considered unreasonable if improvements were made to the footways.</p>
Pregnancy /maternity	Y	<p>Option 1: Would continue to have an impact on people who are pregnant or who have very young children (eg in pushchairs) who may find climbing an increased number of steps difficult.</p> <p>Option 2: Would continue to have an impact on these individuals where the increased number of stairs on the west of the bridge deck may create further difficulties; those using the ramped side of the footbridge would continue to have difficulties when trying to egress on the west of the footbridge.</p> <p>Option 3: Although people would divert away from the current footbridge, the route would be step free. The total distance may not be considered unreasonable if improvements were made to the footways.</p>
Race	N	No differential impact on people with this protected characteristic
Religion or belief	N	No differential impact on people with this protected characteristic

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Gender	Y	All the options being considered would need to consider adequate lighting to promote a safe and secure route for members of a particular gender.
Sexual orientation	N	No differential impact on people with this protected characteristic
Marriage/Civil Partnership	N	No differential impact on people with this protected characteristic
Gender reassignment	N	No differential impact on people with this protected characteristic

Q5. What extra will you do to have a positive impact on diversity and inclusion?

Further consideration

The route via Osney Lane footbridge is not a Public Right of Way (PRoW) and it does not directly lead to any local amenities.

The main issues with the current footbridge are the steps to either side of the bridge deck. Increasing the height would add additional steps on both sides which would have a direct impact on people who find climbing steps an issue. The car park that the current footbridge crosses has an impact on the designs being considered. Great Western Railways (GWR) currently leases the car park, and discussions with them have concluded that replacing or adding a ramp on the east of the footbridge would result in the loss of a number of parking spaces within the car park. This may also alter the safe walking route pedestrians use within the car park, creating the potential for more conflict between pedestrians and vehicles.

Oxfordshire County Council and Oxford City Council were consulted on the previous designs of the footbridge. They have both indicated that it would not necessarily be unreasonable to look at alternative options for improving access across the railway via the existing highway network, if this could also include provision for cyclists, as one of the key concerns is the potential for conflict between increased numbers of pedestrians and the current levels of cycle usage, in particular where there are shared-use footways.

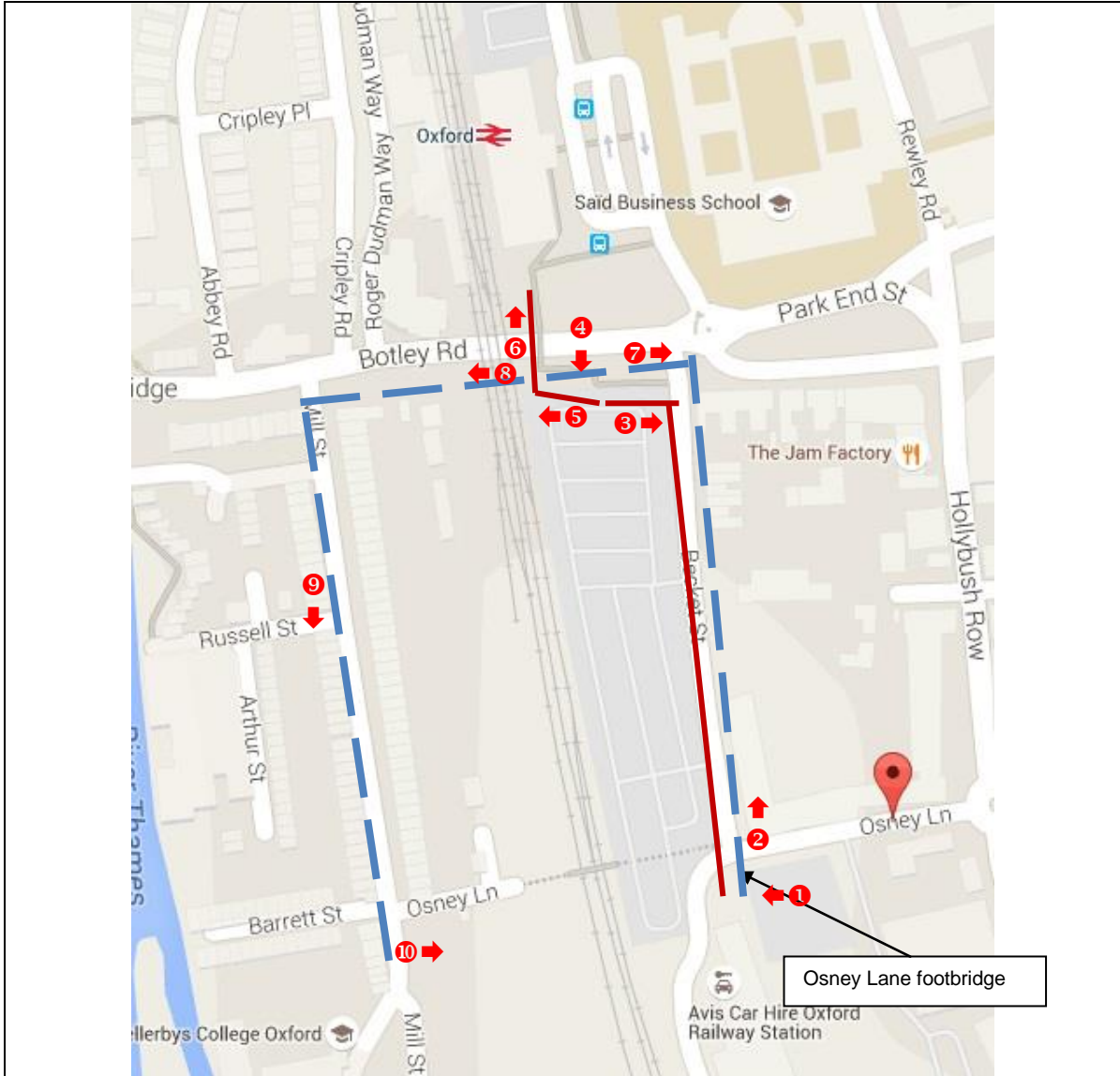
Further consultation with members of the Built Environment Access Panel (BEAP) also recommended exploring alternative routes that with improvements could better meet the needs of those people who shared a protected characteristic and are directly affected by the stepped, or ramped, footbridge.

The alternative route considered would divert people towards Botley Road, to the north of Osney Lane. The length from one side of the railway to the other using this route is approximately 644 metres in total, from the existing points of access to the bridge on either side.

This route is shown on the map below, and the photographs that follow are taken at the locations indicated on the map by the numbered symbols, eg ①➔ ②⬇️, with the arrow indicating the direction in which the photo was taken.

- Starting at the junction of Osney Lane and Becket Street walk north along Becket Street
- Turn left heading west on A420 Botley Road (161 metres)
- Turn left on to Mill Street (157 metres)
- Arrive at Mill Street at the junction of Osney Lane (161 metres)

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KEY: Walking Route Cycle Route



Photo 1: Eastern end of Osney Lane Footbridge at Beckett Street junction

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Starting from the eastern end of the footbridge, the existing stairs join the footpath at the entrance to the station carpark, at the junction with Beckett Street. The footway on the western side of the road is initially narrow, but widens within approximately 30m, at which point it becomes a designated bi-directional cycle path, taking the full width of the pavement, for almost the full length of Beckett Street.



Photo 2: Cycle lanes on Beckett Street

The BEAP commented on the fact that although the pavement width would be wide enough to accommodate a wheelchair, there is the additional risk from cyclists to consider. The opposite footway does not have a designated cycle path, but residential properties face onto the footpath along most of the road, which would limit the possibility for cycle use. The option of relocating the cycle lane to the carriageway could be considered, as there are currently double yellow lines the full length of the road to prevent parking. As a minimum, dropped kerbs would facilitate crossing the road to the pedestrian only footpath. Lighting levels could be also assessed, particularly in the areas with large trees.

The northern end of Becket Street joins the A420 Botley Road opposite Oxford Station. Just before the junction of Becket Street and Botley Road, the cycle paths turn onto a segregated shared use path for cyclists and pedestrians that runs over a dedicated bridge above Botley Road, directly into the station forecourt area. There is also a stepped link onto this route directly from the footway on Botley Road. This route provides both pedestrians and cyclists a safe route to cross over the busy main road into Oxford Station.

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Photo 3: Shared path, looking towards Beckett Street



Photo 4: Shared path, with steps to Botley Road



Photo 5: Shared path, towards bridge over Botley



Photo 6: Bridge over Botley Road, towards station

To the west of the junction, Botley Road runs beneath the railway with an on-carriageway cycle lane heading westwards, with an elevated pedestrian footway running alongside, which passes through a tunnel under the railway towards West Oxford. The pavement here is generally in good condition, and the tunnel has existing lighting at the top of the arch. Alternative lighting could be investigated as an enhancement. There is a narrow footway on the opposite side of Botley Road at carriageway level, which is also lit.



Photo 7: Botley Rd / Beckett St junction, from bridge

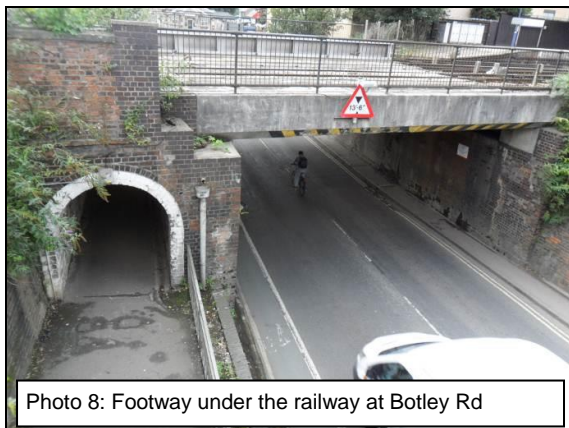


Photo 8: Footway under the railway at Botley Rd

The route along Botley Road (A420) has a full width tarmacked pedestrian walkway on one side and a narrow walkway on the opposite side.

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Photo 9: Mill Lane, looking south to Osney Ln



Photo 10: Osney Lane, towards the footbridge

The route continues to the junction of Mill Street, a quiet residential road with cars parked on either side which is tarmacked and obstacle free. Improved signage could be considered. The route currently has street lamps and no road crossings are required.



Photo 11: Western approach to Osney Lane footbridge

Although the route to the station is currently signposted for cyclists, this could be enhanced to indicate a level route to the station for those with mobility issues, as well as informing users who would previously have used the footbridge, should it be removed.

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Step 4: Consultation

Q6. How has consultation with those who share a protected characteristic informed your work?	
Who was consulted?	Changes made as a result of consultation
BEAP Members	<p>The option to replace the existing footbridge with only stepped access was presented to the members of the Built Environment Accessibility Panel (BEAP), but the presentation also looked at an alternative route across the railway. The reasonableness of using an alternative route was discussed, as well as practical improvements that would enable the route to be step free.</p> <p>The BEAP concluded that a walking route around the footbridge would not be an unreasonable solution to a footbridge that currently does not offer access for people with mobility issues. The route that was considered uses the main pedestrian and vehicle routes around the station carpark.</p>
Oxfordshire County Council and Oxford City Council	<p>Consultation regarding the reconstruction of Osney Lane footbridge was put forward and both have been supportive in principle, but supported the provision of ramps as well.</p> <p>However, further consultation to discuss the option of removing the footbridge with an enhanced alternative route will be required.</p>

Step 5: Informed Decision-Making

Q7. In light of the assessment above, what is your decision? Please tick and provide a rationale	
Continue the work	
Justify and continue the work	
Change the work	<p>The decision to not replace the footbridge and create an alternative step free route via Botley Road is currently being considered.</p> <p>We are currently working with Oxford City Council regarding this option, as well as Oxfordshire County Council who, as highway authority, will be essential to consider any proposals to make improvements to the highways prior to a final decision being made.</p>

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Stop the work	
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Step 6: Action Planning

Q8. What actions will be taken to address any potential negative impacts and deliver positive impacts?		
Action	By when	By who
Discuss proposals for removal of footbridge with Oxfordshire County Council (Highways), including any likely impact of the future proposals to widen Botley Road.	June 2016	Consents & Project teams
Undertake survey of alternative route with OCC Highways team to consider enhancements required.	End of June 2016	Consents & Project teams
Discuss proposals for removal of footbridge with Oxford City Council (Planning), including any likely impact of the future proposals for the Oxford Masterplan, specifically the multi-storey carpark at the station car park site.	May / June 2016	Project Sponsor
Further actions regarding public information / engagement will follow the above and any subsequent decision	tbc	Project & Comms teams

Step 7: Sign off

Name	Position ⁱ	Signed	Date

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Step 8: Add an action to your plan setting out how you will monitor this DIA

Revision Date:

¹ A DIA should be signed by someone can approve policy, programme or budget changes when required.