Diversity Impact Assessment (DIA)

Guidance for completing each section is provided in the
Everyone Guide to Diversity Impact Assessments

Name of policy, programme or project: S69 Bacton – Anglia Level Crossing Reduction Strategy

Your Name: TBC **Your Job Title:** Scheme Project Manager

Your Email: TBC **Department:** Level crossings

Document Ref: TBC **Version No:** 2

Step 1: Clarifying aims

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

Anglia Level Crossing Reduction Strategy

Network Rail has committed to achieving a 25% reduction in level crossing system risk nationally as part of a programme of works undertaken within Control Period 5 (CP5), which runs from 2014-19.

Network Rail has been working hard to better manage its level crossings and the risks they pose. It has developed proposals for the possible closure or change to public rights of way at around 130 level crossings within the counties of Suffolk, Cambridgeshire, Essex, Hertfordshire, and the unitary authorities of Thurrock, Havering, and Southend-on-Sea. This is referred to as the Anglia Level Crossing

Reduction Strategy ('the Strategy'). Closing or modifying level crossings can help to bring about a number of benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Reduce delays to trains, pedestrians and other highway users
- Improve journey time reliability for railway, highway and other rights of way users

S69 - Bacton Level Crossing

Bacton is a public footpath level crossing located in the village of Bacton, Suffolk. The crossing is on the two track Great Eastern Main Line.

The approach to the level crossing is uneven with a ballast path and requires the use of stiles. Bacton level crossing is a 'Stop, Look and Listen' crossing, where the user determines whether it is safe to cross. Appendix A contains site photographs.

The crossing has an All Level Crossing Risk Model (ALCRM – the system used to measure risk at crossings) score of C6. The individual risk rating for crossing users is 'C' (where 'A' is highest risk and 'M' is lowest) and the collective risk rating for this crossing is '6' (where '1' is highest risk and '13' is lowest), making Bacton a high risk crossing. Key issues relate to frequent trains and sun glare. Approximately 100 trains (both passenger and freight) using it daily, and a line speed of 100mph. Between 2011 and 2015, there weren't any incidents of misuse, near misses or accidents at the crossing.

Network Rail aims to ensure the most viable option for continued access across the line based on the need to ensure public safety, meet local needs, and ensure compliance with its duties under the Equality Act 2010.

Project location

The level crossing has residential properties on the west and is bordered by a football pitch to the east. The level crossing forms part of a public right of way and is part of public footpath 13.

The map below shows the location of the level crossing.

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Proposals for the project

Network Rail has conducted two rounds of public consultation; the first was to obtain feedback on its initial options for level crossings in the programme (in June 2016), and the second to obtain feedback on its preferred options (in September 2016). As part of public consultation Round 1, four questionnaire responses were received with one respondent preferring the blue route and three liking another route (see Appendix B). Following the receipt of this feedback, consideration was given as to how any proposed closure of the level crossing and implementation of an alternative route might best be progressed and managed.

The second round of public consultation 2 received nine questionnaire responses: one respondent agreed with the proposal, whilst eight disagreed with the planned work.

It is proposed that Bacton level crossing will be closed to all users with all current level crossing infrastructure removed and users being permanently diverted to an alternative route.

Network Rail's preferred diversion route (following feedback from the first round of public consultation and as shown in Figure 1 below) involves diverting users to an existing underbridge on Pound Hill, which is 150m from the current crossing (via Broad Road to the east and Birch Avenue to the west). Users would connect to the existing public right of way network to the west via an existing track and the addition of a new 2m wide footpath and a proposed timber footbridge over an existing drainage ditch which currently provides an obstruction.

In addition, a second 2m wide footpath will run down the eastern side of the railway to connect up to S13 Fords Green. The new footpaths and footbridge will be constructed to an appropriate standard and will include new wayfinding signs.

Because stakeholders raised concerns about the use of Pound Hill and Broad Road B1113 – as there is no designated footway on either road or going under Pound Hill underbridge – consideration is being given to a footway on Broad Road to improve user safety.

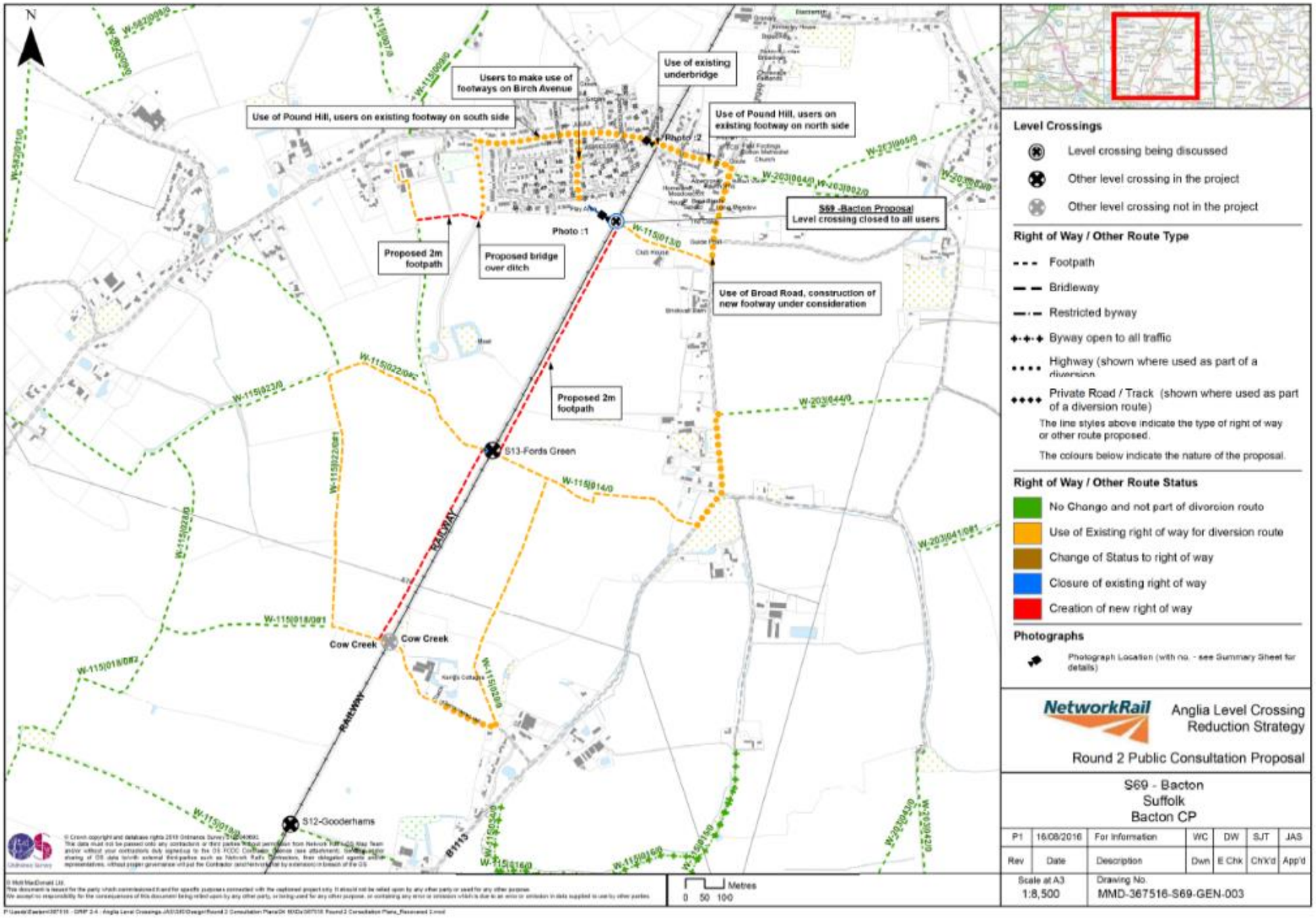
Although it was noted that a total of 22,531 vehicles used Pound Hill over the nine-day census period, a safety audit regarding the underbridge on Pound Hill did not highlight any concerns about the use of the road and bridge by pedestrians. It is recommended[1], though, that in order to improve pedestrian safety under Pound Hill underbridge, vegetation should be cleared and a 10m length verge be created (see Appendix A) to allow a safe standing area from pedestrians. Kerbing may also be considered as an alternative measure. New white line marking and additional road measures will also be provided. This will improve user safety and help to mitigate any potential negative impacts.

If users are travelling from the intersection of public footpath 13 and Broad Road to the intersection between Birch Road and the public footpath, the diversion will add an additional 450m to their journey.

[1] See Project Note: MMD-267516-TN10.

The drawing below shows the preferred diversion route suggested at public consultation Round 2. This is also available in Appendix B, together with the proposed diversion taken to the Round 1 public consultation.

Figure 1


N
Users to make use of footways on Birch Avenue
Use of existing underbridge
Use of Pound Hill, users on existing footway on south side
Use of Pound Hill, users on existing footway on north side
Photo :2
Photo :1
S69 -Bacton Proposal
Level crossing closed to all users
Proposed 2m footpath
Proposed bridge over ditch
Use of Broad Road, construction of new footway under consideration
Proposed 2m footpath
S13-Fords Green
RAILWAY
Cow Creek
Cow Creek
RAILWAY
S12-Gooderhams
B1113
Level Crossings
Level crossing being discussed
Other level crossing in the project
Other level crossing not in the project
Right of Way / Other Route Type
Footpath
Bridleway
Restricted byway
Byway open to all traffic
Highway (shown where used as part of a diversion
Private Road / Track (shown where used as part of a diversion route)
The line styles above indicate the type of right of way or other route proposed.
The colours below indicate the nature of the proposal.
Right of Way / Other Route Status
No Change and not part of diversion route
Use of Existing right of way for diversion route
Change of Status to right of way
Closure of existing right of way
Creation of new right of way
Photographs
Photograph Location (with no. - see Summary Sheet for details)
NetworkRail
Anglia Level Crossing Reduction Strategy
Round 2 Public Consultation Proposal
S69 - Bacton
Suffolk
Bacton CP
P1 16/08/2016 For Information WC DW SJT JAS
Rev Date Description Dwn E Chk Ch'k'd App'd
Scale at A3 1:8,500
Drawing No. MMD-367516-S69-GEN-003
Metres
0 50 100

Q2. Could this work impact on people? If yes, briefly explain how (considering our duty to promote equality, tackle discrimination and foster good relations between groups).

Yes, this work could impact on people.

Without the closure of Bacton level crossing, there is a risk of a future incident at this location. The closure of the crossing will better separate people from the railway line, thereby improving the safety of local residents and other users.

The proposal for Bacton level crossing will impact accessibility, walking distances, and journey times for users in the local community, and leisure walkers using the route recreationally.

The implementation of a permanent diversion via Pound Hill may disproportionately affect certain sections of the population who find walking longer distances difficult and may struggle with the new terrain required.

Step 2: The evidence base

Q3. Record here the data you have gathered about the diversity of the people potentially impacted by this work e.g. from the 2011 national census or from HR Shared Service. You should also include any research on the issues affecting inclusion in relation to your work.

Consider evidence in relation to all the protected characteristics:

- Disability including carers[2]
- Pregnancy/maternity
- Religion or belief
- Sexual orientation
- Gender reassignment
- Age
- Race
- Gender
- Marriage/Civil Partnership

This Diversity Impact Assessment is primarily concerned with ensuring fulfilment of Network Rail's duties under the Equality Act 2010.

Network Rail's responsibility is to identify any potential negative impacts on those people with protected characteristics and mitigate these wherever possible and practicable by reasonable adjustments.

User profile

The crossing is not heavily used. The nine-day census carried out at Bacton level crossing in June / July 2016 indicated that a total of 28 people used the crossing during the survey period – an average of three people per day. The survey results showed that adult pedestrians constituted 5 out of 28 of level crossing users (including one railway employee). The remaining 22 users were unaccompanied children. All of these users used the crossing on the same day, meaning that on six of the nine days of the survey no one used the crossing at all. There was no recorded use by other groups including: older people, people with pushchairs / prams or wheelchair or impaired users during the whole survey period (although it is noted that the stiles presently preclude some use).

A summary of the census data can be found in Appendix C.

Population profile

In order to gain a better insight into the local community and potential users of the level crossing, existing statistical data were reviewed to establish the composition of the local population – here taken as Mid Suffolk.[3] These are as follows:

- Children (under 16 years of age) make up 18% of the Mid Suffolk population, which is in line with the national average of 19%.
- Younger people (16-24 years old) make up 9% of the population of Mid Suffolk, which is slightly lower than the national figure (12%).

[2] Including those with physical, mental and hidden impairments as well as **carers** who provide unpaid care for a friend or family member who due to illness, disability, or a mental health issue cannot cope without their support

[3] Source: ONS Population estimates taken from nomis. Available at: https://www.nomisweb.co.uk/reports/lmp/la/1946157242/report.aspx?town=mid suffolk

- The proportion of older people (here described as people of retirement age – 65 and over) in Mid Suffolk is 20%, which higher than the national figure of 16%.
- 17% of the Mid Suffolk population have a long-term illness or disability that limits their daily activities. This is the same as the national average.
- 4% of the population of Mid Suffolk is from Black, Asian or ethnic minority (BAME) groups. This is considerably lower than the national figure of 20%.
- The figure for people belonging to minority faith groups (including Buddhist, Hindu, Jewish, Muslim, Sikh and 'other' in national Census data) in Mid Suffolk is 1%, which is also much lower than the national average of 9%.

The above demographic analysis suggests that the populations of all of the protected characteristics (for which there are demographic data) are broadly in line with national proportions. There are two exceptions to this. Mid Suffolk has a significantly lower proportion of people from both BAME and minority faith groups.

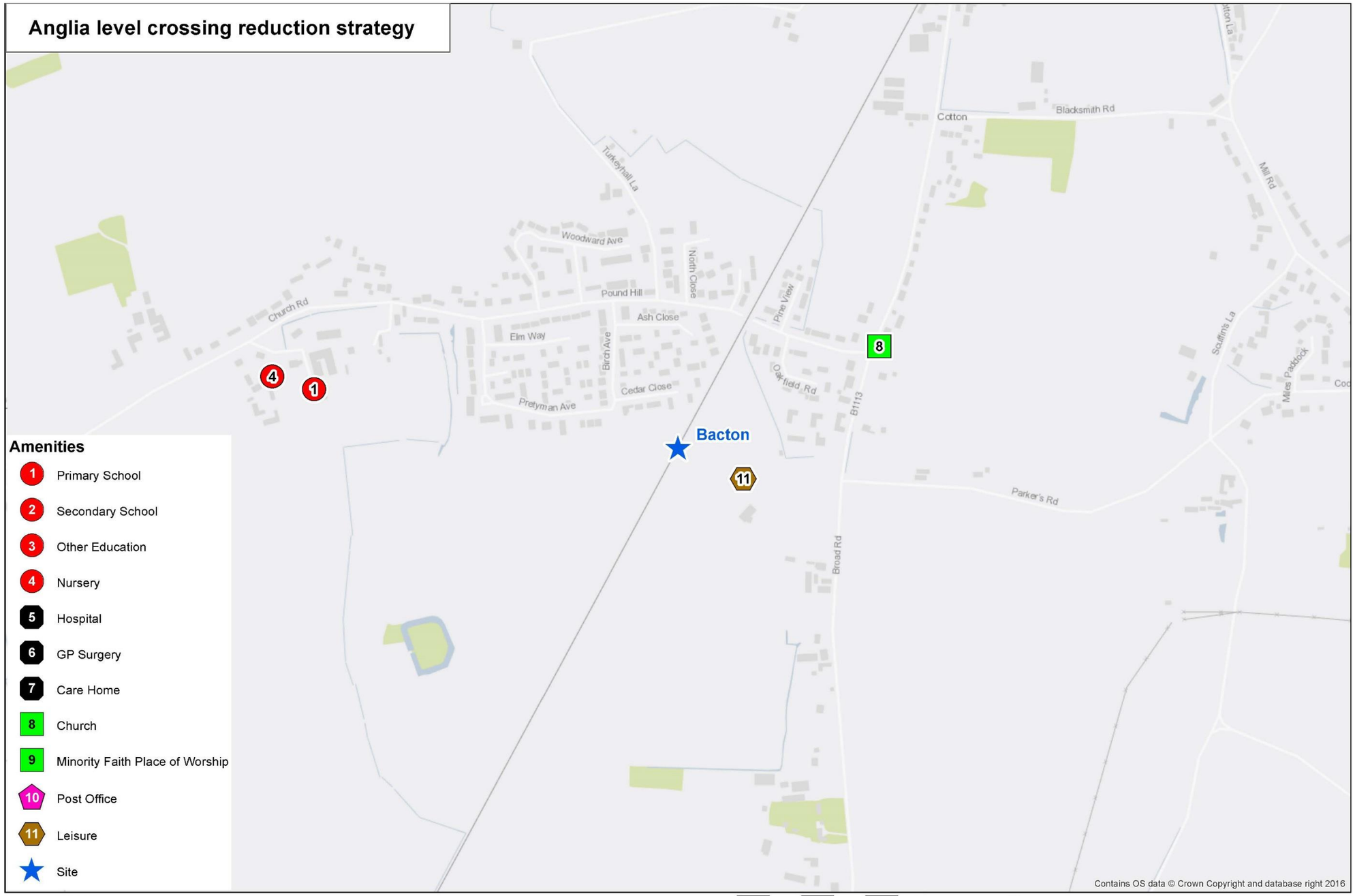
Local amenities

An analysis of local planning applications in December 2016 highlighted that there is currently permission in place for the creation of up to 47 residential properties on land to the west side of Broad Road.[4] This is likely to increase the volume of traffic using Pound Hill underbridge.

An analysis of local amenities indicates that there are a limited number of amenities of importance to equalities groups close to Bacton level crossing. These include a nursery, primary school, church and a leisure centre. The surrounding area is made up of other small villages, which have a similar range of amenities. The closest large urban centre is Bury St Edmunds, which has a large range of amenities but is approximately 20km away from the crossing.

The map below shows local amenities.

[4] Mid Suffolk Council: http://planningpages.midsuffolk.gov.uk/online-applications/simpleSearchResults.do?action=firstPage.



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Step 3: Impact

Q4. Given the evidence listed at step 2, what potentially negative impacts could this work have on people with protected characteristics?

The below table assesses the potential impact of the proposed work at Bacton level crossing on the protected characteristic groups as outlined in the Equality Act 2010 (disability, age, pregnancy / maternity, race, religion / belief, gender, sexual orientation, marriage / civil partnership and gender reassignment).

Protected Characteristic		Explain the potential negative impact
Disability	Y	The permanent closure of Bacton level crossing will remove pedestrian access at this point, potentially having a disproportionate impact on disabled people (including people with mobility, sensory and respiratory conditions) wishing to use the crossing in terms of increased walking distances and reduced user safety. However, due to the current accessibility challenges at Bacton level crossing (and specifically the uneven ballast approach and presence of stiles), as well as the location of local amenities, it is likely that use by people with mobility impairments is minimal. This was confirmed by the census data which identified no users of any kind on most days of the survey period and did not document any disabled people using the crossing. The below text refers to disabled people (including people with cognitive impairments, ambulant disabilities etc.) who are able to manage the current crossing infrastructure. **Permanent increased walking distances due to length of diversion** Increases in walking distances, as a result of the permanent diversion routes, are likely to disproportionately impact upon some disabled people (such as those with mobility impairments or respiratory illness). Disabled people are more likely to have difficulties walking long distances and many experience pain or discomfort in doing so. Studies have shown that of people with a disability who are able to walk, around 30% can walk no more than 50 metres without stopping or experiencing severe discomfort and a further 20% can only manage between 50 and 200 metres.[5] The proposed diversion route would add 450m to the route. However, as noted above, the crossing is seldom used (including by disabled people) and as such any impact is likely to be very limited. There are plans for the creation of a 2m wide footpath to connect existing public rights of way, which would improve pedestrian accessibility for disabled people in the area. **Impacts on user safety**

[5] Department for Transport (2005): 'Inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'

		Safety issues related to level crossings can disproportionately impact disabled people. Crossing speeds are likely to be slower for people with disabilities and level crossings often require users to negotiate physical challenges related to structure, gradient and exposure to the track. Pedestrians with sensory, physical or cognitive impairments may also be less able to cross safely because of these factors.[6] People with visual or hearing impairments can also have difficulties crossing safely due to not being able to pick up on the variety of visual and audible warning messages at level crossings.[7] While access to the crossing for many disabled users is likely to be limited, reduced interaction with the railway means potentially reduced crossing risk for this group. However, the diversion route makes use of Pound Hill, which is located 150m from the Bacton level crossing. Stakeholders raised concerns about the route, as there is no designated footway going under the bridge on Pound Hill or Broad Road B1113 and the route does not meet DfT requirements regarding pedestrian accessibility. This could result in increased risk of a pedestrian-vehicle collision. However, following the Round 2 consultation feedback, proposals are under consideration to provide a footway on Broad Road and the implementation of other measures to improve provision for pedestrians (see the Action Plan below for details). This will improve user safety and mitigate any potential negative impacts.
Age	Y	The permanent closure of Bacton level crossing will remove pedestrian access at this point, potentially having a disproportionate impact on particular age groups – notably children and older people – compared to other sections of the population. **<u>Children</u>** **Impacts on user safety** Safety issues related to level crossings disproportionately impact children. This is due to their potentially slower walking speeds and because children and younger people can have difficulties correctly processing the speed of oncoming vehicles. Research conducted on behalf of the House of Commons Transport Select Committee showed that children perceived vehicles moving towards them at more than 20 mph as stationary.[8] The nine-day census highlighted that the most common user of the level crossing was unaccompanied children (22 out of 28) over the survey period – children are likely to be using the crossing to access the football pitch on the east of the line from the residential area on the west. In the case of the census period, all 22 uses by children occurred on one weekend day.

[6] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'
[7] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'
[8] House of Commons Transport Committee (2014): 'Safety at level crossings: Eleventh Report of Session 2013–14'

		As such, reduced interaction with the railway (due to the use of a safe diversion as an alternative) is likely to lead to significantly reduced crossing risk for this group**.** However, and as noted above, due to the lack of a footway on Pound Hill and Broad Road, safety benefits associated with the closure of the level crossing may be reduced by the need for children to walk in the carriageway. This puts children in particular at greater risk of being involved in an incident, as the same issues of risk perception that make them particularly vulnerable at level crossings also apply when walking in the carriageway. Plans, however, are under consideration to install a footway on Broad Road, and other measures to improve provision for pedestrians (see the Action Plan below for further information). These measures will help to mitigate the negative impacts of the new route and prevent concern over the suitability of the route from deterring children from walking from the village to the football pitch. **Older people** Due to the nature of the current level crossing terrain and the location of both the crossing and local amenities, it is unlikely that the crossing forms part of a popular route for older people. This was confirmed by only five adult users and no documented uses by older people during the nine-day survey period. **Permanent increased walking distances due to length of diversions** The proposed diversion route following the closure of the level crossing would increase walking distances by 450m. Increases in walking distances, as a result of the closure of Bacton level crossing and the permanent use of diversion routes, are likely to disproportionately impact on older people. Older people are more likely to experience conditions such as arthritis or weak muscles, meaning that they typically walk more slowly, tire more easily, and may struggle to climb stairs.[9] Therefore, increased walking distances as a result of the diversion could disproportionately impact older people with mobility issues, as these people are more likely to have difficulties walking long distances and experience pain or discomfort in doing so.[10] **Impacts on user safety** Safety issues related to level crossings disproportionately impact older people, due to their potentially slower walking speeds. Research by University College London has shown that older pedestrians (aged 65 or over) walk more slowly than other pedestrian users. The mean walking speed achieved by older pedestrians in controlled studies was 0.9 metres per second (m/s) in men and 0.8 m/s in women, compared

[9] NHS (2014): 'Safe, compassionate care for frail older people using an integrated care pathway'
[10] Department for Transport (2005): 'Inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'

		to the mean speed for the population as a whole of 1.2m/s.[11] This slower walking speed places them at greater risk on level crossings and when crossing carriageways. Older people are also particularly at risk as their field of vision declines over time, making them more vulnerable to moving vehicles. Studies have shown that this can be at a rate of 1° and 3° per decade.[12] As discussed above, the lack of designated pedestrian footways on both Pound Hill and Broad Road means that safety benefits associated with the closure of Bacton level crossing may be reduced by the need for pedestrians to walk in the carriageway when using the proposed diversion routes. Plans, however, are under consideration to install a footpath on Broad Road and other improvements to pedestrian safety (see the Action Plan for details).
Pregnancy / maternity	Y	The permanent closure of Bacton level crossing will remove pedestrian access at this point, potentially having a disproportionate impact on people with pushchairs / prams. However, the nine-day census confirmed that use of the level crossing is minimal (in general and by this group in particular), which is likely to be due, in part, to the uneven approach and location of amenities. Impact on this group is therefore likely to be minimal.
Race	N	No disproportionate impacts are anticipated for this protected characteristic because of the project.
Religion or belief	N	Despite the location of a church near the bridge, it is not considered that the Bacton level crossing forms part of any primary route. Therefore, no disproportionate impacts are anticipated for this protected characteristic because of the project.
Gender	Y	**Impacts on user safety** Safety issues related to level crossings can disproportionately impact men. Male pedestrians dominate accidents at level crossings, associated with 70% of all train strikes. Given that males represent approximately 50% of the population as a whole, this would suggest male pedestrians are more at risk at level crossings than female pedestrians.[13] Reduced interaction with the railway (due to the diversion onto the bridge) would lead to reduced crossing risk for men. As discussed above, the lack of designated pedestrian footways on both Pound Hill and Broad Road means that safety benefits associated with the closure of Bacton level crossing may be reduced by the need for pedestrians to walk in the carriageway when using the proposed diversion routes. Plans, however, are under consideration to install a footway on Broad Road and other improvements for pedestrians (as outlined in the below Action Plan).

[11] 1.2 m/s is the speed assumed in the programming of pedestrian level crossings on the road network, and is generally taken to be the mean walking speed.
[12] House of Commons Transport Committee (2014): 'Safety at level crossings: Eleventh Report of Session 2013–14'
[13] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'

Sexual orientation	N	No disproportionate impacts are anticipated for this protected characteristic because of the project.
Marriage/Civil Partnership	N	No disproportionate impacts are anticipated for this protected characteristic because of the project.
Gender reassignment	N	No disproportionate impacts are anticipated for this protected characteristic because of the project.

Q5. What could you do to ensure your work has a positive impact on diversity and inclusion including by supporting delivery of the Everyone Strategy.

The project will support the delivery of Network Rail's Everyone Strategy, and in particular the following commitments:

- Commitment 1: Get everyone home safe every day.
  Improving the safety of level crossings reduces the risk of crossing the railway for all users. The project will help to improve safety for rail users by reducing interaction with the railway through safe diversionary route.
- Commitment 2: Deliver reliable infrastructure.
  The project will help to deliver more reliable infrastructure by reducing the assets along the network requiring maintenance and management.
- Commitment 6: Being a customer focused organisation.
  The project will help to improve the safety of journeys for infrastructure users through, among other things, use of customer engagement and stakeholder involvements in the planning process.
- Commitment 9: A railway fit for the future.
  The project helps to deliver an inclusive and accessible railway that links people to communities, education and jobs – ultimately delivering economic growth. The project helps to deliver required improvements and rationalisation to ensure network infrastructure is fit for future use.

Step 4: Consultation

Q6. How has consultation with those who share a protected characteristic informed your work?

List the groups you have consulted or reference previous relevant consultation?[14]	What issues were raised in relation to one or many of the protected characteristics?
Public consultation Round 1 (June 2016)	Questionnaire responses received during the first round of public consultation identified the following comments / issues regarding the proposals for Bacton level crossing: • One respondent was concerned that the proposals did not remove risk to pedestrians crossing the railway, as cross field paths could create issues with agricultural machinery and would be impassable for a short time if cultivated. • Support was received for the green route, as it would create a nice circular walk to the south of Bacton • Concerns were raised over the safety of pedestrians / cyclists / equestrians along the proposed diversion route. • Particular concerns were raised over traffic crossing at Pulhams Lane as there is no footpath under the bridge of the B1113. • Concerns were raised over the length of the proposed diversion. • Some disputes were raised over how the proposals would achieve the scheme objectives.
Public consultation Round 2 (September 2016)	Questionnaire responses received during the second round of public consultation identified the following comments / issues (outlined below) regarding the proposals for Bacton level crossing:
Parish Councillor	• At present, pedestrian access under the railway bridge is dangerous due to the lack of a footpath. • There is a railway-owned track beside the roadway either side of the bridge, leading to a long closed crossing for high vehicles - perhaps that land could be used to put in a footpath through a new underpass at the bridge.
NFU	• In closing this crossing, safety risks are transferred from Network Rail directly to the landowner.

[14] This could include our staff networks, the Built Environment Access Panel, local faith leaders etc.

	• The proposed diversion is too long and runs across agricultural land which has associated risks – part of the land is pasture with grazing livestock. • New rights of way are being created with very little evidence of use.
W1 walking group	• The closure of two existing crossings together will mean people will have to walk by the side of the road, which poses hazards for pedestrians.
Stowmarket Ramblers Footpath Secretary	• Closure of this local amenity will cause hardship to the residents of Bacton – although it is not greatly used, it will break a network of local paths.
Public response	• Concerns were raised regarding the diversion of a rural footpath to a road, as pedestrians will be less safe. • The bridge itself floods regularly. • Concerns were raised about the reliability of the pedestrian census data. • The diversion via Low Bridge is more dangerous than the level crossing, as it has no footpath. • The B1113 is a designated lorry route.

Q7. Where relevant, record any consultation you have had with Network Rail teams who are delivering work that might overlap with yours. This will ensure that our solutions are joined up.

N/A

Step 5: Informed decision-making

Q8. In light of the assessment above, what is your decision?
Please tick one box and provide a rationale (for most DIAs this will be box 1).

1. Change the work to mitigate against potential negative impacts found	
2. Continue the work because no potential negative impacts found	
3. Justify and continue the work despite negative impacts (please provide justification)	✓ Due to the current user profile and proposed diversion routes, closure and redirection is considered an appropriate solution. However, Network Rail should consider the proposed route improvement measures along the identified diversion (as outlined below in the Action Plan) to ensure that the route is fully accessible for all users.
4. Stop the work because discrimination is unjustifiable and no obvious ways to mitigate	

Step 6: Action planning

Q9. What specific actions will be taken to deliver positive impacts and address any potentially negative impacts identified at step 3 or through consultation?

Action	By when	By who
Develop a communication strategy to ensure that local residents are kept abreast of developments, including scheduling of works, details of enhancements and improvements, and any other benefits of the scheme, particularly focussing on user safety improvements.	Ongoing	Network Rail project team
Following concerns raised by stakeholders, Network Rail should consider improvements to diversion routes, including: creation of footways and rest areas along the route, signage to support wayfinding; and ensuring level surfaces, including dropped kerbs and tactile paving. Proposals[15] for vegetation clearance and the 10m verge, new kerbing, new white line marking and additional road measures should be taken forward to improve user safety. Installing a footway on Broad Road should also be considered further.	Detailed design	Network Rail project team
Review the DIA at every design stage to ensure equality of access is maintained for all.	**Ongoing**	**Network Rail project team**

[15] See Project Note: MMD-267516-TN10.

Step 7: Sign off

Name	Position	Signed	Date
DIA Owner TBC	Scheme Project Manager		
Superuser[16]	Liability Negotiations Mgr	Steve Day	29/01/2018
Senior Manager[17]			

If you don't have a local superuser please send your DIA for quality assurance to DiversityImpactAssessment@networkrail.co.uk

To help us respond more quickly please make sure you have;

1. Sent your DIA as a Word document not a PDF
2. Used this naming convention '**Name of project-Draft DIA'**
3. Used the correct DIA form with no additional pages e.g. 'not for circulation cover-sheets'
4. Included any relevant maps / diagrams needed to understand your project
5. Completed all sections of the DIA in line with guidance and training

Step 8: Publication

Send your final DIAs to DiversityImpactAssessment@networkrail.co.uk. Customer related DIAs will be published on our website**.**

[16] Quality assurance check.
[17] Sign-off should be by someone who can approve policy, programme or budget changes.

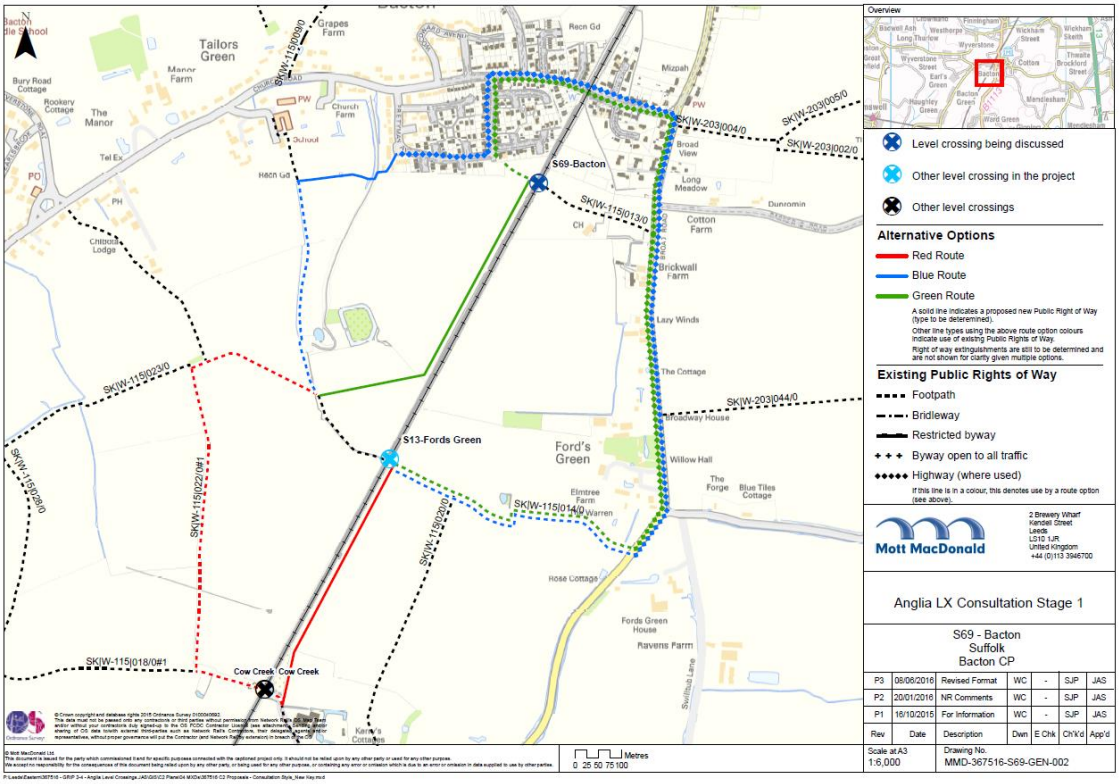
Appendix A: Site photographs

Diversion route photograph – Pound Hill underbridge

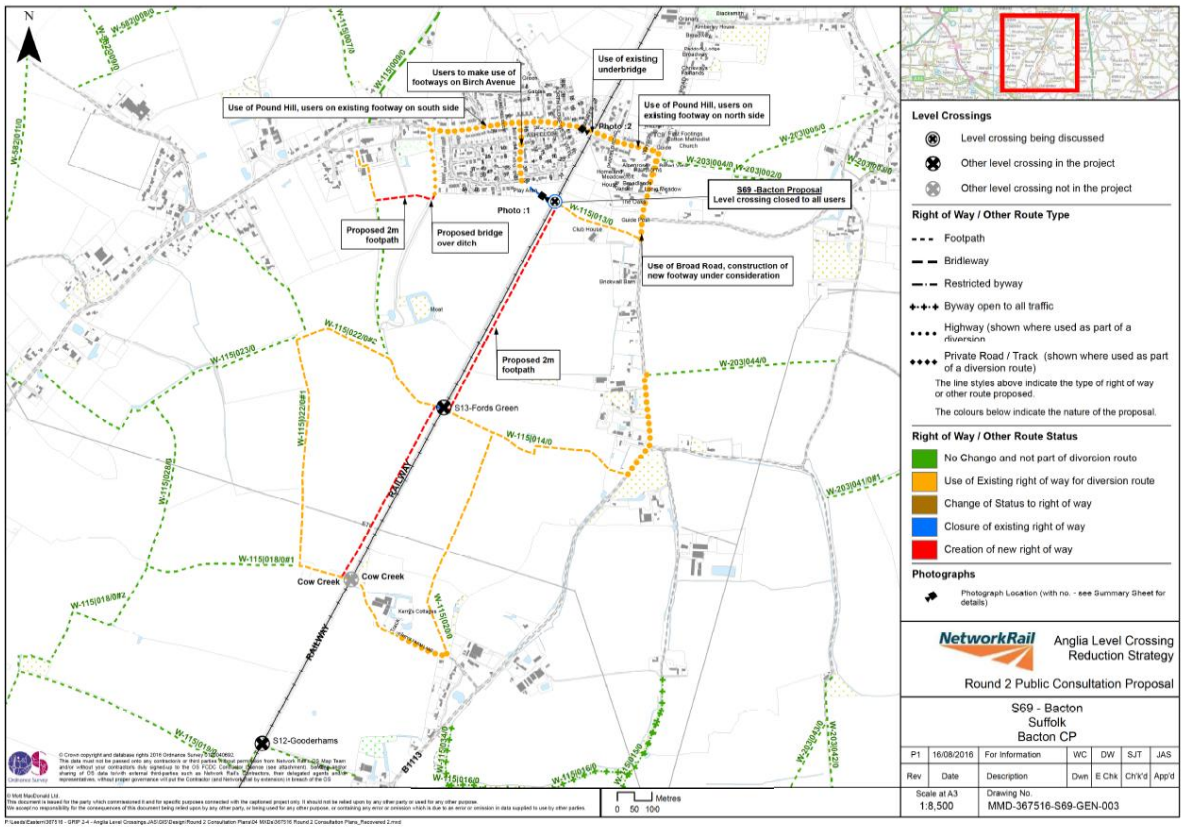
Improvements to Pound Hill underbridge

Appendix B: Site drawings

<u>Round 1 consultation – proposed diversion (initial option)</u>



Round 2 consultations – preferred option (at the time, September 2016):



Appendix C: Nine-day census data

Summary

The survey was successfully completed in accordance with the Network Rail specification.

The data is summarised below:

			Combined			
			Horse riders	Riding Cycles	Walking Cycles	Total
Day 1	Saturday	25/06/2016	0	0	0	0
Day 2	Sunday	26/06/2016	0	0	0	0
Day 3	Monday	27/06/2016	0	0	0	0
Day 4	Tuesday	28/06/2016	0	0	0	0
Day 5	Wednesday	29/06/2016	0	0	0	0
Day 6	Thursday	30/06/2016	0	0	0	0
Day 7	Friday	01/07/2016	0	0	0	0
Day 8	Saturday	02/07/2016	0	0	0	0
Day 9	Sunday	03/07/2016	0	0	0	0
			0	0	0	0

Direction :	Combined									
Adult	Accompanied Child	Unaccompanied Child	Elderly	Impaired	Wheelchair	Pushchair/ Pram	Scooter	Railway Personnel	Total
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	1
5	0	0	0	0	0	0	0	0	5
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	22	0	0	0	0	0	0	22
5	0	22	0	0	0	0	0	1	28