# 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:** S21 Abbotts – 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:** 1

## 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

**S21 – Abbotts level crossing**

Abbotts level crossing is located in the parish of Mellis, Suffolk. The crossing spans the double track Great Eastern Main Line (running from Norwich to London).

The crossing deck is wooden with anti-slip boards. The use of stiles is required to access the crossing. Appendix A contains site photographs.

Abbotts level crossing is a 'Stop, Look and Listen' crossing, where the user determines whether it is safe to cross. Between 2011 and 2015, no incidents of misuse, near misses or accidents were recorded at the site. Stakeholders identified that key issues relate to poor visibility due to sun glare and a high volume of trains. Approximately 100 trains (both passenger and freight) use this part of the network daily, and the line speed is 100mph.

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 crossings is 'C' (where 'A' is the highest risk and 'M' is lowest) and collective risk rating for this crossing is '6' (where '1' is the highest risk and '13' is the lowest), making Abbotts a relatively high risk 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**

As the railway line bisects Mellis, there are residential properties in close proximity on either side of the crossing. The level crossing provides access to Mellis Common. It is not a public right of way.

The map below shows the project location, as well as the nearby private crossing that was initially part of the programme, Beecroft.

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**Proposals for the project**

Network Rail has conducted two rounds of public consultation regarding Abbotts level crossing; 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 the Round 1 public consultation, nine responses were received, with two people preferring the red route and one respondent preferring the blue route (see Appendix B for details). 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.

Following feedback from the first public consultation, the preferred proposal for Abbotts level crossing is to close the route for all users and divert them via existing roads (as detailed below in Figure 1, and as presented at the second round of public consultation). Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

It is proposed that all users will be diverted to the Mellis Road level crossing (see Figure 1 below), which is located approximately 115m north of Abbotts level crossing.

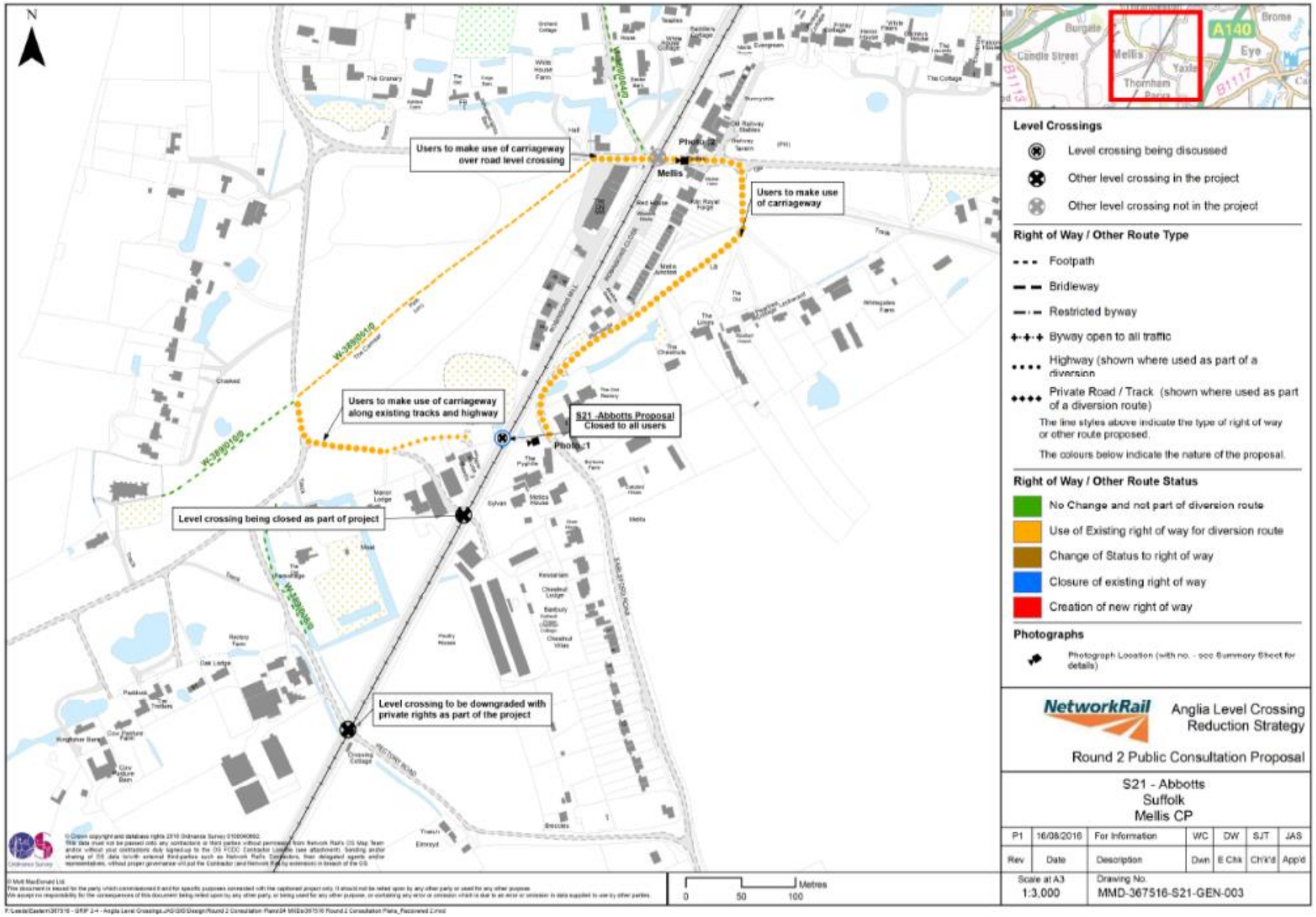
Stakeholders raised concerns about the safety of Mellis Road level crossing, which has an ALCRM score of D2 – also making it a high risk crossing (albeit with a slightly lower risk ALCRM score than Abbotts). Mellis Road level crossing is an automatic half barrier crossing, meaning that it has road traffic signals and a lifting barrier on both sides of the railway. Audible warning for pedestrians is also in place.

The diversion route would increase walking distances, adding 620m to the route. There are no designated footways on either Mellis Road or Earlsford Road, meaning that users would have to walk in the carriageway. In addition to this, stakeholders raised concerns about pedestrian safety, due to the narrow width and blind bends on Earlsford Road, which makes it difficult for pedestrians to see and avoid oncoming vehicles. It is noted however that Abbotts level crossing currently joins Earlsford Road, so users are already currently required to walk in the carriageway to some extent. Concerns have also been raised about the surface of both roads, as they are in a poor state of repair and flood regularly.

As part of the Round 2 public consultation, three responses were received to the questionnaire, with one agreeing and two disagreeing with the proposals.

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

**Figure 1**


N
Users to make use of carriageway over road level crossing
Users to make use of carriageway
Users to make use of carriageway along existing tracks and highway
S21 -Abbotts Proposal
Closed to all users
Photo 1
Level crossing being closed as part of project
Level crossing to be downgraded with private rights as part of the project
Mellis
Metres
0
50
100
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
S21 - Abbotts
Suffolk
Mellis 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
1:3,000
Drawing No.
MMD-367516-S21-GEN-003

**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, without the closure of Abbotts level crossing, there is a risk of a future incident at this location. The closure of the crossing will separate people from the railway line at a passive crossing, thereby improving the safety of users.

The proposals for Abbotts level crossing will impact accessibility, walking distances, and journey times for people using the crossing.

The implementation of a permanent diversion via Earlsford Road and Mellis Road level crossing may disproportionately affect certain sections of the population who find walking long distances difficult and may struggle to negotiate the new route terrain.

It is noted that this proposal involves diversion from a passive to an active crossing. Mellis Road level crossing provides greater warning of approaching trains and is not dependent on users making their own decisions about the safety of crossing the line.

## 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[1]
- 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 people with protected characteristics and mitigate these wherever possible and practicable by reasonable adjustments.

**User data**

The nine-day census carried out in July 2016 indicated that a total of 24 people used the crossing, an average of three people per day. 22 out of the 24 users of the crossing were adults, with the remaining 2 being accompanied children. There were no recorded uses of the crossing by the following groups: unaccompanied children, older people, impaired or wheelchair users, or people with a pushchair / pram.

A breakdown 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 was reviewed to establish the composition of the local population – here taken as the Mid Suffolk district.[2] The data is 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%).
- The proportion of older people (here described as people of retirement age – 65 and over) in Mid Suffolk is 20%, which is slightly 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%.

[1] 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

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

- 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 much lower than the national average of 9%.

The above demographic analysis suggests that the population proportions for many of the groups with protected characteristics (and for which there are demographic data) are broadly in line with national proportions. There are two exceptions: the proportion of people from BAME and minority faith groups is significantly lower in Mid Suffolk than nationally.

**Local amenities**

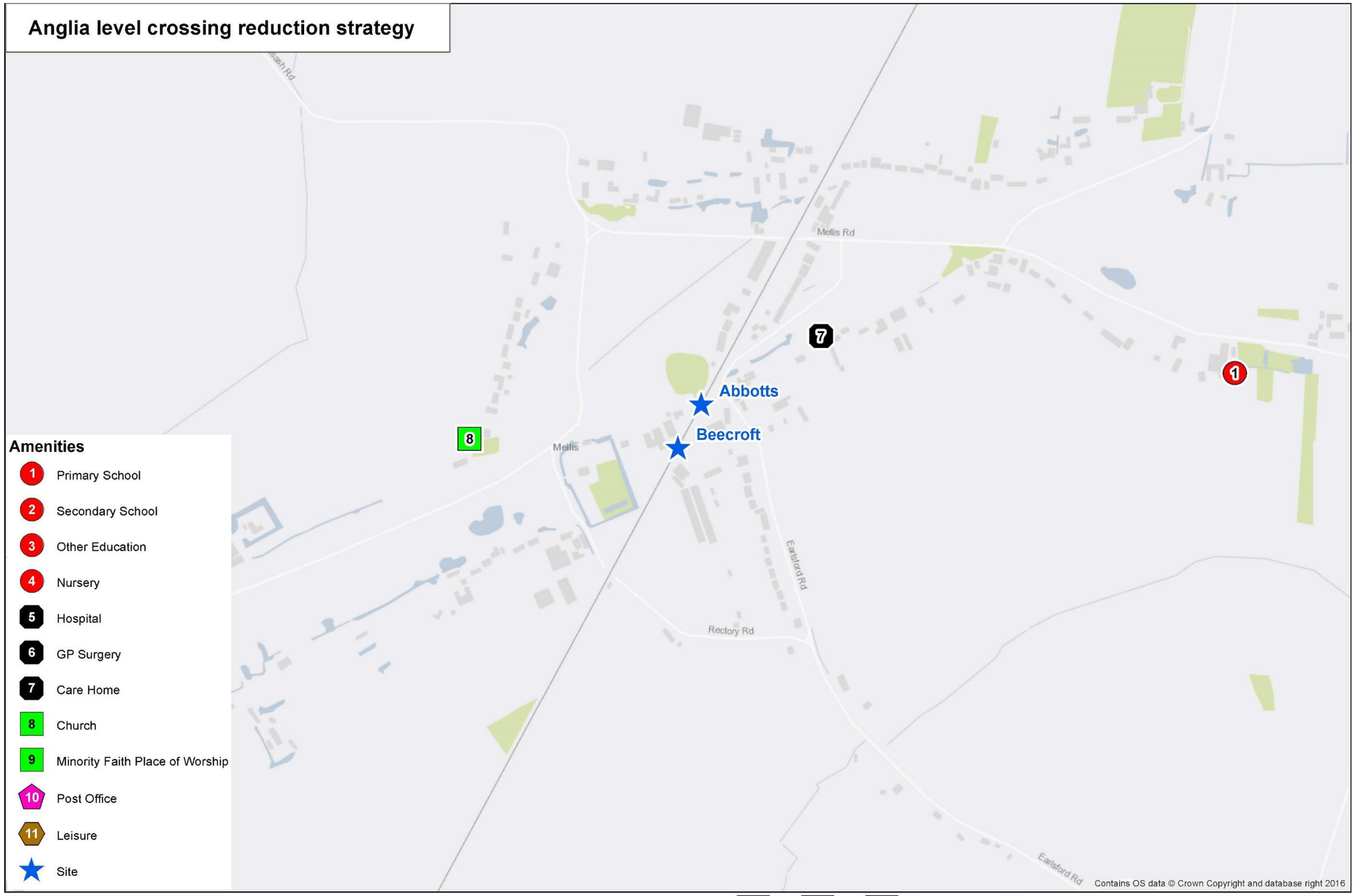
An analysis of the local area indicates that there is only a small number of amenities in the local area that are of particular importance to people from equalities groups, such as a care home (154m away), a church (approximately 400m away) and a primary school (760m away). Children living on the western side of the railway line may have the desire to use Abbotts level crossing to access the primary school located to the east. However, due to the location of the school, the closure of the level crossing will not result in an increase of walking distance. Similarly, congregants living immediately to the east of the railway line may use the level crossing to reach the church. Following the proposed diversion route would double the distance required to attend church. It is, however, understood from stakeholder comments that the level crossing is not part of a key route used by the local community to access these facilities. It should also be noted that the crossing is not a public right of way; it provides access to the common for commoners only.

These presumed desire lines are based on the identified location of residential areas and community facilities within the immediate vicinity of the crossing. The development of a more substantive picture of local desire lines for the crossing and associated routes could be achieved through cordon survey interviews with users at fixed locations and times.

According to a review of local authority planning applications (in December 2016), there are no plans for future development in the local area.[3]

The map below shows local amenities.

[3] Mid Suffolk Planning Applications: http://www.midsuffolk.gov.uk/planning-and-building/planning/view-an-existing-application/.

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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 impacts of the proposed work at Abbotts 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 Abbotts 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) compared to non-disabled people.<br><br>Following the nine-day census, no impaired or wheelchair users were documented using the crossing. The use of stiles to access the crossing means that the crossing is not currently accessible for wheelchair users and people with mobility difficulties. The closure of the level crossing is therefore likely to have a limited impact on disabled people with mobility difficulties. The below text refers to disabled people (including people with cognitive impairments, ambulant disabilities etc.) who are able to manage the current crossing infrastructure.<br><br>**Permanent increased walking distances due to length of the diversion**<br><br>Increases in walking distances, as a result of the permanent diversion routes proposed, are likely to disproportionately impact upon some disabled people (such as those with mobility impairments, or those using a wheelchair). Disabled people are more likely to have difficulties walking long distances and many experience pain and discomfort in doing so.<br><br>A Department for Transport (DfT) study has 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.[4]<br><br>Walking distances will be permanently increased as a result of the level crossing closure, with the proposed diversion route adding up to 620m to the route, though actual increases in distances travelled may be less than this.<br><br>**Permanent reduced pedestrian accessibility due to suitability of the diversion route**<br><br>During consultation, stakeholders noted that pedestrian accessibility could be permanently reduced due to the proposed diversion route. |

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

| | | |
|---|---|---|
| | | There are no designated footways on either Mellis Road or Earlsford Road, meaning that all users, including people in wheelchairs or with mobility impairments, would be required to walk in the carriageway to cross the railway line. The narrow width of both roads and poor lighting were also raised by stakeholders as issues that may discourage disabled people, particularly those with visual or sight impairments, mobility difficulties or those in wheelchairs, from using the new route.<br><br>It is noted however that Abbotts level crossing currently joins Earlsford Road, so users are already currently required to walk in the carriageway to some extent and that existing routes include unlit sections.<br><br>**Permanent impacts on user safety due to reduced interaction with the railway**<br><br>Safety issues related to level crossings can disproportionately impact disabled people. Walking 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 be less able to cross safely because of these factors.[5] 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.[6]<br><br>While access to the crossing for many disabled users, particularly those with mobility difficulties, is likely to be limited at present (as reflected in the lack of usage by this protected characteristic group), reduced interaction with the railway means potentially reduced crossing risk for this group.<br><br>However, stakeholders raised concerns about the safety of the proposed diversion route via Mellis Road level crossing, which has an ALCRM score of D2 – also making it a high risk crossing (albeit with a slightly lower risk ALCRM score than Abbotts). It is noted though that this proposal involves diversion from a passive to an active crossing, as Mellis Road level crossing provides greater warning of approaching trains and is not dependent on users making their own decisions about the safety of crossing the line.<br><br>The lack of pedestrian footways (as noted above) and the inclusion of an alternative level crossing along part of the diversion route may potentially reduce the safety benefits of the closure of Abbotts level crossing. Further consideration for measures to improve the safety of the route for all users, including those with mobility and sensory impairments, should be considered as part of the Action Plan and the detailed design phase. |
| **Age** | Y | The permanent closure of Abbotts level crossing will remove pedestrian access at this point, potentially having a disproportionate |

[5] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'
[6] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'

| | | |
|---|---|---|
| | | impact on certain age groups – particularly children and older people – when compared with other sections of the population.<br><br>**<u>Children</u>**<br><br>There is a primary school in the village of Mellis (where the crossing is located). However, the nine-day census only documented two children (both accompanied) using the crossing over the full survey period, suggesting that impacts on children are likely to be limited.<br><br>**Permanent impacts on user safety due to reduced interaction with the railway**<br><br>Safety issues related to level crossings can 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 perceive vehicles moving towards them at more than 20 mph as stationary.[7]<br><br>As such, reduced interaction with the railway (due to the use of a safe diversion as an alternative) is likely to lead to reduced crossing risk for this group.<br><br>However, stakeholders raised concerns about the safety of the proposed diversion route via Mellis Road level crossing, which, as noted above, has an ALCRM score of D2, making it a high risk crossing. It is noted though that this proposal involves diversion from a passive to an active crossing. Mellis Road level crossing provides greater warning of approaching trains and is not dependent on users making their own decisions about the safety to cross the line.<br><br>The need to use an alternative level crossing, albeit one that is automatically controlled with enhanced safety features, means that the reduced risk to children is likely to be more limited. The lack of pedestrian footways along the diversion route will also limit the positive safety impacts of closing Abbotts level crossing for this group.<br><br>**<u>Older people</u>**<br><br>The nine-day census did not document any older people using the crossing, suggesting that any impacts of permanent closure will be minimal. The use of stiles to access the crossing means that the crossing is not currently accessible for people with mobility difficulties (which includes many older people). The closure of the level crossing is therefore likely to have a limited impact on older people.<br><br>**Permanent increased walking distances due to length of the diversion**<br><br>The closure of Abbots level crossing will be accompanied by a proposed diversion route, which will increase walking distances by a maximum of 620m (though, in practice, actual increases in walking |

[7] House of Commons Transport Committee (2014): 'Safety at level crossings: Eleventh Report of Session 2013–14'

| | | |
|---|---|---|
| | | distances may be less than this due to the availability of alternative routes and crossing points in the area).<br><br>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 are more likely to struggle to climb stairs.[8] Therefore, increased walking distances as a result of the diversion could disproportionately impact older people, especially those with mobility problems.[9]<br><br>**Permanent reduced pedestrian accessibility due to nature of the diversion route**<br><br>During consultation stakeholders raised concerns about the accessibility of the diversion route, due to the lack of a footway on either Mellis or Earlsford Road. This will require users to walk in the carriageway in order to cross the line. Concerns have also been raised about the surface of both roads, as they are in a poor state of repair and flood regularly.<br><br>It is noted however that Abbotts level crossing currently joins Earlsford Road, so users are already currently required to walk in the carriageway to some extent.<br><br>**Permanent improved user safety due to reduced interaction with the railway**<br><br>Safety issues related to level crossings disproportionately impact older people, largely 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 over-65s in controlled studies was 0.9 metres per second (m/s) in men and 0.8 m/s in women, compared to the mean for the population as a whole of 1.2m/s[10]), placing older people at greater risk.<br><br>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[11], meaning that older people are particularly at risk.<br><br>Level crossing closures, therefore, can improve the safety for older users by reducing interaction with the railway.<br><br>However stakeholders raised concerns about the safety of the proposed diversion route via Mellis Road level crossing, which has an ALCRM score of D2 – making it a high risk crossing. It is noted though that this proposal involves diversion from a passive to an active crossing. Mellis Road level crossing provides greater warning of |

[8] NHS (2014): 'Safe, compassionate care for frail older people using an integrated care pathway'
[9] Department for Transport (2005): 'Inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'
[10] 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.
[11] House of Commons Transport Committee (2014): 'Safety at level crossings: Eleventh Report of Session 2013–14'

| | | |
|---|---|---|
| | | approaching trains and is not dependent on users making their own decisions about the safety to cross the line.<br><br>In addition to this, stakeholders raised concerns about pedestrian safety along the proposed diversion route, due to the narrow width, blind bends and poor visibility which could all make it difficult for pedestrians to see and avoid oncoming vehicles.<br><br>Therefore, the lack of pedestrian footways and the inclusion of an alternative level crossing along part of the diversion route may potentially reduce the safety benefits of the closure of Abbotts level crossing. |
| **Pregnancy / maternity** | N | No disproportionate impacts are anticipated for this protected characteristic because of the project. |
| **Race** | N | No disproportionate impacts are anticipated for this protected characteristic because of the project. |
| **Religion or belief** | N | Although there is a church in the village of Mellis (where the crossing is located), the availability of alternative routes means that no disproportionate impacts are anticipated on the basis of this protected characteristic because of the project. |
| **Gender** | Y | **Improved user safety due to reduced interaction with the railway**<br><br>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.[12] Reduced interaction with the railway (due to the diversion onto the bridge) would lead to reduced crossing risk for men.<br><br>As noted above, the lack of pedestrian footpaths and the inclusion of an alternative level crossing along part of the diversion route may potentially reduce the safety benefits of the closure of Abbotts level crossing. |
| **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: |

[12] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'

- 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 routes.
- 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?[13] | 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 Abbotts level crossing:<br>• There is poor visibility of oncoming trains (due to overhanging trees and line gradients) so support is high for this closure.<br>• This crossing is currently only rarely used, and closure would increase safety for local people.<br>• There was a suggestion that adequate research on S18-21 had not been undertaken.<br>• There were suggestions that the level crossing be kept open and converted to a gated crossing.<br>• Flooding potential on Earlsford Road was raised as an issue.<br>• There is no footpath on Earlsford Road and it is only wide enough for a single car.<br>• Some respondents were unsure about how the closure would help achieve the objectives of the programme.<br>• Concerns were raised about the proposed diversion route. Stakeholders were particularly concerned about the narrow widths and lack of footways on the main diversion roads (Earlsford and Mellis). This means that there is insufficient room for pedestrians and farm machinery.<br>• Both of the above road surfaces are in poor condition and flood regularly.<br>• Lighting was also highlighted as a problem along the proposed alternative routes. |
| 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 Abbotts level crossing:<br>• Although usage of the crossing is not significant, it forms part of an important walking route in the local area.<br>• A request was made to provide a footbridge in the location or due to long-term development in the |

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

| | |
|---|---|
| | local area could be the potential to build a proper road bridge to replace the current Mellis Road level crossing. |

**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) | ✓<br>Due to the current low usage of the crossing and the availability of alternative routes, closure and redirection along the proposed diversion route is considered an appropriate solution.<br>However, Network Rail should consider route improvement measures along the proposed 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 |
|---|---|---|
| The installation of footways, drainage and rest points on both Earlsford Road and Mellis Road should be considered by the design team at the detailed design stage, in order to improve pedestrian safety. Reducing the speed limit on these sections of road (from 30 to 20mph) should also be considered. | Detailed design | Design team |
| Develop a communication strategy to ensure that local residents are kept abreast of developments, including scheduling of works, details of enhancements and improvements, and other benefits of the scheme, including user safety. | Ongoing | Network Rail project team |
| **Review the DIA at every GRIP stage to ensure equality of access is maintained for all**. | **Ongoing** | **Network Rail project team** |

See **Appendix D** for Design Team responses to the proposed actions above.

## Step 7: Sign off

| Name | Position | Signed | Date |
|---|---|---|---|
| DIA Owner TBC | Scheme Project Manager | | |
| Superuser[14] | Liability Negotiations Mgr | Steve Day | 29/01/2018 |
| Senior Manager[15] | | | |

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**'

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

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.

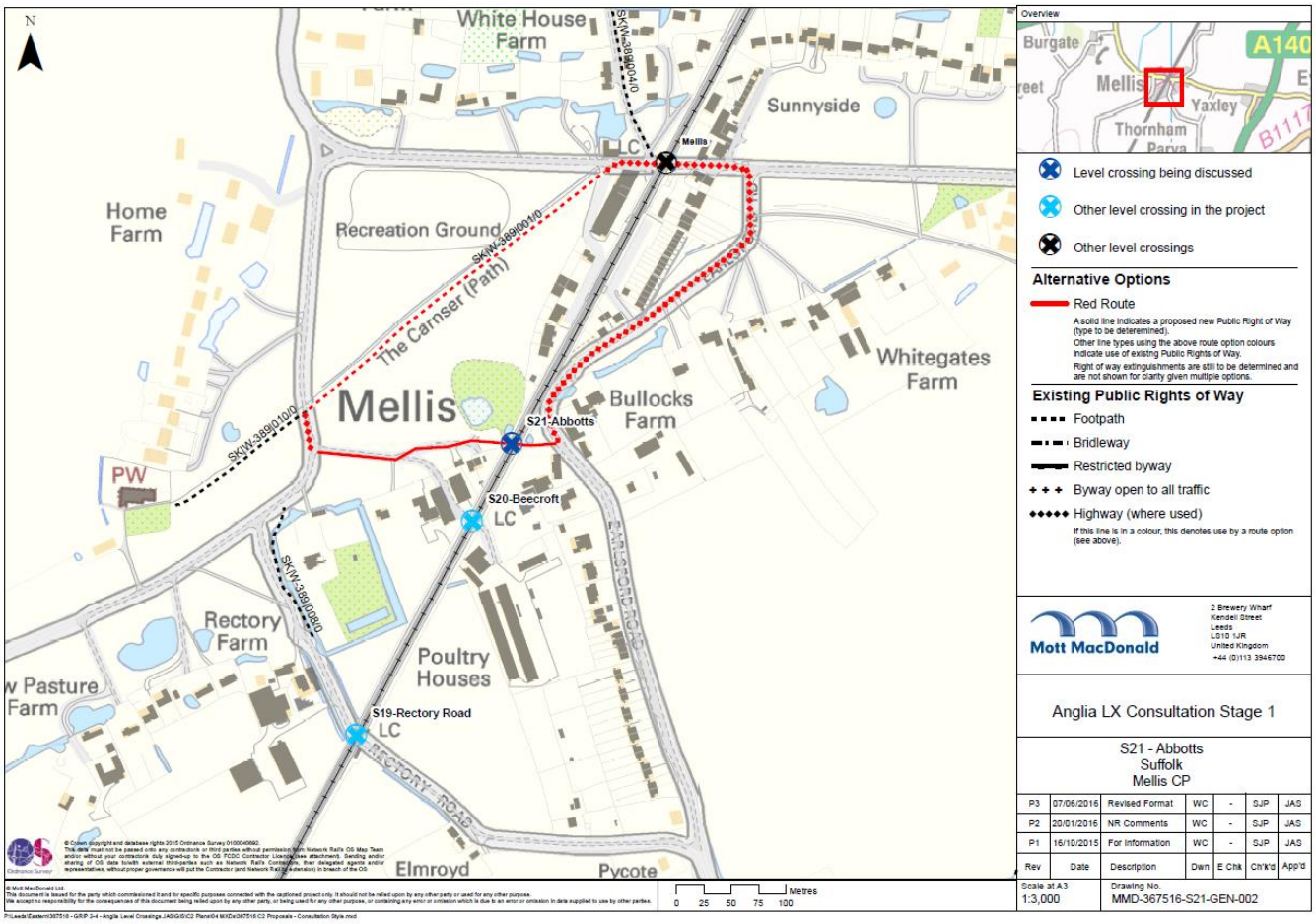
## Appendix A: Site photographs

### Abbotts level crossing

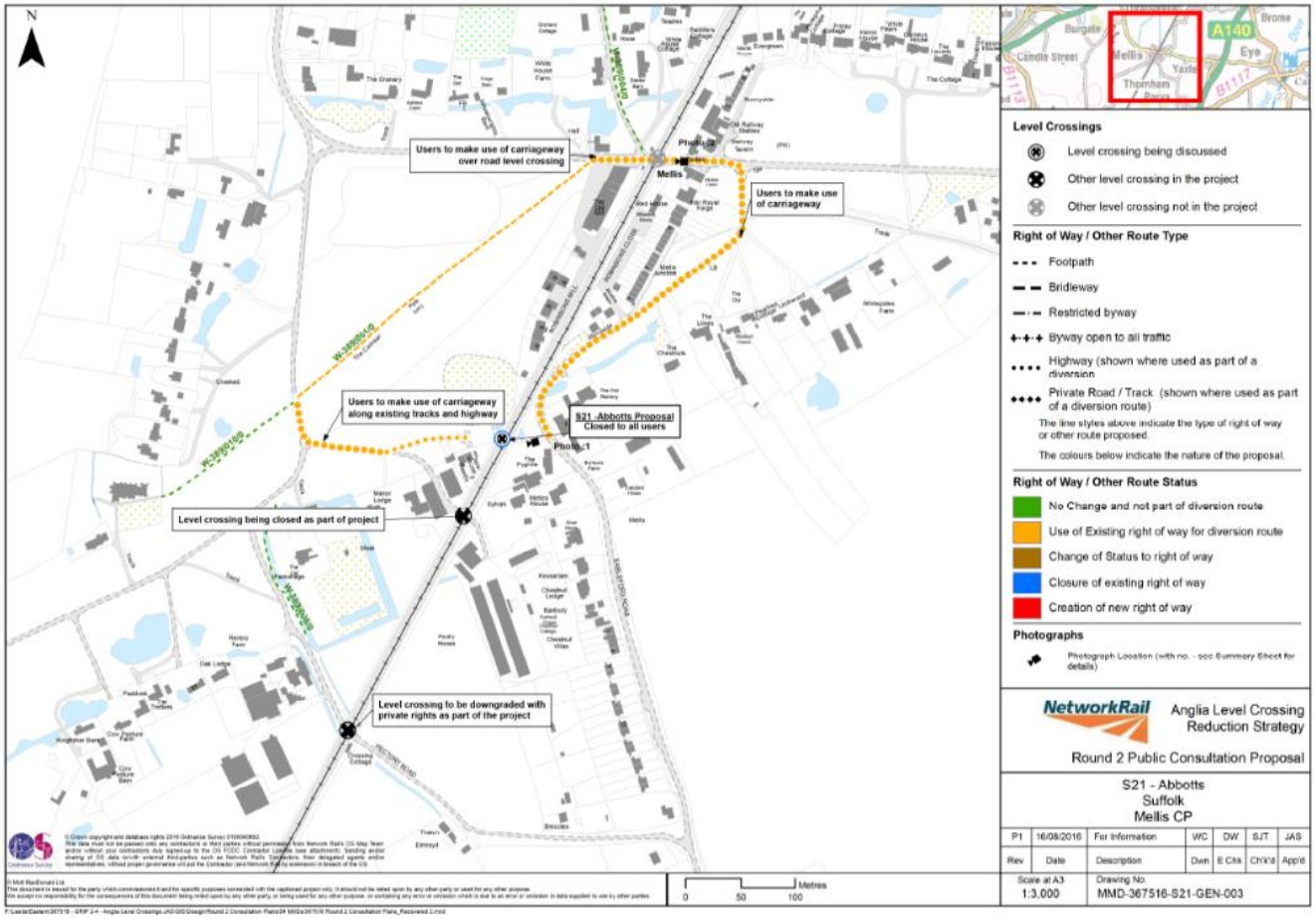
### Alternative crossing – Mellis level crossing

## Appendix B: Site drawings

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



## Round 2 consultations – preferred option (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 | 16/07/2016 | 0 | 0 | 0 | 0 |
| Day 2 | Sunday | 17/07/2016 | 0 | 0 | 0 | 0 |
| Day 3 | Monday | 18/07/2016 | 0 | 0 | 0 | 0 |
| Day 4 | Tuesday | 28/06/2016 | 0 | 0 | 0 | 0 |
| Day 5 | Wednesday | 20/07/2016 | 0 | 0 | 0 | 0 |
| Day 6 | Thursday | 21/07/2016 | 0 | 0 | 0 | 0 |
| Day 7 | Friday | 22/07/2016 | 0 | 0 | 0 | 0 |
| Day 8 | Saturday | 23/07/2016 | 0 | 0 | 0 | 0 |
| Day 9 | Sunday | 24/07/2016 | 0 | 0 | 0 | 0 |
| | | | 0 | 0 | 0 | 0 |

| Direction : | Combined | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Adult | Accompanied Child | Unaccompanied Child | Elderly | Impaired | Wheelchair | Pushchair/ Pram | Scooter | Railway Personnel | Total |
| Day 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Day 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| Day 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Day 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Day 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Day 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Day 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Day 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Day 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26 |

**Appendix D: DIA Design Team Responses to Action Planning**

| Action | By when | By who | Design Team comment | NR Response | Design Team Response |
|---|---|---|---|---|---|
| The installation of footways, drainage and rest points on both Earlsford Road and Mellis Road should be considered by the design team at the detailed design stage, in order to improve pedestrian safety. Reducing the speed limit on these sections of road (from 30 to 20mph) should also be considered. | Detailed design | Design team | The village of Mellis is a rural one with no footways throughout. Those existing users of the S21 level crossing must approach by walking on the carriageway or grass verges. For the majority of the diversion route, wide grass verges are available to walk on, or act as points for pedestrians to step off the road at the approach of a vehicle.<br>There is no accident record in the village and the Road Safety Audit did not raise any issues with the diversion route.<br>The provision of footways and positive drainage along the diversion route would be a significant cost and potentially impact on the rural character of the village. Given the low usage (3 people per day on average), the costs and potential impacts cannot be justified. There has been no request from SCC or the Parish Council for this level of infrastructure<br><br>Rest points in the form of benches at points along the route could be | These have not been requested thus far, anything to be provided now must be at the discretion of the highway authority as NR will not have the powers. | Noted |

| | | | | | |
|---|---|---|---|---|---|
| | | | investigated further with the parish council and highway authority at detailed design stage.<br><br>Observations on site do not point to need for a reduction in speed limits, ATC surveys show an average speed of 21mph and 85% speed of 25mph. SCC could progress this separately if desired by locals. | | |
| Develop a communication strategy to ensure that local residents are kept abreast of developments, including scheduling of works, details of enhancements and improvements, and other benefits of the scheme, including user safety. | | | NR to undertake at detailed design / implementation stage. | Agreed | no action |
| Review the DIA at every GRIP stage to ensure equality of access is maintained for all. | Ongoing | Network Rail project team | NR to undertake at detailed design / implementation stage. | Yes, but this is not to 'ensure equality of access is maintained for all' it is to ensure that any changes to the design do not worsen the access and they improve where appropriate. | NR to take appropriate actions |