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: S24 Higham Ground Frame - 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 (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. Closing or modifying level crossings can help to bring about a number of benefits. It can:

- 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; and
- improve journey time reliability for railway, highway and other rights of way users.

S24 – Higham Ground Frame level crossing

Higham Ground Frame level crossing is located in Barrow Parish, Suffolk. The crossing spans the two track Ipswich – Ely line.

The level crossing is a stop, look and listen public footpath level crossing, where the user determines whether it is safe to cross. Access to the level crossing is limited due to the presence of crossing stiles on either side of the railway line and because access to the crossing is via footpaths within fields.

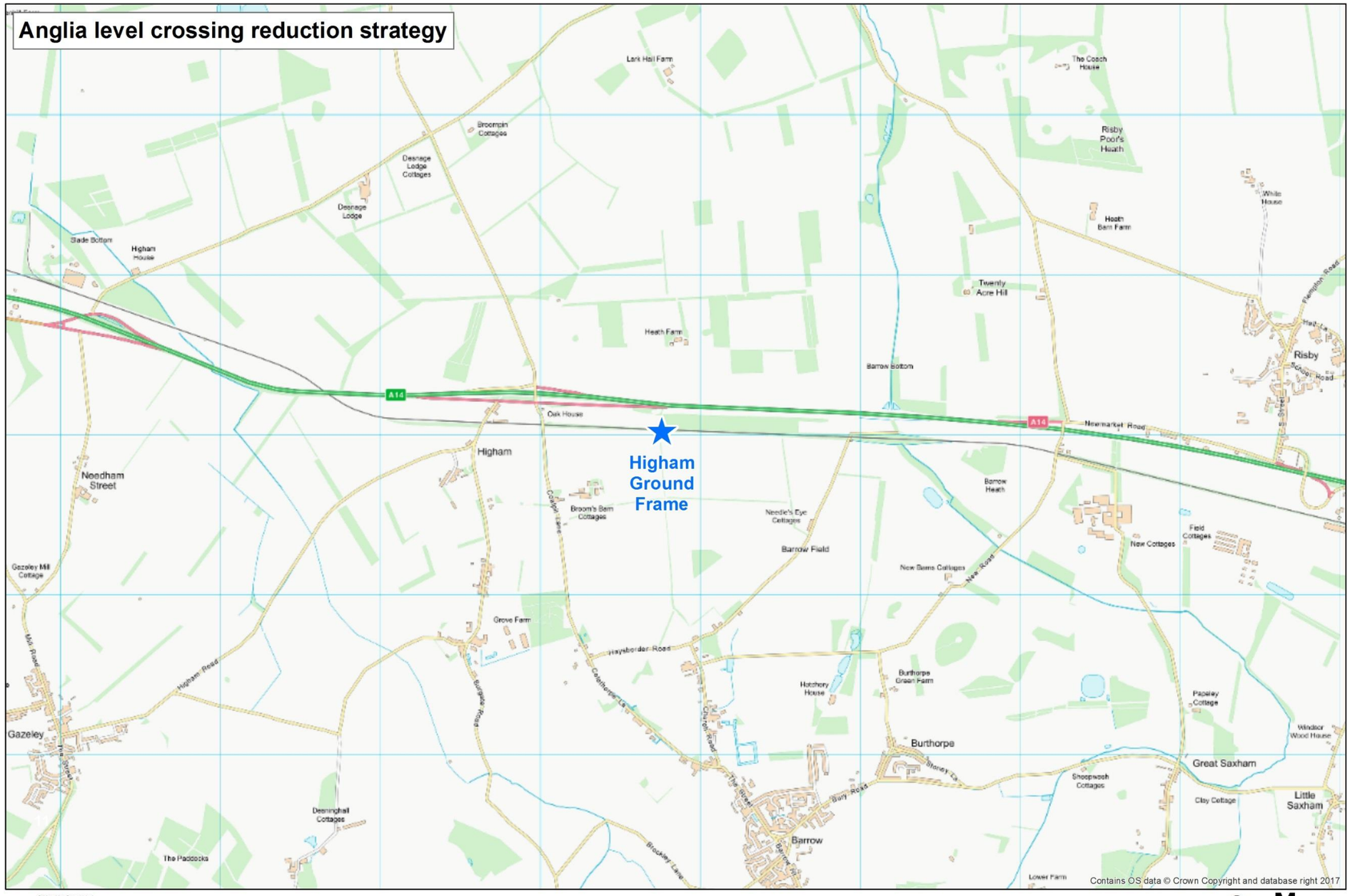
The crossing has an All Level Crossing Risk Model (ALCRM – the system used to measure risk at crossings) score of C7. The individual risk rating for crossing users is 'C' (where 'A' is highest risk and 'M' is lowest) and the collective risk rating for this crossing is '7' (where '1' is highest risk and '13' is lowest), making Higham Ground Frame a high risk crossing. Key issues at the crossing include frequent trains and sun glare. Between 2011 and 2015, there were no incidents of misuse, near misses or accidents recorded at this location. Approximately 104 trains use this part of the network daily at a line speed of 75mph.

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

Higham Ground Frame level crossing is located 2.7km north of the village of Barrow. To the north and south, agricultural land and woodland border the crossing. The A14 dual carriageway is situated 150m north of the crossing and a small collection of properties belonging to a research institute are sited 550m south west. The nearest railway station is Kennet, approximately 5.9km west of the level crossing.

Appendix A contains site photographs and the below map shows the location of the level crossing.



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Proposals for the project

Network Rail has conducted two rounds of public consultation regarding Higham Ground Frame level crossing - the first was to obtain feedback on initial options for all level crossings in the programme (in June 2016), and the second was to obtain feedback on the preferred options (in September 2016). 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.

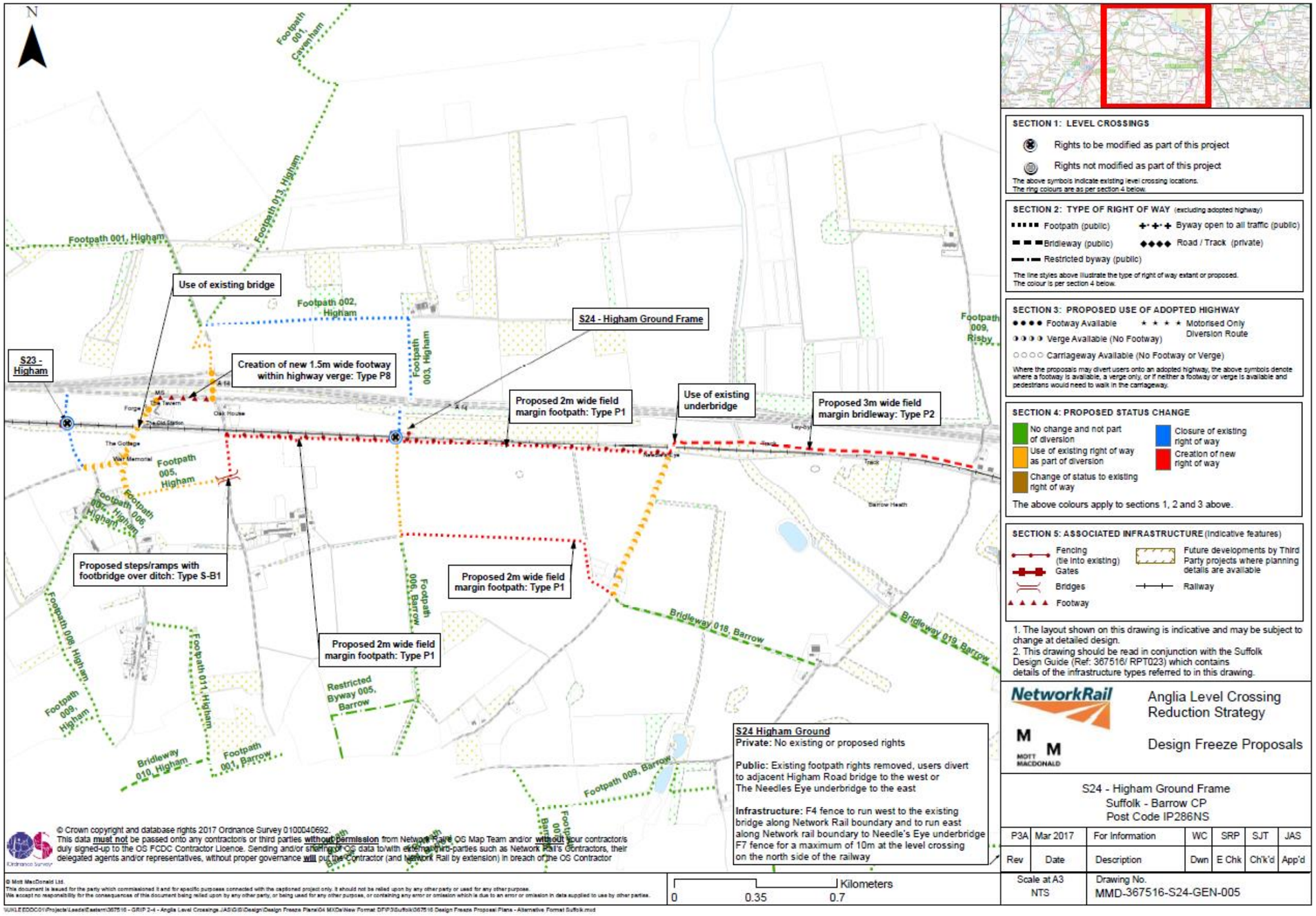
Following feedback on the second two of public consultation, the proposal is to close Higham Ground Frame level crossing to members of the public. The preferred proposal is to divert users to two alternative crossing points along the line: Higham Road[1] bridge located 1.1km west of the level crossing and The Needles Eye underbridge located 1.2km to the east.

On the southern side of the railway line, a new 2m wide footpath will be provided within adjacent field margins. This will link the level crossing to Coalpit Lane (west) and the underbridge (east). Due to the presence of a ditch, a stepped or ramped footbridge is proposed between Coalpit Lane and the adjacent field. Higham Road bridge would then be accessed via existing footpaths and carriageways from both the north and south. The Higham Road diversion would increase walking distances by up to 1km.

A second 2m wide footpath (within field margins) will be established on the southern side of the line, linking footpath 006 Barrow with Church Lane (the paved, single-track road leading to the underbridge (as detailed in the figure below)). It is noted that accessing the underbridge would only be possible from the southern side of the railway line. A new 3m wide bridleway will be established on the northern side of the line, linking the underbridge with rights of way to the east.

The figure below shows the preferred diversion route following feedback at Round 2 of public consultation. This is also available in **Appendix B**, along with initial options for diversions, taken to Round 1 and 2 public consultations.

[1] While Coalpit Lane offers a more direct diversion route, it was identified by road safety teams as a big safety risk to users. The road bridge on Coalpit Lane is narrow and the bends on either side make it difficult for drivers to see pedestrians. As such, Coalpit Lane was excluded as part of the diversion.


N
Footpath 001, Cavenham
Footpath 013, Higham
Footpath 001, Higham
Use of existing bridge
Footpath 002, Higham
S24 - Higham Ground Frame
Footpath 003, Higham
Footpath 009, Risby
S23 - Higham
Creation of new 1.5m wide footway within highway verge: Type P8
Proposed 2m wide field margin footpath: Type P1
Use of existing underbridge
Proposed 3m wide field margin bridleway: Type P2
Footpath 005, Higham
Footpath 006, Higham
Footpath 007, Higham
Proposed steps/ramps with footbridge over ditch: Type S-B1
Proposed 2m wide field margin footpath: Type P1
Footpath 006, Barrow
Proposed 2m wide field margin footpath: Type P1
Bridleway 018, Barrow
Bridleway 019, Barrow
Footpath 008, Higham
Footpath 011, Higham
Restricted Byway 005, Barrow
Footpath 009, Higham
Bridleway 010, Higham
Footpath 001, Barrow
Footpath 009, Barrow
Footpath 007, Barrow
Barrow Heath
SECTION 1: LEVEL CROSSINGS
Rights to be modified as part of this project
Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.
SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)
Footpath (public)
Byway open to all traffic (public)
Bridleway (public)
Road / Track (private)
Restricted byway (public)
The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.
SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
Footway Available
Motorised Only Diversion Route
Verge Available (No Footway)
Carriageway Available (No Footway or Verge)
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.
SECTION 4: PROPOSED STATUS CHANGE
No change and not part of diversion
Closure of existing right of way
Use of existing right of way as part of diversion
Creation of new right of way
Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.
SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)
Fencing (tie into existing)
Future developments by Third Party projects where planning details are available
Gates
Bridges
Railway
Footway
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.
NetworkRail
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Anglia Level Crossing Reduction Strategy
Design Freeze Proposals
S24 - Higham Ground Frame
Suffolk - Barrow CP
Post Code IP286NS
P3A | Mar 2017 | For Information | WC | SRP | SJT | JAS
Rev | Date | Description | Dwn | E Chk | Ch'k'd | App'd
S24 Higham Ground
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent Higham Road bridge to the west or The Needles Eye underbridge to the east
Infrastructure: F4 fence to run west to the existing bridge along Network Rail boundary and to run east along Network rail boundary to Needle's Eye underbridge F7 fence for a maximum of 10m at the level crossing on the north side of the railway
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Kilometers
0
0.35
0.7
Scale at A3
NTS
Drawing No.
MMD-367516-S24-GEN-005

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, the work could impact on people.

Potential positive impacts: Without the closure of Higham Ground Frame crossing, there is a risk of a future incident at this location. The closure of the crossing will separate people from the railway line and eliminate the need for users to navigate across the A14 traffic - thereby improving the safety of all users. Safety benefits are more likely to be experienced by some protected characteristic groups.

Potential negative impacts: The proposal for Higham Ground Frame level crossing will impact accessibility and walking distances for users of the crossing. Additionally, the proposed diversion route would potentially include a stepped footbridge and walking along field margins. This may disproportionately affect certain sections of the population who find additional walking distances, using steps and walking on uneven terrain difficult.

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 people with protected characteristics and mitigate these wherever possible and practicable by reasonable adjustments.

User profile

The nine-day census carried out in July 2016 indicated that a total of 50 people used the level crossing over the survey period. All users were adults. No children, older people, impaired people, wheelchairs or scooters, or people with pushchairs / prams were recorded using the level crossing.

It should be noted that all 50 level crossing users accessed the crossing on the same day within a 45-minute period, suggesting that this may have been a walking, running or research group. 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 therefore other potential users of the level crossing, existing socio-demographic data was reviewed to establish the composition of the local population – here taken as the district of Forest Heath.[3] These are as follows:

- Children (under 16 years of age) make up 19% of the Forest Heath population. This is equivalent to the national average.
- The proportion of older people (here described as people of retirement age – 65 and over) in Forest Heath is the same as the national average at 16%.
- 15% of the Forest Heath population is living with a long-term illness or disability that limits their daily activities. This is slightly lower than the national average of 18%.

[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/1946157240/report.aspx?pc=cb8_8bt

- 23% of the population of Forest Heath is from Black, Asian or minority ethnic (BAME[4]) groups. This is slightly higher than the national figure of 20%.
- Forest Heath has a low proportion of its populations belonging to minority faith groups (including Buddhist, Hindu, Jewish, Muslim, Sikh and 'other' in national Census data) - 2% compared with 9% for England.

The above demographic analysis suggests that the populations of all of the protected characteristics (for which there is demographic data) are broadly in line with national proportions. There is one exception, Forest Heath has a lower proportion of people from minority faith groups.

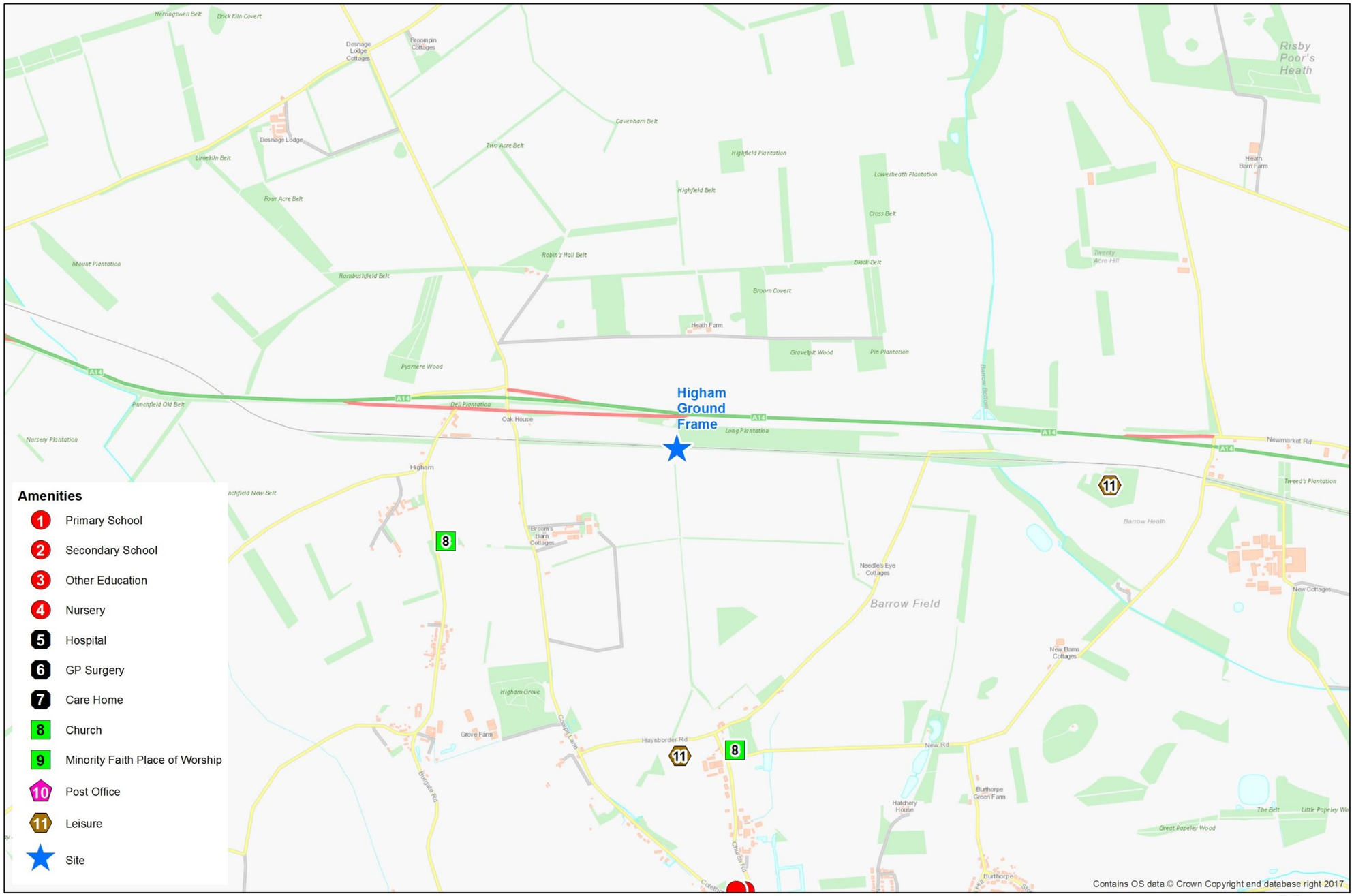
Local amenities

An analysis of local planning policies in May 2017 highlighted there are areas of land allocated for housing development in the village of Barrow[5]. However, as these are located 3.1km south of the level crossing, any development is unlikely to significantly impact upon the usage of the level crossing.

An analysis of the local area indicates that there are two churches and two leisure facilities within 2km of the level crossing. These are located in small settlements to the south of the crossing.

The map below shows local amenities.

[4] Including white Irish, Gypsy and Irish travellers and other white ethnic populations.
[5] St Edmundsbury Borough Council (2014): 'Rural Vision 2031'. Available at: https://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/upload/3-Rural-Vision-2031.pdf



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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 Higham Ground Frame 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	Impact	Explain the potential negative impact
Disability	Y	The permanent closure of Higham Ground Frame level crossing will remove pedestrian access at this point. Safety issues related to level crossings can disproportionately impact disabled people, older people, children and men. This is because: • 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. 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] • Older people have potentially slower walking speeds and their field of vision tends to decline over time. Studies have shown that this can be at a rate of 1° and 3° per decade.[7] 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[8]), placing older people at greater risk. • Children and younger people have potentially slower walking speeds and can have difficulties correctly processing the speed of oncoming vehicles.[9]
Age	Y	
Pregnancy / maternity	N	
Race	N	
Religion or belief	N	
Gender	Y	
Sexual orientation	N	
Marriage/Civil Partnership	N	
Gender reassignment	N	

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

		• Male pedestrians dominate accidents at level crossings they are 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.[10] Reduced interaction with the railway at this point may potentially result in a reduced crossing risk for these groups. However, due to the lack of recorded usage by older people, disabled people and children, there will be no considerable change to baseline safety. There will be up to a 1km increase in walking distances for those following the diversion route, and the potential incorporation of a stepped footbridge along the route. These types of impacts typically affect some protected characteristic groups more than the general population, notably disabled and older people, (particularly those with reduced mobility). • Older and disabled people are more likely to have difficulties walking long distances and experience pain or discomfort in doing so.[11] • 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.[12] • 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.[13] However, due to the highly restrictive nature of the current level crossing and the lack of recorded usage by these two groups there will be no change to baseline accessibility. It should also be noted that there are no amenities in close proximity of the site that would be used disproportionately by disabled and older people. As such, it is highly unlikely that any impacts would be experienced disproportionately.

[10] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'
[11] Department for Transport (2005): 'Inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'
[12] Department for Transport (2005): 'Inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'
[13] NHS (2014): 'Safe, compassionate care for frail older people using an integrated care pathway'

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?

The below are views received through public consultation events. As such, views are not necessarily received from or relevant to those who share a protected characteristic.

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)	As part of round 1 of public consultation, one questionnaire response was received for Higham Ground Frame level crossing. The sole respondent stated that they were neutral towards the proposal to close the crossing, but that they would prefer another diversion route to be put in place. They were of the opinion that the blue route[15] to the east was necessary to compensate for the loss of the level crossing. The red route[16] to the north of the railway line was deemed unnecessary by the respondent, with the red route to the

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

[15] See appendix B: Round 1 scheme drawing

[16] See appendix B: Round 1 scheme drawing

	south of the railway being the most sensible option from a maintenance point of view. It was felt that, to ensure user safety, the parts of the red route that follow existing roads should have footpaths made up (and maintained) along one of the verges, where these don't already exist. Where roads must be crossed, suitable traffic calming measures (e.g. signage, on-road marking) should be provided.
Suffolk Local Access Forum response	Closure of the crossing and use of the red route would move the footpath crossing of the A14 to the overbridge. The proposed blue route, if designated a bridleway, would be a valuable addition to the network.
Public consultation Round 2 (September 2016)	As part of public consultation round 2, two questionnaire responses were received. Both respondents agreed with the proposals to permanently close the crossing. Questionnaire responses identified the following comments / issues (outlined below) regarding the proposals for Higham Ground Frame level crossing:
Landowner responses	• The crossing is not used by members of the public as it is considered to be very dangerous. The current footpath serving the level crossing involved pedestrians crossing the A14 dual carriageway as well as the railway line. • It was highlighted that footpath W-316002/0 (see Appendix B.2) is unused as it links only to the crossing which is to be closed. It is suggested that this footpath is closed too.
British Horse Society Access Officer responses:	• It would be beneficial to horse riders for the proposed footpath from Coalpit Lane to the underpass to be upgraded to a bridleway to connect with the new proposed bridleway north of the railway.
The Rambler's Association (Suffolk Group) response:	• The suggested creation of new routes is welcomed and provides good links to existing footpaths south of the A14. However, there are concerns that these new alternative routes may not be deliverable because of lack of landowner consent. • The diversion route to the west meets Higham Lane and then walkers have to progress north on the road across the existing railway bridge to the Round House which meets the slip road from the A14. It is absolutely essential that road safety measures are put into place for walkers to safely cross the road.

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, poor connectivity of existing footpaths leading to Higham Ground Frame level crossing and the availability of alternative routes, closure and redirection along the proposed diversion route is considered an appropriate solution. Route improvements should be considered for the proposed diversion to ensure accessibility.
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 other benefits of the scheme, including user safety.	Ongoing	Network Rail project team

Explore improvements to diversion routes which could include: vehicular speed control measures along Coalpit Lane, Higham Road and the A14 slip road; signage to support way finding; and ensuring level surfaces. This will ensure that pedestrian accessibility is enhanced along the proposed route. Ensure that measures to improve the permanent diversion route meet guidelines in the Equality Act 2010 wherever possible in order to ensure that the route is as accessible as can be for all groups. This includes installing a ramped footbridge on Coalpit Road, rather than a stepped structure.	Prior to implementing works	Network Rail liabilities team
Review the DIA at every GRIP stage.	**Ongoing**	**Network Rail project team**

Step 7: Sign off

Name	Position	Signed	Date
DIA Owner TBC	Scheme Project Manager		
Superuser[17]	Liability Negotiations Mgr	Steve Day	05/02/2018
Senior Manager[18]			

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

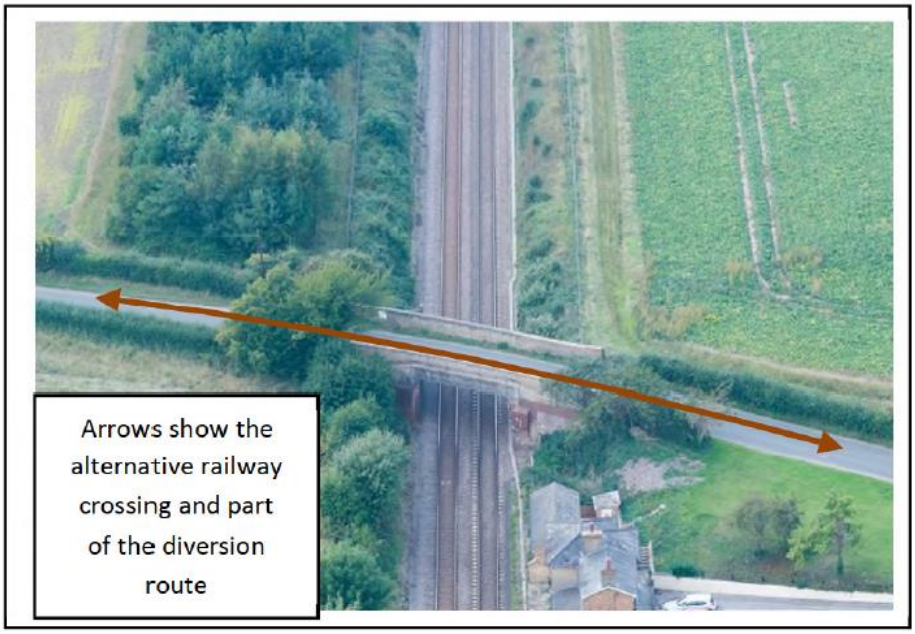
Send your final DIAs to DiversityImpactAssessment@networkrail.co.uk. Customer related DIAs will be published on our website**.**

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

Appendix A: Site photographs

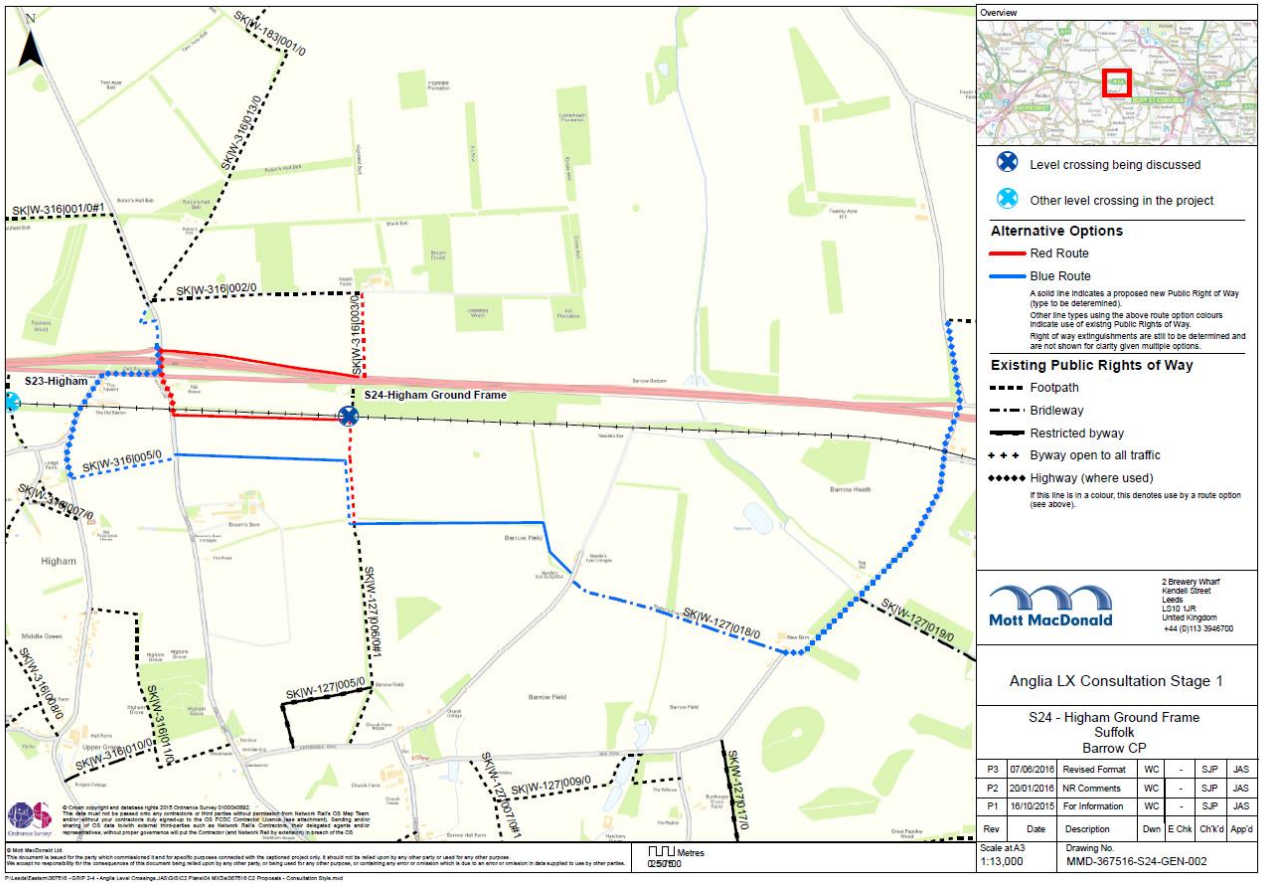
Existing level crossing

Alternative railway crossing – existing bridge

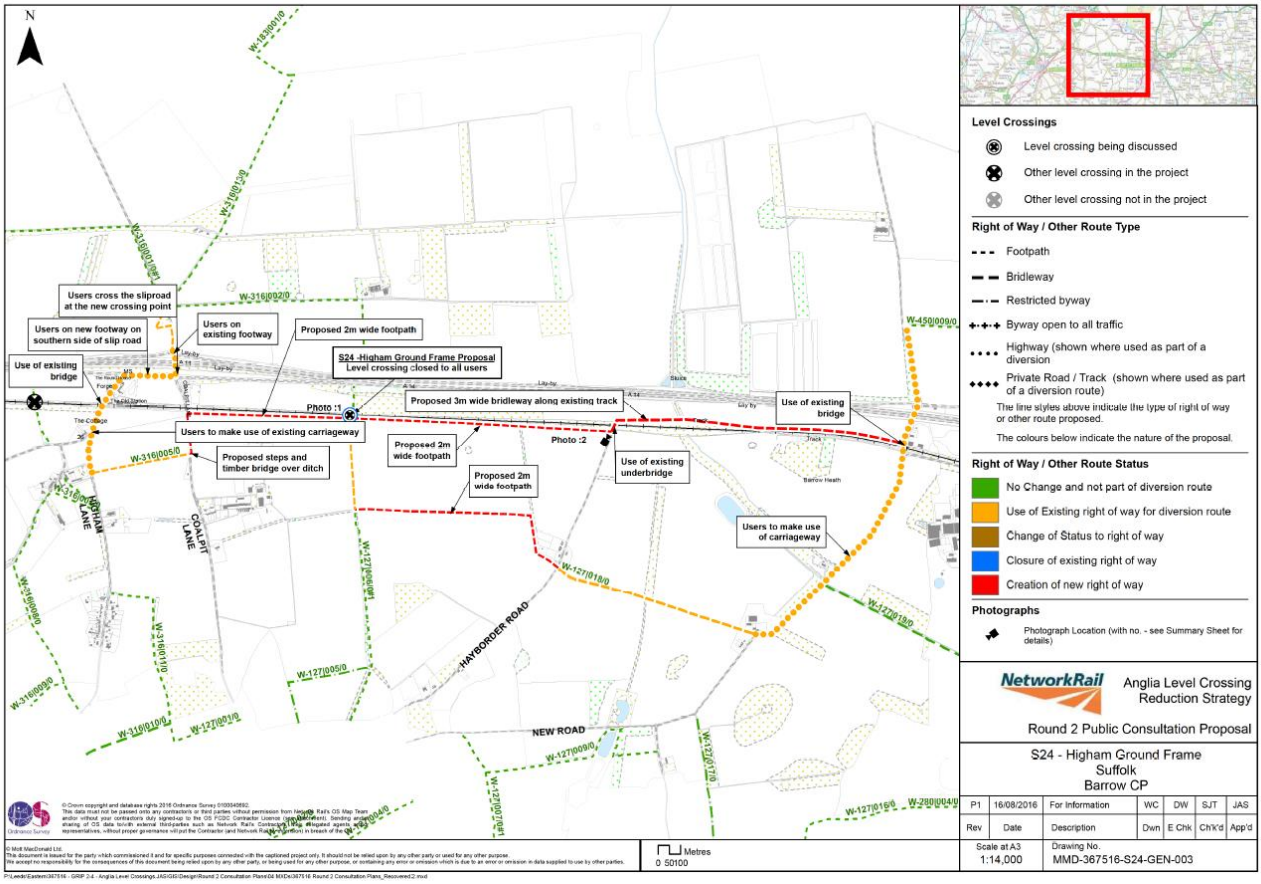


Appendix B: Scheme drawings

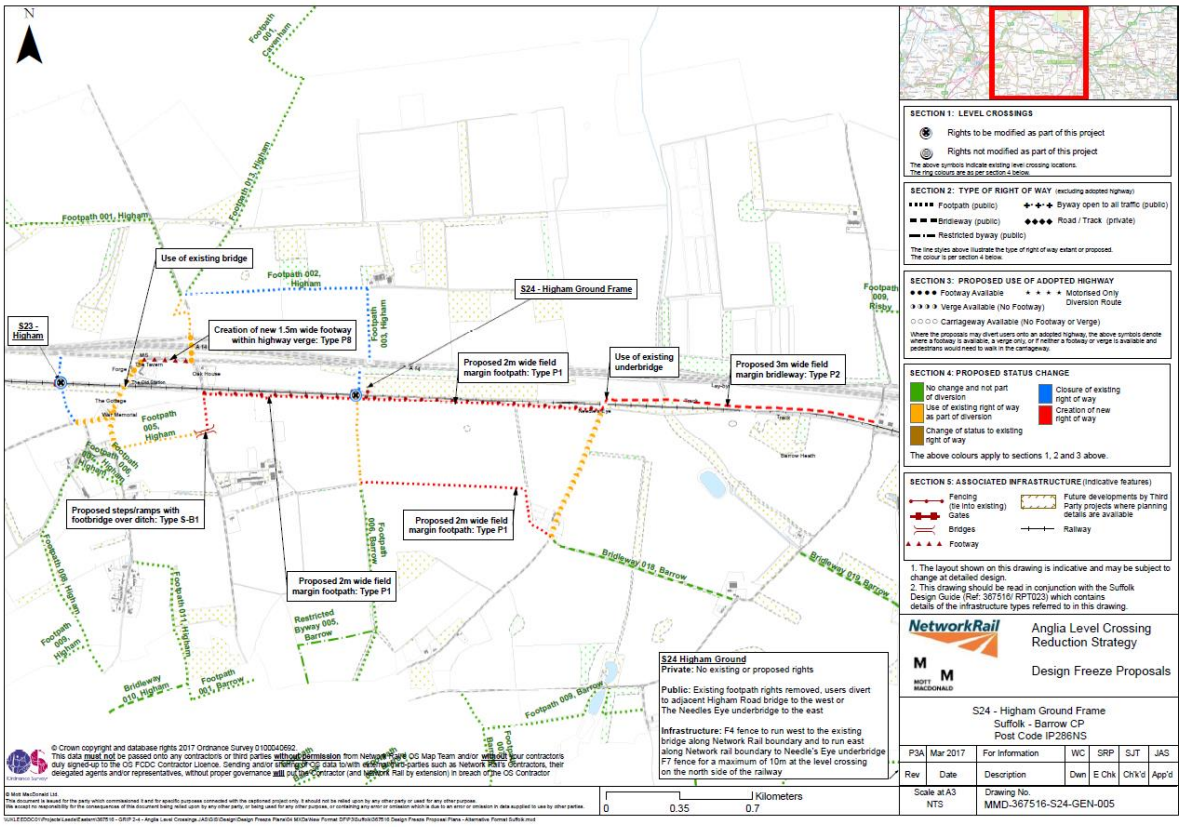
B.1. Round 1 consultation – proposed diversion (initial option)



B.2. Round 2 consultations – preferred option (September 2016):



B.3. Following Round 2 consultations – preferred option (March 2017)



Appendix C: Census summary

Summary

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

The data is summarised below:

Pedestrians								
	Adult	Accompanied child	Unaccompanied child	Older person	Impaired user	Wheelchair user	Pushchair / pram	Total
25/06/2016	0	0	0	0	0	0	0	0
26/06/2016	0	0	0	0	0	0	0	0
27/06/2016	0	0	0	0	0	0	0	0
28/06/2016	0	0	0	0	0	0	0	0
29/06/2016	50	0	0	0	0	0	0	50
30/06/2016	0	0	0	0	0	0	0	0
01/07/2016	0	0	0	0	0	0	0	0
02/07/2016	0	0	0	0	0	0	0	0
03/07/2016	0	0	0	0	0	0	0	0
	50	0	0	0	0	0	0	50

Note that spike in usage on 29/06/2016 is attributable to a local running event.