

Assessment of:	Tiverton Parkway Station Footpath
Service:	PE&T - Transport Planning

Head of Service:	Dave Black
Date of sign off by Head Of Service/version:	18 August 2017
Assessment carried out by (incl. job title):	Ian Sorenson (Highway Development Management Officer)

Section 1 - Background

Description:	<p>Tiverton Parkway Rail Station is on the Bristol to Exeter Line and is located near Sampford Peverell approximately 7 miles to the east of Tiverton and close to the junction of the M5 motorway with the A361 North Devon Link Road. The station started operating in the 1980's and in late 2007 an additional car park for the station was opened as the original car park was too small when First Great western increased the services to the station. The additional car park is situated alongside the road to the station and requires a short walk. A further extension to the car park was undertaken in 2016.</p> <p>The station is linked to both Tiverton and Cullompton by bus services that call at a bus stop in the station car park. In addition to the station being close to the M5 and A361 The National Cycle Network Route 3 (Bristol to Lands End) passes through the station and provides a safe and quiet route to local towns. Annual estimated passenger usage during 2015/16 was 0.478 million.</p>
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Reason for change and options appraisal:	<p>The increase in usage of the station has led to the proposed sustainable improvements listed below.</p> <ul style="list-style-type: none"> a. Footway Link from Station to Sampford Peverell b. Public Transport Improvements in Lower Town c. Improvements to NCN3 d. Installation of street lighting and speed restrictions
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Section 2 - Key impacts and recommendations

Social/equality impacts:	<p>The scheme will provide positive social impacts for commuter, tourist and other road users.</p> <p>The scheme will provide a safe and attractive route for pedestrian and cyclists to access Tiverton parkway Station, Sampford Peverell and the National Cycle Network 3 along the Grand Western Canal, Tiverton. The proposals will encourage sustainable travel to work and retail destinations supporting public health and improving access for all road users.</p> <p>The reduction in speed limit and installation of street lighting will provided a safer environment for pedestrians and cyclists.</p>
Environmental impacts:	<p>The scheme has been designed to minimise environmental impacts.</p> <p>Environmental consideration has been taken into account for street lighting and hence part night illumination and installation of LED lanterns is proposed.</p>
Economic impacts:	<p>Neutral impact</p>

Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	The proposal supports sustainable transport facilities in accordance with the County Councils priorities in the Strategic Plan 2014-2020 by focussing on physical health and supporting a prosperous healthy and safe community.
How will impacts and actions be monitored?	Speed counts and customer satisfaction surveys through rail operator and feedback from Parish Council

Section 3 - Profile and views of stakeholders and people directly affected

People affected:	Local Residents, commuters, cyclists and pedestrians
Diversity profile and needs assessment of affected people:	The scheme does not introduce any specific restrictions or impediments to current or future users. The scheme supports access for all user groups and no adverse impacts for individual people or characteristics have been identified.
Other stakeholders:	General Public, and Councillors
Consultation process:	The Highway Authority has consulted with the Parish council on the scheme who in turn have previously sought/ received requests with regard to delivery of the footpaths, bus stops speed limits and waiting restrictions. As part of the consultation process the Parish will consult residents who are materially affected by the installation of the lighting scheme.
Research and information used:	None

Background Analysis

This section describes how relevant questions and issues have been explored during the options appraisal.

Section 4a - Social Impacts

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity (remove or minimise disadvantage; meet people's needs; take account of disabilities; and encourage participation in public life) and
- Foster good relations (tackle prejudice and promote understanding).

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief.

This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- Informed and properly considered with a rigorous, conscious approach and open mind
- Done so, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination*, advance equality and foster good relations. *This means that the decision will not result in unlawful direct or indirect discrimination, harassment or victimisation in relation to the provision of services and functions, education, premises, work or associations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair
- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

Characteristics	Describe any actual or potential negative consequences (e.g. disadvantage or community tensions) for the groups listed. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes for the groups listed. (Consider how to advance equality/reduce inequalities as far as possible).
All residents (in general):	Potential benefit	Safer sustainable transport facility Reduction in traffic speeds
Age (from young to old):	Potential benefit	Improved access to sustainable transport facilities.
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	Potential benefit	Improved access to sustainable transport facilities.
Culture/ethnicity: nationality, skin colour, religion and belief:	No specific impact	No specific impact

Sex, gender and gender identity (including Transgender & pregnancy/maternity):	No specific impact	No specific impact
Sexual orientation:	No specific impact	No specific impact
Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.	No specific impact	Improved access to sustainable transport facilities.
Human rights considerations:	No specific impact	No specific impact

Section 4b - Environmental impacts

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. Refer to the Environmental Analysis guidance for further information

The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please select from the table below and proceed to Section 4c, otherwise complete the environmental analysis):

X	Devon County Council's Environmental Review Process for permitted development highway schemes.
	Planning Permission under the Town and Country Planning Act (1990).
	Strategic Environmental Assessment under European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment".

	<p>Describe any actual or potential negative consequences.</p> <p>(Consider how to mitigate against these).</p>	<p>Describe any actual or potential neutral or positive outcomes.</p> <p>(Consider how to improve as far as possible).</p>
Reduce waste, and send less waste to landfill:		
Conserve and enhance biodiversity (the variety of living species)		
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:		
Conserve and enhance the quality and character of our built environment and public spaces:		
Conserve and enhance Devon's cultural and historic heritage:		
Minimise greenhouse gas emissions:		
Minimise pollution (including air, land, water, light and noise):		
Contribute to reducing water		

consumption:		
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):		
Other (please state below):		

Section 4c - Economic impacts

Refer to the Economic Analysis guidance for further information.

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	No specific impact	No specific impact
Impact on employment levels:	No specific impact	No specific impact
Impact on local business:	There will be possible disruption during the construction of the scheme.	Improved Sustainable transport facilities

Section 4d -Combined Impacts

Linkages or conflicts between social, environmental and economic impacts:	None
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Section 5 - 'Social Value' of planned commissioned/procured services:

How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?	Improved Sustainable transport facilities
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