

Impact Assessment

Version 2015 GUIDANCE NOTES

Assessment of:	Marsh Barton Railway Station
Service:	PE&T – Transport Planning

Head of Service:	Dave Black
Date of sign off by Head Of Service/version:	26 June 2015
Assessment carried out by (incl. job title):	Rory Millar – Graduate Transport Planning Officer

Section 1 - Background

Description:	The new railway station is situated on the Exeter to Newton Abbot line immediately south of Clapperbrook Lane adjacent to the new Energy from Waste Plant on the eastern edge of the Marsh Barton trading estate. The station will include the erection of a two platform railway halt with an associated pedestrian footbridge, access, parking/turning area and a pedestrian/cycle path. The station is due to be opened in 2016 and a half hourly frequency is expected to serve the station from 2018 as part of a major timetable revision and when additional diesel units are cascaded from the Thames Valley and Bristol to Devon and Cornwall.
Reason for change and options appraisal:	Marsh Barton is a core element of the Devon Metro rail strategy for Exeter and is central to the growth plans for the South West Exeter urban extension, Dawlish, Newton Abbot and Marsh Barton employment area itself. It also plays a major part in the growth of the rest of the city by enabling access to Marsh Barton employment cross town from growth areas to the east. This is particularly important given the limited capacity of key junctions such as Countess Wear and M5 Junction 30.

	<p>This area of Exeter is not currently served by a railway station therefore this will open up train travel for a large number of people. Marsh Barton is one of the key employment areas in Exeter so a new station at this location will make rail a genuine travel to work option for people commuting to the area from large parts of Exeter, Teignbridge and Torbay particularly as these areas are set to experience high levels of growth. It will also open up leisure opportunities due to its location adjacent to the Riverside Valley Park and the easy access to the Exe Estuary Trail.</p>
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Section 2 - Key impacts and recommendations

Social/equality impacts:	<p>The station has excellent links to the walking and cycling network via the Riverside Valley Park, providing connections to County Hall, the future South West Exeter urban extension and the Royal Devon and Exeter Hospital. The location of it should help to promote active travel and help improve public health. The station design is compliant with the Disability and Discrimination Act so it is accessible for all.</p> <p>Slightly longer journey times may be experienced on the line due to the additional time taken to stop at Marsh Barton however this will only be a minor increase.</p>
Environmental impacts:	<p>The new station is expected to minimise greenhouse gas emissions due to the reduction in car travel due to some choosing to get the train rather than drive. The reduction in car travel will also minimise pollution and ensure resilience to the future effects of climate change.</p>
Economic impacts:	<p>Marsh Barton station will have a significantly positive impact on the economy and local business as it will improve access to a number of employment sites on the estate and it will also have a positive impact on access to teaching and learning facilities east of Exeter. It will particularly facilitate access to employment opportunities for those living in Teignbridge and Torbay who previously struggled to commute to work at Marsh Barton as they did not own a car. The improved connectivity to and from the area by being on the national rail network will benefit the area as it will support further investment in businesses in Marsh Barton. It will also remove vehicle journeys from the highway network which will reduce congestion and mitigate the impact of growth in the area particularly the South West Exeter Urban Extension. The final economic impact of the scheme is that the proximity of the station to the Riverside Valley Park and the Exe Estuary Trail may help to support the local</p>

	tourism industry.
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	None
How will impacts and actions be monitored?	Annual station patronage will be monitored by the Office for Rail Regulation and journey times on the highway corridor affected by the new station will be monitored through Strategis data.

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

People affected:	The station will affect those who work in Marsh Barton and live in areas where travelling to work by train is an attractive option. This could be people that live in Teignbridge or Torbay who need to commute in by car along a congested corridor or those who live in East Devon that currently need to drive through Exeter to get to work.
Diversity profile and needs assessment of affected people:	The scheme is considered to have the same impact on all groups of people.
Other stakeholders:	Network Rail, First Great Western, Cross Country Trains, Rail User Groups, Local Transport Board and Local Enterprise Partnership, Walking Groups, Exeter City Council and Teignbridge District Council are all stakeholders in the assessment of the railway station at Marsh Barton.
Consultation process:	The December 2012 Cabinet report outlined the wider public consultations that led to the development of the scheme. This included the Exeter Local Plan, Devon and Torbay Local Transport Plan, discussions with rail user groups and 2010 Future of Transport in Exeter consultation. There are extensive ongoing consultations with both First Great Western and Network Rail on the design of the station and services that will operate there. A timetable modelling exercise has also secured agreement from Cross County Trains on an interim timetable to

	<p>2018.</p> <p>Further more detailed consultation has taken place as part of the planning application process. Network Rail did not object on condition that an existing public right of way rail crossing south of the station was closed and the route diverted. The informal consultation on the diversion has now closed and there have been no objections from the stakeholders consulted.</p>
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.
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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):	The scheme is considered to have the same impact on all groups of people	
Age (from young to old):	No negative consequences for young and elderly people	Provides younger and older members of the population who are unable to drive with easier access to the Riverside Valley Park, employment and access to city centre facilities which could open up leisure opportunities and help improve public

		health. The station will be fully lit with CCTV security systems which will reduce the fear of crime and enhance personal security amongst elderly people
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	No negative consequences for disabled people	The facilities at the station are compliant with the Disability Discrimination Act. There will be ramps to both platforms which will address any potential access issues. On the eastern side of the railway, there will be a small number of parking spaces for those who may struggle to walk to the station.
Culture/ethnicity: nationality, skin colour, religion and belief:	No specific impact	
Sex, gender and gender identity (including Transgender & pregnancy/maternity):	No specific impact	
Sexual orientation:	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 negative consequences for other socio-economic factors	The station will promote public health and wellbeing as it is expected to promote active travel. The scheme includes secure cycle parking provision to encourage cycle access for onward commuting journeys such as County Hall and Royal Devon & Exeter Hospital.
Human rights considerations:	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):

	Devon County Council's Environmental Review Process for permitted development highway schemes.
X	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".

	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).
Reduce waste, and send less waste to landfill:		
Conserve and enhance biodiversity (the variety of living species):		Neutral impact

Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:		Reduces the need for large scale road construction
Conserve and enhance the quality and character of our built environment and public spaces:		Reduces the need for major road improvements
Conserve and enhance Devon's cultural and historic heritage:		
Minimise greenhouse gas emissions:		Reduces levels of vehicle emissions from lower rates of car travel
Minimise pollution (including air, land, water, light and noise):		As above
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):		Benefits from lower relative carbon emissions

Other (please state below):		
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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 negative economic impacts	Positive impact on access to knowledge and skills
Impact on employment levels:	No negative economic impacts	Positive impact on employment levels and potential support to delivery of additional employment sites
Impact on local business:	No negative economic impacts	Positive impact on local businesses

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:

<p>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?</p>	<p>Limited procurement options as this requires specialist contractor resources who have to be approved by Network Rail</p>
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