

Impact Assessment



Assessment of: Marsh Barton station

Service: Planning, Transportation and Environment

Head of Service: Dave Black

A handwritten signature in black ink that reads "Dave Black".

Version / date of sign off by Head of Service: 23 December 2020

Assessment carried out by (job title): Chris Burridge-Barney (Assistant Transport Planner)

1. Description of project / service / activity / policy under review

The delivery of Marsh Barton railway station, including a new footway/cycleway (including a bridge parallel to Clapperbrook Lane East), access ramps and car parking facilities are to be constructed¹.

¹ The platforms and associated furniture are considered in a separate Diversity Impact Assessment, as these are to become Network Rail assets following the construction of the station.

2. Reason for change / review

During recent discussions, Network Rail requested additional details from Devon County Council regarding the decisions leading to the current station design, particularly in relation to the access arrangements. This document has consequently been updated (see section 3).

3. Aims / objectives, limitations and options going forwards (summary)

Aims/Objectives

The aims of this project are to:

- Provide a new rail station to predominantly serve as an alternative mode of transport for workers and users of Marsh Barton Industrial Estate. Also, to extend the reach of Devon Metro to a number of other users
- Enable persons of varying mobility levels to access the station.
- Ensure the potential benefits of the station are realised, by encouraging as many people as possible to switch from driving private cars to using the train, and reducing traffic congestion, air pollution and greenhouse gas emissions.
- Enable pedestrians and cyclists to cross the railway line safely, eliminating potential conflicts with motor vehicles on the existing narrow road bridge.
- Improve access to leisure facilities such as the Riverside Valley Park and Exe Estuary Trail.
- Improve the health and wellbeing of local residents, employees of nearby businesses and visitors to the area.
- Help facilitate the delivery of some 1,500 homes at Water Lane and over 5,000 homes around Marsh Barton, as outlined in the *Liveable Exeter Housing Delivery Programme*².
- Encourage residents of these developments to travel sustainably, aiding progress towards tackling the Climate Emergency Devon County Council has declared, and aiming to reduce traffic volumes on congested roads in the area.
- Help "create conditions for good health, physical activity and social interaction" and "prevent ill health by enabling people to live healthier lives"³, in line with Devon's *Joint Health and Wellbeing Strategy 2020-25*.
- Aid progress towards increasing the percentage of journeys to work in Exeter by bicycle to 12%, a target given in the County Council's Cycling and Multi-Use Trail Network Strategy⁴.

² http://committees.exeter.gov.uk/documents/b15242/Liveable%20Exeter%20-%20A%20Transformational%20Housing%20Delivery%20Programme%2012th-Feb-2019%2017.30%20Executive.pdf?T=9&fbclid=IwAR0b8KfcHZ2hXvzGWWF_rnZQG2Mxxsx8de7ro_HxtT8UCtb1WU1dmmm8ME

³ <https://www.devonhealthandwellbeing.org.uk/strategies/>

Options Assessment

An Options Assessment Report⁵ was conducted in December 2013 and found that "Marsh Barton Rail station is overwhelmingly the most suitable, economic, feasible and effective scheme" for improving transport links to the trading estate, tackling traffic congestion and providing for future development growth. In particular, the scheme scored highly in terms of its fit with wider transport and government objectives, its ability to drive economic growth, its value for money and its impact on carbon emissions. Building a rail station at Marsh Barton is also supported in other relevant policy documents, such as the Devon and Torbay *Local Transport Plan*⁶, and is considered a priority by the Heart of the South West Local Enterprise Partnership⁷.

Delivering the footway/cycleway, access ramps and parking along with the station will ensure the positive impacts highlighted in the abovementioned documents are felt by a broad spectrum of society, including those with protected characteristics, such as those with disabilities. It is therefore considered that these elements are crucial to the overall scheme's success.

Alternative options to the provision of access ramps between the footway/cycleway and platforms included the provision of stairs and/or lifts. However, providing stairs alone would not facilitate step-free access to the station, and providing stairs and ramps would offer no betterment compared with providing ramps alone. Therefore, the feasible options were:

- Lifts only;
- Ramps only;
- Ramps and lifts; and
- Stairs and lifts.

After further consideration, options involving lifts were discounted, due to a number of factors:

- As Marsh Barton station will be a destination station rather than an interchange, it is unlikely passengers would need to change platforms;
- As Marsh Barton station will be unstaffed, it would likely take a considerable length of time for railway staff to reach lift users in the event of a fault or an emergency, potentially leading to lift users suffering distress and/or injury;
- Lifts are more complex to use than stairs or ramps, potentially causing difficulties for those with certain disabilities or learning difficulties;

⁴ <https://democracy.middevon.gov.uk/documents/s11335/Cycling%20and%20multi-use%20trail%20network%20strategy.pdf>

⁵ https://heartofswlep.co.uk/wp-content/uploads/2016/09/Marsh_Barton_OAR_BM_V3-2.pdf

⁶ <https://devoncc.sharepoint.com/sites/PublicDocs/Highways/Roads/Transport%20Planning/LTP%203/LTP%203%202011-2026%20strategy.pdf?&originalPath=aHR0cHM6Ly9kZXZvbmNjLnNoYXJlcG9pbnQuY29tLzpiOi9zL1B1YmxpY0RvY3MvSGInaHdheXMvRWNXMUztSkk5YVJGbndKVkdut1RPaHdCNG91aDVvMIRIX3BZR3c0Y0tqWFA5QT9ydGlzT1odjJvbVZpWTEwZw>

⁷ <https://heartofswlep.co.uk/projects/marsh-barton-new-railway-station/>

- Lifts are expensive to build and have higher ongoing maintenance costs than stairs or ramps, hence incorporating these into the scheme would impact the viability of the proposals;
- Section O1 of the Department for Transport's *Design for Accessible Railway Stations*⁸ indicates that lifts need only be provided where ramps are not available.

Therefore, the remaining option, 'Ramps only', has been adopted for this scheme.

4. People affected and their diversity profile

People Affected

The new station will provide a new mode of transport that is available to all users from a wide catchment area. It will open up employment opportunities for many people who do not have access to car borne travel. Marsh Barton currently has limited public transport accessibility

The ramps, footway/cycleway and parking facilities will affect people using Marsh Barton station, as they will need to use the ramps and footway/cycleway to access the station. It is expected that these will primarily be people working or on employer's business at Marsh Barton industrial estate, however the station will also cater for residents of Alphington and other areas of Exeter west of the Exe, for people accessing the Riverside Valley Park and other leisure facilities, and for people unable to use Exeter St. Thomas due to its inaccessibility. The footway/cycleway will also impact people walking and cycling in the area, by providing an improved route for their journeys across the railway line.

Some road users may be impacted if people travelling from Marsh Barton station choose to park on nearby roads, due to the decision not to provide parking spaces for passengers without disabilities at the station. However, given the station's potential to remove vehicular trips from the road network, which is enhanced by the provision of the ramps and footway/cycleway, it is thought that overall these impacts are likely to be negligible.

Diversity Profile

People using Marsh Barton station are likely to live in the local authority areas served by trains to Marsh Barton, i.e. Exeter, East Devon, Teignbridge and Torbay, assuming that the station will primarily be served by local Exmouth-Paignton services. Therefore, census data relating to these populations has been considered.

⁸ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918425/design-standards-accessible-stations.pdf

Health and mobility

Exeter has the highest proportion of residents in 'very good' or 'good' health, and the lowest proportion of residents whose activities are limited 'a lot' or 'a little' by disabilities or illness. Conversely, Torbay is the worst performing local authority under both metrics, with 7.5% of residents being in 'very bad' or 'bad' health, and 24% being limited to some extent in their daily activities. Teignbridge and East Devon have health and mobility outcomes that are more favourable than Torbay, but are still below the national average (81% in 'very good' or 'good' health, 82% 'not limited' by disabilities').

Age

In Teignbridge, East Devon and Torbay, over 1 in 5 residents were over the age of 65 at the 2011 census, which is above the national average. Furthermore, the population of these local authority areas is likely to have aged since the census; Devon's *Joint Health and Wellbeing Strategy 2020-25* projects that the number of people aged over 85 will almost double in the next 20 years. Exeter has a younger resident population, partly due to it being home to a University (more people were aged 16-24 than were aged 15 or under), and has an age profile more in line with the rest of England.

Religion

As with England as a whole, the majority of people in each local authority area identifies as Christian, however there is also a sizeable non-religious population, ranging from 25% in East Devon to 35% in Exeter. Apart from Islam, whose adherents make up some 2% of Exeter's population, no other religion has a population share greater than 1% in any local authority area considered here.

Ethnicity

As with religion, the populations of Exeter, East Devon, Teignbridge and Torbay are less ethnically diverse than England as a whole, with 88-96% of residents identifying as 'White British', compared with 80% for England as a whole. Other white ethnic groups make up a further 2-5% of the population, and there are also significant (>1%) populations of mixed race and Asian/Asian British people in Exeter and Torbay.

Marital status

In Exeter, nearly 10% more of the population is 'single' than the national average, whereas in East Devon, Teignbridge and Torbay, the 'single' population is smaller than England as a whole. Over 50% of people are married in East Devon and Torbay, but there is also a significant (~10%) proportion of divorcees (or people formerly in civil partnerships which have been legally dissolved) in each local authority area.

Gender

In each local authority area considered here, as in England as a whole, there are slightly more females than males. Information about other gender identities has not been collected in the Census.

Sexual orientation

There is no reliable data on the proportion of people identifying with particular sexual orientations for Devon or its constituent districts, or for Torbay. However, the Office for National Statistics' *Annual Population Survey* details that some 92% of people are heterosexual in the South West, whilst some 1.5% are gay/lesbian, 1% are bisexual, and 0.5% have other sexual orientations. Approximately 5% of people were unsure of their sexual orientation, or refused to disclose it.

5. Stakeholders, their interest and potential impacts

Network Rail

As the owner and infrastructure manager of the British rail network, Network Rail will take ownership of Marsh Barton station, but not the footway/cycleway, access ramps and car parking facilities, which will remain Devon County Council assets.

Great Western Railway

As the current holder of the Greater Western franchise, Great Western Railway will be the operator of trains to Marsh Barton station, and will lease the station from Network Rail. Great Western Railway therefore stands to be impacted by the level of accessibility of the station, insofar as a more accessible station would be likely to attract greater patronage.

CrossCountry

CrossCountry operates trains which will pass through the station (without stopping).

Exeter City Council

The station will be located in the Exeter City Council local authority area, and may help facilitate housing delivery in the area, by providing sustainable transport links to developments. Exeter City Council therefore stands to be impacted by the level of accessibility of the station, insofar as a more accessible station would be likely to cater to a greater proportion of the population and thus increase the level of development that can be delivered.

Devon County Council and Members

The delivery of Marsh Barton station has been a long-term aspiration of Devon County Council and its members, with the provision of step-free access crucial to the achievement of the scheme's objectives.

Local Businesses/Landowners

Local businesses stand to gain from the improved transport links to the Marsh Barton Trading Estate provided by the scheme, and local landowners could gain from increases in land values due to the area becoming more attractive for development. Therefore, both groups stand to be impacted by the level of accessibility of the station, insofar as a more accessible station would be likely to cater to a greater proportion of the population.

6. Research used to inform this assessment

Demographic data has been compiled using various Nomis Census datasets, available from <https://www.nomisweb.co.uk/>. Notes from consultation events have informed section 7, whilst other information has been taken from a previous Diversity Impact Assessment relating to Marsh Barton station, and from correspondence and discussions with colleagues helping deliver the station.

7. Description of consultation process and outcomes

People with disabilities

A number of consultation events have been held with Living Options Devon, an organisation representing people with disabilities and Deaf people which aims to 'enabl[e] disabled people to influence and manage projects to become equal members of society'.⁹ Most recently (in December 2019), the updated plans for Marsh Barton were presented, following which attendees asked questions and made suggestions. Overall, the scheme was received positively, with the updated designs of the access ramps and footway/cycleway judged to suitably balance the need to avoid excessively steep gradients whilst keeping walking distances to and from platforms as low as possible. However, it was suggested that the number of disabled parking spaces and 'drop-off' bays should be increased, so the proposals have been revised accordingly with 3 total disabled parking bays and 1 taxi drop off point. Other matters raised, such as improving bus links to the station and ensuring information systems are fully accessible, are under investigation.

Footway/Cycleway users

A consultation event was also held with the Devon Countryside Access Forum (DCAF), which exists to enable more Devon residents to be recreationally active, whether on foot, by bike, by mobility scooter or on horseback. The proposals discussed here were of great interest to Forum members, insofar as the planned footway/cycleway would improve access to the Riverside Valley Park, the Exe Estuary Trail and Exeter Quay, which are among Devon's many outstanding outdoor amenities, and the station access ramps would enable people with disabilities to use the train when visiting these facilities. Again, the reception to the scheme was strongly positive, notwithstanding that several pieces of constructive criticism were offered, with the ramp design deemed to be a considerable improvement. Therefore, it is thought that the prospects of this scheme boosting walking and cycling levels in Devon are very good.

Feedback was also given on longer-term plans to improve nearby cycling and walking routes, which will feed into the Exeter Local Cycling and Walking Infrastructure Plan.

Great Western Railway

GWR were previously consulted on the plans for Marsh Barton station, including access arrangements, as they will lease the station from Network Rail in their capacity as the Greater Western franchise holder. It was agreed that the decision not to include lifts in the station design, discussed in

⁹ <https://www.livingoptions.org/>

section 3, is in line with common arrangements at unstaffed GWR stations.

More recently, GWR's support for the station has been reaffirmed by their letter in support for a bid to the New Stations Fund. Final arrangements with GWR will be implemented through agreements to bring the station into use.

Network Rail

In line with the outcomes of discussions with Network Rail, inclusive facilities have been incorporated into the design of Marsh Barton station. Through a Memorandum of Understanding with Devon County Council and GWR, they have worked collaboratively on the delivery of Marsh Barton station.

CrossCountry

Though there are no plans for CrossCountry trains to call at Marsh Barton, CrossCountry does operate trains which will pass through the station, so the operator has been engaged through the signal sighting committee and the approval of the Network Change.

Wider Public

As part of the planning application process, members of the public were able to comment on the proposals for Marsh Barton station and associated works.

8. Equality analysis

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 and foster good relations.

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, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
 - Proportionate (negative impacts are proportionate to the aims of the policy decision)
 - Fair
 - Necessary
 - Reasonable, and
 - Those affected have been adequately consulted.

The new rail station at Marsh Barton will open up access to the industrial estate for a range of people who do not have access to car borne travel. The geographical footprint is substantial and the rail will provide access for all users

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	<p>In what way will you:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim? Are you complying with the DCC Equality Policy?</p>
All residents (include generic equality provisions)	<p>Work to construct the station may have short-term negative consequences for residents living in the immediate vicinity of the station, as noise may be generated, and the loss of some trees may impact the filtering of noise and odours from the industrial estate. However, tree felling will be compensated for, and local residents are also likely to benefit in the longer term from the improved walking, cycling and rail links in the area, so it is thought that these impacts are reasonable and proportionate.</p> <p>Not providing parking spaces for</p>	<p>The scheme will enable people to satisfy their needs for outdoor recreation, improving their health and wellbeing. It will also make it easier for local people to engage in social activities, e.g. visiting friends and relatives, and participate in community events, by removing barriers to travel.</p> <p>Throughout the construction process, a dialogue will be maintained with the Devon Countryside Access Forum, to enable the benefits of the footway/cycleway to be maximised, and to foster good relations between the County Council and footway/cycleway users.</p> <p>The safety of nearby road users will be improved by the separation of motorised and non-motorised traffic, and the segregation between pedestrians and cyclists on the footway/cycleway. By creating safer space for people, it will encourage less confident people to participate more in active travel, particularly young children and older people. This will also reduce delays to people travelling by active modes, e.g. due to pedestrians having to move out of the way of motor vehicles on Clapperbrook Lane bridge.</p>

Characteristics	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
	<p>general use at the station may lead to some passengers parking elsewhere in Marsh Barton, potentially impacting people who currently park in the area. However, it is thought the number of people switching from car to train for journeys to Marsh Barton will exceed the number of people seeking to park near the station for onward journeys, so it is thought the overall result of the scheme will be a reduction in pressure on nearby parking capacity. Therefore, no further measures are needed to address this impact.</p>	<p>The Devon County Council 'Share this Space' initiative¹⁰ promotes cordial relations between road users, to improve the experience of those using the county's highway network.</p> <p>More travel options will be available to all, by the improvement of cross-river walking/cycling routes, and the facilitation of step-free access to the rail network via Marsh Barton station.</p>

¹⁰ <https://www.traveldevon.info/cycle/safe-cycling/share-this-space/>

Characteristics	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
	<p>As the footway/cycleway to be created will pass over a railway line by means of a bridge, there is the potential for individuals to attempt suicide or trespass onto the railway. However, to minimise the risk of this as far as possible, 'anti-climb' parapets will be used and ensuring there are no hand rails people could use to assist with jumping onto the tracks.</p>	

Characteristics	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
Age	<p>It is not thought that there will be any negative impacts specifically affecting older or younger people</p>	<p>The station has been designed to maximise accessibility for less mobile individuals, a high proportion of which are likely to be in older age groups, following consultations (detailed above)</p> <p>The prevalence of many chronic health conditions increases with age, so older people may benefit especially from the health and wellbeing-related outcomes of the scheme, e.g. improved access to the Riverside Valley Park</p> <p>The separation between motor vehicles and pedestrians/cyclists will likely be particularly appreciated by children, who may be less confident at walking/cycling, and may improve walking and cycling journeys to schools and other educational facilities.</p>
Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people	<p>As the footway/cycleway to be created will pass over a railway line by means of a bridge, there is the potential for individuals to attempt suicide or trespass on the railway; people with mental illnesses</p>	<p>The footway/cycleway and access ramps have been designed to maximise accessibility for individuals who are less mobile, due to disabilities or ill health, following consultations (detailed above)</p> <p>People suffering from ill health may benefit especially from the health and wellbeing-related outcomes of the scheme, e.g. improved access to the</p>

Characteristics	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
	<p>may be more at risk. However, to reduce the risk of this as far as possible 'anti-climb' parapets will be used and ensuring there are no hand rails people could use as a to assist with jumping onto the tracks. The residual negative impact of this scheme on people with mental illnesses or learning disabilities is therefore thought to be negligible.</p>	<p>Riverside Valley Park</p> <p>Providing ramped (rather than stepped) access to Marsh Barton station, and providing designated disabled parking bays, will enable people with disabilities to use the rail network, and participate more fully in society, e.g. by taking the train to social events.</p> <p>Throughout the construction process, a dialogue will be maintained with Living Options Devon, to enable the benefits of the footway/cycleway, access ramps and parking facilities to be maximised, and to ensure the County Council continues to proactively consider the scheme's impact on people with disabilities</p>

Characteristics	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	It is not thought that there will be any negative impacts specifically affecting people of minority ethnicities, cultures or religions	The station will be lit, thus enhancing the security of users who belong to minority ethnicities, cultures or religions.
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	It is not thought that there will be any negative impacts specifically affecting people due to their gender, pregnancy or maternity.	The station will be lit, thus enhancing the security of users who are female, non-binary or transgender, or those who are pregnant or breastfeeding.
Sexual orientation and marriage/civil partnership	It is not thought that there will be any negative impacts specifically affecting people due to their marital/civil partnership status	
Other relevant socio-economic factors such as family size/single	It is not thought that there will be any negative impacts specifically affecting people due to their socio-	The station will improve walking and cycling journeys for all, including those who are unable to drive due to their socio-economic status, e.g. those who cannot afford the running costs of a car. Other individuals in

Characteristics	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban	economic status	low-income groups may be able to switch from driving to walking or cycling due to the increased safety and convenience of the latter modes, reducing the costs of travel.

9. Human rights considerations:

It is not thought that there are any relevant human rights considerations

10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

The facilities discussed here provide step-free access to the rail network, and thus may enable people with disabilities to use trains independently (e.g. without requiring assistance negotiating stairs). Currently, the nearest station for Marsh Barton industrial estate is Exeter St Thomas, which is only accessible by steps, therefore this station increases travel choice options for people with reduced mobility.

The footway/cycleway will provide a safer route across the railway line than the existing Clapperbrook Lane road bridge, which may give parents or carers the confidence to let their dependents make independent walking or cycling journeys

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

The facilities discussed here will improve access to the Riverside Valley Park, the Exe Estuary Trail and other walking/cycling routes, so will encourage people to be recreationally active, benefitting their health and wellbeing

The provision of lighting on the footway/cycleway and access ramps will increase the perceived safety and security of the facilities

Separating motorised and non-motorised road users on Clapperbrook Lane will reduce the risk of collisions, e.g. between cars and cyclists.

Using 'anti-climb' paint on the bridge forming part of the footway/cycleway, and by ensuring there are no handrails people can jump from onto the railway line, will protect people from harm by deterring suicide attempts and trespassing.

In what way can you help people to be connected, and involved in community activities?

Providing step-free access to the rail network, and improving cycling and walking routes, will enable people to be more involved in community activities, e.g. by using the train to travel to meetings. This will also enable people to build and maintain connections with family and friends.

11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	X
Environmental Impact Assessment	
Strategic Environmental Assessment	

	<p>Describe any actual or potential negative consequences. (Consider how to mitigate against these).</p>	<p>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</p>
Reduce, reuse, recycle and compost:	The construction management plan will aim to minimise waste and recycle where possible	N/A
Conserve and enhance wildlife:	Impact on wildlife is minimal	N/A
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	Impact on distinctive characteristics, features and special qualities of Devon's landscape, is minimal	N/A
Conserve and enhance Devon's cultural and historic heritage:	N/A	N/A
Minimise greenhouse gas emissions:	The construction will create additional greenhouse gases but where possible this will be minimised.	Where users have transferred from car use they will have a positive impact on greenhouse gas emissions
Minimise pollution (including air, land, water, light and noise):	There will be a small negative impact on land light, noise etc	N/A
Contribute to reducing water consumption:	N/A	N/A
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	Some short term negative impact due to construction	The station will form a long term benefit to climate change. Providing a resilient form of transport with low carbon emissions. Even better if the rial was electric
Other (please state below):	N/A	N/A

12. Economic analysis

	<p>Describe any actual or potential negative consequences. (Consider how to mitigate against these).</p>	<p>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</p>
Impact on knowledge and skills:	N/A	The new station will facilitate improved access to schools and other educational establishments, e.g. for people living in Alphington and studying at Isca Academy or the University of Exeter's St. Luke's Campus. Improving walking and cycling access to the rail network also increases access to Grammar Schools at Torquay (with access to Torre station), with potential to boost educational attainment.
Impact on employment levels:	N/A	The new station will facilitate improved access to Marsh Barton industrial estate for pedestrians and cyclists, making it more feasible for these people to obtain jobs on the estate
Impact on local business:	N/A	The pool of labour and customers local businesses have access to will be expanded by the improved walking and cycling links to the estate, and the provision of step-free

		<p>access to Marsh Barton rail station.</p> <p>The improved health and wellbeing outcomes delivered by the scheme may improve the productivity of employees and reduce the number of working days lost to illness</p>
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13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

This scheme should deliver social, environmental and economic benefits, by facilitating improved access to a key employment site (Marsh Barton industrial estate) by sustainable modes of transport, using infrastructure that is as inclusive as possible (e.g. the access ramps will enable persons of reduced mobility to travel to Marsh Barton by train). It aligns with local and national government priorities regarding health, physical activity and the climate emergency, and has received widespread support from consultees, as documented above.

14. 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?

The economic wellbeing of the Marsh Barton area will be improved by giving employers access to a wider pool of labour and customers, and by increasing the estate's attractiveness to commuters by foot, bicycle and rail. The environmental wellbeing of Marsh Barton and the wider region will be enhanced, as people will likely switch from driving to walking, cycling or taking the train for commuting, leisure and education trips. The social wellbeing benefits of the scheme include facilitating easier journeys to visit friends and family and engage in community events, giving Devon residents (including those with mobility difficulties) improved access to outdoor amenities such as the Riverside Valley Park, and making the rail network more accessible.

15. How will impacts and actions be monitored?

To monitor the impacts of the station, footway/cycleway, access ramps and parking facilities, dialogue will be maintained with the stakeholders listed above, to ensure any issues can be addressed where possible.

A key indicator of the impact of the overall project will be the level of patronage at Marsh Barton station, which will be monitored using annual data releases by the Office of Rail and Road¹¹. Impacts on the wider transport network, e.g. the extent to which the delivery of the station reduces vehicular traffic, will be monitored using journey time data and traffic count data.

¹¹ <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/>