

Impact Assessment



Assessment of: Barnstaple Rail Station Bus Integration Enhancements

Service: Planning - Climate Change, Environment and Transport

Head of Service: Jamie Hulland

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Assessment carried out by (job title): Graduate Trainee Transport Planner

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

It is proposed to make infrastructure changes to improve integration between buses and trains and improve the passenger experience at Barnstaple Railway Station.

The scheme is part of a package of bus service improvements outlined in Devon County Council's Bus Service Improvements Plan (BSIP). This document is required by the UK Government's National Bus Strategy, which provided a pathway to help improve bus services following the COVID-19 pandemic.

Further information regarding the proposals is available below and at **devon.cc/NorthDevonBSIPs**.

2. Proposal, aims and objectives, and reason for change or review

Proposal

The proposals make significant alterations to the bus stop arrangements and road network in the vicinity of Barnstaple Railway Station.

The scheme includes the following changes:

- Bus stops would be relocated to be adjacent to the station entrance, enabling passengers to more easily change between buses and trains.
- In order to serve this stop, buses coming from Bideford and Sticklepath would turn around at the roundabout near the Tesco car park.
- A one-way bus access would be created at the southern (railway station) end of Sticklepath Terrace. This would allow buses heading from the railway station towards Barnstaple town centre to turn onto Sticklepath Terrace and join the A3125/Station Road roundabout, and avoid queues of traffic on Station Road. General traffic would be prohibited from using this.

- Also at the southern end of Sticklepath Terrace, a new path with steps would be created to provide a more direct route for people walking to and from the railway station and bus stops. A section of hedge would be removed in this area, to facilitate creation of the path and improve the sense of safety and security for people walking in this area.
- The road layout adjacent to the station would be simplified, reducing the road width from four lanes to two lanes. This would be shared between buses and general traffic.
- Changes to the road layout would also enable the station forecourt to be expanded to accommodate improved bus stop facilities, including shelters, passenger information and cycle parking.
- A zebra crossing would be provided adjacent to the station entrance, making it easier and safer for pedestrians to cross the road to access the station and bus stops.
- Pedestrian crossing facilities would also be provided at the Tesco end of the road past the station. These would be usable by people walking, wheeling and cycling, and would improve safety for people travelling between the railway station and the Seven Brethren industrial estate.
- Drop-off and taxi bays would be relocated to be adjacent to the western (car park) entrance to the station. Changes within the railway station car park would slightly reduce the overall number of spaces to accommodate these bays and changes to the road layout.
- Some guard railing in the vicinity of the station would be removed, to enable people to more easily access the railway station and bus stops, and create an improved gateway to Barnstaple.

Objectives

The scheme aims to:

- Provide a seamless transition between buses and trains.
- Enable buses travelling between the railway station and town centre to avoid queues of traffic on Station Road.
- Enhance shelter and information provision at the bus stop.
- Provide an improved environment for bus and rail passengers arriving in Barnstaple.
- Improve crossing facilities, to improve the safety of pedestrians accessing the bus stop and railway station.

By doing so, it is hoped to make bus the natural first choice for passengers making journeys from Barnstaple station, increasing passenger satisfaction and boosting bus patronage.

Reason for change

The scheme has been developed to address limitations with existing infrastructure in the vicinity of Barnstaple Railway Station, including the following:

- The bus stop currently served by buses towards Bideford is in an inconspicuous location, some 50m from the main entrance.
- There are no crossing facilities for pedestrians to access the bus stop served by buses towards Barnstaple town centre and Ilfracombe, which is separated from the station by a four-lane road.
- There is limited footway space outside the station entrance.
- Buses are delayed by queues on the approach to Station Road roundabout.

3. Risk assessment, limitations and options explored (summary)

Risk Assessment

The proposals have been subject to Stage 1 Road Safety Audit (RSA). The scheme will be subject to further stages of the RSA process at the appropriate time with further required changes to the designs being possible subject to RSA recommendations.

Limitations

A limitation of the proposals is that they only affect infrastructure and will not directly impact bus or rail service provision, which are also significant factors in individuals' decisions whether to use buses/trains. However, it is designed to make existing services more attractive and convenient, which may lead to increased patronage and increase the viability of local bus services.

A potential disadvantage of the proposals is that they will increase bus flows on Sticklepath Terrace, with potential adverse impacts on residents of the area.

Options

Two alternative high-level options were considered for the Barnstaple Rail Station scheme:

- Bus Turning On Site – An option whereby buses turn on-site at a new roundabout immediately southeast of the station (towards Tesco). To prevent conflicts between turning buses and other traffic, all traffic to and from the station would need to enter/exit via Sticklepath Terrace.
- New Bus Terminal – An option whereby a bus terminal is constructed within part of the existing station car park. Bus access would be via Sticklepath Terrace and other traffic would continue to use Station Road.

Bus Turning On Site

This option was discounted because permitting general traffic to use Sticklepath Terrace to access the rail station would likely significantly increase traffic on this road, with adverse impacts on local residents. It would likely be necessary to remove on-street parking on Sticklepath Terrace to facilitate a two-way bus route, and this option would provide less capacity for buses at the bus stops than the other options.

New Bus Terminal

This option was discounted as, although it would likely facilitate the greatest improvement in bus stop facilities, it would also likely be the most expensive of the three options, to the extent that it would likely be undeliverable within the available budget. As with the 'Bus Turning On Site' option, it would be necessary to remove on-street parking on Sticklepath Terrace to facilitate the two-way bus route. Additionally, the location of the bus stops would be less prominent for passengers using the main station entrance, and there would still be a need for some passengers to cross roads (within the new bus terminal) to access certain bus stops.

Impacts of the scheme will be monitored through liaison with key stakeholders (in particular, GWR, Network Rail and bus operators) following delivery. Additionally, post-opening traffic and pedestrian/cycle counts may be undertaken, to quantitatively assess any changes in travel patterns.

4. People affected, diversity profile and analysis of needs

The people likely to be most significantly impacted by the changes are those living in the Sticklepath Terrace area, who may be impacted by increases in bus flows on Sticklepath Terrace, and those living in North Devon and Torridge, who are likely to comprise the majority of users of buses affected by the changes.

For the purposes of this analysis, 2021 Census Output Area E00101901 has been used as a proxy for the Sticklepath Terrace area where data is available for this geography (such data is not available in relation to health and disability or household deprivation). Therefore, the diversity profiles for the Sticklepath Terrace area, North Devon and Torridge are compared with those for Devon and England overall.

The propensity for certain demographic groups to use buses is also discussed to inform assessment of the potential differential impacts of the proposals.

Age

Geography	Total	% Age 0-19	% Age 20-64	% Age 65+
Sticklepath Terrace area	438	17%	66%	16%
North Devon	98,611	21%	54%	26%
Torridge	68,114	19%	53%	28%
Devon	811,638	20%	54%	26%
England	56,490,048	23%	58%	18%

Table 1: Age (Census, 2021)

As shown in Table 1, North Devon, Torridge, and Devon as a whole have a comparatively older population than England as a whole, whilst a comparatively large proportion of the population of the Sticklepath Terrace Area are aged between 20 and 64.

As highlighted by the 2022 National Travel Survey¹, people under the age of 30 and over the age of 70 make the highest proportion of trips by non-London bus compared to other age groups. Particularly individuals ages 17-20 years old who make 10.4% of trips by non-London bus. In addition, younger people also tend to make a larger proportion of trips by train with 17–20-year-olds making 4.1% of their trips by train. Therefore, the proposed enhancements to bus infrastructure may benefit these groups more than other age groups.

Ethnicity

Geography	% Asian, Asian British, or Asian Welsh	% Black, Black British, Black Welsh, Caribbean, or African	Mixed or Multiple Ethnic Groups	White	Other ethnic group
Sticklepath Terrace area	5.0%	1.8%	2.1%	91.1%	0.0%
North Devon	1.2%	0.3%	1.2%	97.0%	0.3%
Torridge	0.5%	0.1%	0.9%	98.2%	0.2%
Devon	1.5%	0.3%	1.4%	96.4%	0.5%
England	9.6%	4.2%	3.0%	81.0%	2.2%

Table 2: Ethnicity (Census, 2021)

The Sticklepath Terrace area is comparatively more ethnically diverse than England as a whole. Whereas North Devon, Torridge, and Devon as a whole is lower in ethnic diversity than the national average.

¹ National Travel Survey 2022 Table NTS0601a: Average number of trips by sex, age and main mode (trips per person per year)

The National Travel Survey (5-year average between 2015-2019²) highlighted that bus use was highest amongst people who identify as 'Black' and of 'mixed ethnicity', with non-London bus use making up 7% and 6% of trips made respectively. Furthermore, people who identify as of 'Black' ethnic background make the largest proportion of trips by surface rail compared to other ethnic groups at 5% (other groups range between 2-3%). Therefore, a positive impact from improvements to bus infrastructure at rail interchanges would be expected for these groups.

Health and Disability

Geography	% Activities limited a little by disability	% Activities limited a lot by disability	% Not disabled under the Equality Act	% Very good and good health	% Fair health	% Very bad and bad health
North Devon	11.6%	8.0%	80.4%	80.4%	13.9%	5.7%
Torrige	12.4%	8.8%	78.8%	78.6%	15.3%	6.0%
Devon	11.8%	7.7%	80.5%	81.4%	13.5%	5.1%
England	10.0%	7.3%	82.7%	82.2%	12.7%	5.2%

Table 3: Health and Disability (Census, 2021)

A larger proportion of people in North Devon and Torrige have had or very bad health compared to Devon and England, suggesting a higher proportion of people will benefit from improved bus services.

Although people with mobility difficulties make fewer trips overall, the proportion of their trips made by bus is higher compared to groups with no mobility limitations, 5.1% of trips compared to 2.6%³, thus may disproportionately benefit from bus infrastructure improvements. Although people with mobility difficulties make a smaller percentage of their trips by train (0.8%) than people without mobility difficulties (2.1%), improvements to bus rail integration may help support these groups to use the train more.

² [Travel - GOV.UK Ethnicity facts and figures \(ethnicity-facts-figures.service.gov.uk\)](https://ethnicity-facts-figures.service.gov.uk/)

³ National Travel Survey 2022 Table NTS0709a: Average number of trips by mobility status and main modes, aged 16 and over (trips per person per year).

Socio-Economic

Geography	% Household is not deprived in any dimension	% Household is deprived in one or two dimensions	% Household is deprived in three or four dimensions
North Devon	48%	49%	3%
Torrige	46%	51%	3%
Devon	50%	48%	3%
England	48%	48%	4%

Table 4: Socio-Economic (Census, 2021)

North Devon, Torrige, and Devon as a whole have similar levels of deprivation compared with the National Average. Albeit Devon having slightly more households not deprived in any dimension, and Torrige slightly less.

The proportion of trips made by non-London bus tends to rise as household income decreases, with households in the lowest level income quintile making 6.1% of trips by bus⁴. This tends to be due to higher income households having more access to alternatives such as the private car. Therefore, improvements to bus infrastructure may benefit lower income groups more.

Sex and Gender

Geography	Female	Male
Sticklepath Terrace Area	45%	55%
North Devon	51%	49%
Torrige	51%	49%
Devon	51%	49%
England	51%	49%

Table 5: Sex (Census 2021)

In all geographies considered but one, there were slightly more females (51%) than males (49%) (Census, 2021). In the Sticklepath Terrace area there are more males (55%) than females (45%). The National Travel Survey 2022⁵ reported that females make a larger proportion of trips by bus (non-London) than males; 3.1% compared to 2.3%. Thus, proposals may benefit females more than males. However, the survey also revealed males make a larger proportion of trips by train than females; 2.0% compared to 1.5%. Thus, the improvements being in the vicinity of Barnstaple Station may benefit males more but people of all sex and genders are likely to benefit from improved bus infrastructure and

⁴ National Travel Survey 2022 Table NTS0705a: Average number of trips by household income quintile and main mode (trips per person per year)

⁵ National Travel Survey 2022 Table NTS0601a: Average number of trips by sex, age and main mode (trips per person per year)

bus-rail integration. The National Travel survey does not report travel patterns of non-binary and other genders.

5. Stakeholders, their interest and potential impacts

- Local bus companies who run services along the impacted bus route. Improvements to bus services and infrastructure are likely to increase the attractiveness of their offering, positively impacting their business.
- Taxi operators may be affected by changes in the location of and/or the capacity of the taxi rank within the station car park, as this may affect the ease with which they can drop off and pick up passengers at the station.
- Employers whose workers travel by bus may benefit from improved accessibility and punctuality of their workers. Improved services and infrastructure may encourage staff who currently travel by private car to shift modes, consequently contributing to organisational sustainability objectives.
- Educational institutions may benefit from accessibility and punctuality of their staff and students. Improved services and infrastructure may encourage staff and students who currently travel by private car to shift modes, consequently contributing to the institution's sustainability objectives.
- Businesses may benefit from improvements to bus-rail connectivity and infrastructure as they may help better connect customers/visitors from the local and wider area to Barnstaple shops and businesses. Improvements are likely to increase footfall and bring economic benefits to local businesses.
- Community organisations such as bus user groups and environmental pressure groups who may advocate for bus service enhancements. As well as groups such as Living Options who represent people with disabilities who are more dependant on public transport for access to services.
- Sustrans, the custodian of the National Cycle Network (NCN). The proposals to introduce one way bus access at the station end of Sticklepath Terrace would result in buses crossing NCN Route 27 (Tarka Trail).
- Local residents who live in the Sticklepath Terrace area may be adversely impacted by the introduction of buses travelling along the road towards the town centre.
- Residents who live in the wider North Devon/Torridge area or travel to the area by bus/train may benefit from the improvements to bus/rail infrastructure connectivity.

6. Additional relevant research used to inform this assessment

- Public Engagement
- National Travel Survey 2022
- 2021 Census Data

7. Description of consultation process and outcomes

The public engagement was held between 22 May and 26 June 2024. Materials including details of the proposals, visualisations and technical drawings were hosted on Devon County Council's 'Have Your Say' pages. A link to an online survey as the primary method of response was also hosted on the webpage, alongside email, post, and telephone contacts provided as alternative methods to submitted feedback.

The engagement was promoted via:

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- An online pre-engagement briefing with North Devon HATOC members
 - A presentation at the Devon BUS Forum shortly after the engagement commenced
 - Leaflet drop to approximately 130 residential properties and poster drop to 23 businesses within the vicinity of the station
 - Posters sent to local schools, churches and community centres
 - Posters and flyers displayed at Barnstaple Railway Station and posters sent to local bus operators for display on buses
 - A local press release
 - Social media posts
 - Emails to stakeholders
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The majority of respondents to the survey expressed support for the proposals, and agreed that it would make it easier to change between buses and trains. Several stakeholders, including Stagecoach South West, the Tarka Rail Association and Guide Dogs, also expressed support.

However, the significant majority of respondents from the Sticklepath Terrace area, including the owner of a business based on Sticklepath Terrace, and a North Devon Council councillor, expressed opposition to the proposals. This was largely due to the proposals to re-route buses onto Sticklepath Terrace, with associated potential impacts on noise and privacy.

In response to feedback received during the engagement period, some amendments have been made to the proposals:

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- The crossing to be provided outside the main station entrance has been upgraded from a raised-table crossing to a zebra crossing, providing additional protection for people crossing the road.

- The proposed bus stop adjacent to the station entrance has been reconfigured to more clearly separate buses travelling towards Sticklepath and Bideford from those travelling towards Barnstaple town centre and Ilfracombe, reducing the potential for confusion. This reconfiguration would have the additional benefit of enabling buses to use Station Road instead of Sticklepath Terrace in the event of the latter route being unusable (e.g. due to road works).
 - The junction at the car park entrance has been reconfigured to give buses travelling to/from the bus-only link priority over vehicles entering/exiting the car park, reducing potential delays to buses at this junction.
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Background information

8. Equality analysis

Under the Equality Act 2010, the local authority must consider how people will be affected by a 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 across protected characteristics of age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership (for work), sex, sexual orientation, race, and religion and belief. 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.

- a) Is this group negatively or potentially negatively impacted, and in what way?
- b) What could be done or has been done to remove the potential for direct or indirect discrimination, harassment or disadvantage and inequalities?
- c) In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?
- d) What can be done to advance equality further? This could include meeting specific needs, ensuring equality of opportunity and access, encouraging participation, empowering people, making adjustments for disabled people and action to reduce disparities and inequalities.

- e) Is there a need to foster good relations between groups (tackled prejudice and promote understanding) and help people to be safe and protected from harm? What can be done?

All residents by geographic area

Any individuals that travel to/from Barnstaple station by bus are likely to benefit from the bus infrastructure and wider station improvements. Due to the transport connections of the station this could be a wide range of people, not just residents of Barnstaple. Buses stopping at Barnstaple Rail Station serve a large number of communities largely in North Devon and Torridge. Furthermore, Barnstaple Station is at the end of the Tarka Railway Line linking North Devon to Exeter. From Exeter (St Davids and Central) travellers can continue their journeys on services travelling across the country.

Users who park their car at Barnstaple Station may be slightly disadvantaged by the small reduction in overall parking spaces in the station car park as a result of the proposals, which may increase competition for spaces at the busiest times. However, a survey undertaken in October 2023 showed there was significant excess capacity within the car park, meaning the changes should not prevent people from parking at the station. Additionally, the changes are designed to encourage people to switch from the car to bus when travelling to the station, which may reduce demand for parking.

Due to the new bus access on the station end of Sticklepath Terrace, residents of this area may perceive disbenefits of buses travelling along their road when leaving the station and heading towards the town centre. Some residents may perceive buses travelling past their property negatively for privacy, congestion and disturbance reasons. A significant majority of respondents to the survey living in the Sticklepath Terrace area were opposed to the scheme, and many attendees at a public engagement event at the railway station raised concerns about noise and pollution on Sticklepath Terrace. However, these impacts are likely to be partially mitigated by the introduction of electric buses, which generate less noise and pollution, on several routes in and around Barnstaple from September 2025.

People walking, wheeling and cycling along the NCN27, may be negatively impacted by having to be aware of the new cut through for buses which crosses the route. Furthermore, cyclists using Sticklepath Terrace may be disadvantaged from buses now using the road. However, they will also benefit from a wider station forecourt providing more room for people navigating in/out and past the station as well the provision of more cycle parking.

The addition of “real time” information at bus stops will benefit users by providing convenient and easy to access information. This will likely be especially beneficial to those who struggle to access online materials (e.g. via an app) or navigate longer timetables.

Age

People aged under 30, and people aged 70 and over make a larger proportion of their trips by bus in comparison to other age groups, especially 17–20-year-olds. These age groups are less likely to be able to drive, or have access to a private vehicle, meaning they may be more dependent on someone else to drive them for car travel or use alternatives such as the bus or train. Improvements to bus infrastructure and bus-rail interchange will help empower these groups to be less reliant on others and be more independent. Therefore, enabling them to better meet their needs and participate more fully in society, advancing equality.

Among survey respondents, support for the scheme was highest among the 'Under 16' and '16-19' age groups, although there was a majority in support among all age groups. Among those preferring not to state their age, there was a majority in opposition to the scheme.

Disability (includes sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people

Although disabled people and people with mobility issues tend to make fewer trips overall, they make a larger proportion of trips by bus than non-disabled people or people without mobility issues. Thus, improvements to buses will benefit groups who use buses more, such as disabled people. Some disabled people may not be able to drive, or walk/wheel longer distances and therefore are reliant on others for travel. Improvements to buses will help empower these groups to be less reliant on other and be more independent.

The improved crossing and narrower highway will enable people walking, wheeling, and cycling to cross the road in-front of the station more safely and across a shorter distance. This will be particularly beneficial for individuals with disabilities that impact their ability to navigate a road. Furthermore, the enlarged station forecourt and simpler bus stop layout will make it easier for people to navigate between bus and rail. This will be particularly beneficial for those with disabilities that make it hard to navigate busy areas.

Adjustments to the car park will provide more disabled parking bays, thus benefitting people with disabilities and their carers who need more space around the vehicle to safely and comfortably get in and out of a vehicle. Similarly, the proposals also move the taxi bays from across the car park to immediately outside the station improving the safety and wayfinding of passengers getting in and out of taxis. Many people with disabilities often rely on taxis for travel, thus this improvement will particularly benefit these groups. However, some of the disabled parking bays would be slightly further from the station entrance than at present.

Among survey respondents, support for the scheme was higher among those who

indicated their day-to-day activities were limited by disability or illness than among those who indicated their day-to-day activities were not limited in this way. Support was particularly high among those indicating their day-to-day activities were limited 'a lot'.

Race and culture: nationality/national origin, ethnic origin, skin colour, religion and belief, asylum seeker and refugee status, language needs

The proportion of residents of the Sticklepath Terrace area who are from non-white ethnic groups (8.9%) is, according to the 2021 Census, significantly higher than the Devon average (3.6%). Therefore, people from these ethnic groups, particularly people who are Asian, Asian British or Asian Welsh, may be disproportionately affected by the re-routing of buses onto Sticklepath Terrace. However, these impacts are likely to be partially mitigated by the introduction of electric buses, which generate less noise and pollution, on several routes in and around Barnstaple from September 2025.

Additionally, people who identify as Black or of mixed ethnicity tend to make a greater proportion of trips by bus compared to other ethnic backgrounds, therefore the improvements may have a particular benefit on these ethnic groups across North Devon and Torridge.

The removal of a section of hedge at the southern end of Sticklepath Terrace may particularly improve the sense of safety and security for people from minority ethnic groups, particularly late at night, as individuals in these groups may be more vulnerable to hate crimes and thus be more likely to have concerns about persons with malicious intent potentially hiding behind this hedge.

Sex and gender identity and reassignment (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)

The proportion of residents of the Sticklepath Terrace area who are male (55%) is, according to the 2021 Census, higher than the Devon average (49%). Therefore, males may be disproportionately affected by the re-routing of buses onto Sticklepath Terrace. However, these impacts are likely to be partially mitigated by the introduction of electric buses, which generate less noise and pollution, on several routes in and around Barnstaple from September 2025.

Females tend to make a higher proportion of trips by bus than males, thus the bus infrastructure elements may be a greater benefit to females in terms of improving access to locations along the bus corridor. However, males tend to make a greater number of trips by train, thus the wider rail station improvements may be a greater benefit to males.

The National Travel Survey does not provide data on non-binary or other gender's travel patterns.

By improving the transition between bus and rail, individuals whose mobility is restricted due to being pregnant may benefit from the wider footways and improved crossings to ease the transition from bus to rail.

The removal of a section of hedge at the southern end of Sticklepath Terrace may particularly improve the sense of safety and security for women, non-binary and transgender people, particularly late at night, as individuals in these groups may be more likely to have concerns about persons with malicious intent potentially hiding behind this hedge.

Sexual orientation, and marriage/civil partnership if work related

It is not considered that there is the potential for any adverse impacts on the basis of sexual orientation and/or marriage/civil partnership status.

Other relevant socio-economic factors and intersectionality

This includes:

- people on low incomes, children in care and care experienced people, armed services veterans, family background (size/single people/lone parents/family carers etc.), sub-cultures, refugee status, asylum seeker no recourse to public funds.
- housing quality and tenure, education and skills, language and literacy skills, health and wellbeing.
- rural isolation, access to services and transport, access to ICT/Broadband, social connectivity.

Also consider intersectionality with other characteristics.

It is not considered that the proposals have the potential for any adverse impacts on the basis of socio-economic factors.

Bus usage is higher among lower income groups who in general may have less access to alternative transport modes, such as private cars. Providing improvements to bus infrastructure and rail integration will help improve connectivity in and out of Barnstaple improving accessibility to the education and employment opportunities within the town.

9. Human rights considerations:

We 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).

No direct implications, however, enhancements to bus services may enable individuals to exercise certain human rights more easily, such as the right to employment or the right to educations (both enshrined in the Universal Declaration of Human Rights) by improving access to employment/educations. Bus and rail services are open to be used by everyone.

10. 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 11, otherwise complete the environmental analysis information below):

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

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

Reduce, reuse, recycle and compost

Opportunities to reduce waste and reuse or recycle materials will be explored where practicable during the construction process.

Conserve and enhance wildlife

Some alterations to the existing grass and shrub verges and hedges in the immediate vicinity of the station will be required to facilitate the proposals. However it is not considered that this would have a significant impact on the area's biodiversity or habitat quality.

Safeguard the distinctive characteristics, features and special qualities of Devon's landscape

No negative consequences. No direct outcomes.

Conserve and enhance Devon's cultural and historic heritage

No direct consequences. Improved access to leisure and cultural activities such as in and around Barnstaple by bus contributes to more sustainable and culturally rich lifestyles.

The proposals will also improve the surroundings of the station building, a local landmark, with historic value.

Minimise greenhouse gas emissions

The proposed construction works will generate some greenhouse gas emissions. However, the scheme is intended to increase usage of buses and reduce usage of cars as a means of accessing the station, which would lead to lower levels of greenhouse gas emissions from transport.

Minimise pollution (including air, land, water, light and noise)

The proposed construction works will generate some pollution. In addition, the re-routing of buses to use Sticklepath Terrace instead of Station Road when travelling into Barnstaple town centre will likely increase pollutant emissions on Sticklepath Terrace. However, the scheme is intended to increase usage of buses and reduce usage of cars as a means of accessing the station, which would lead to lower overall levels of pollutant emissions from transport. In addition, many of the buses serving the railway station are likely to be replaced by electric buses in the near future, reducing the pollution generated by these vehicles.

Contribute to reducing water consumption

No negative consequences. No direct outcomes.

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

No negative consequences. No direct outcomes.

Other (please state below)

Not applicable.

11. Economic analysis

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

Impact on knowledge and skills

Opportunities for people to access education and training will be enhanced by providing greater accessibility to educational campuses and training sites, providing more opportunities and unlocking more potential, thus increasing knowledge and skills in Devon.

Particularly as highlighted previously, people under the age of 30 including school and further education aged students disproportionately use buses more. Thus improving buses can support greater independence and enabling individuals from the local area to access academic institutions, early careers / jobs and training courses.

The improvements will be particularly beneficial to users travelling into Barnstaple from more rural areas where education/training options are scarcer.

Impact on employment levels

Opportunities for people accessing employment sites will be enhanced by providing greater accessibility to key employment sites in and around Barnstaple. A more attractive bus-rail journey may increase an individual's area of potential employment, particularly if they currently do not have good alternatives for medium to long distance travel.

Impact on local business

Improved bus services are likely to both enable and encourage visitors from the local, and particularly in the case of bus-rail integration, the wider area to visit Barnstaple's shops and businesses. Increased regular patronage is likely to increase footfall and bring economic benefits to local businesses.