

Diversity Impact Assessment (DIA)

Project: Copmanthorpe Level Crossing Closure, Transpennine Route Upgrade

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Diversity Impact Assessment (DIA) Types

Select the type of DIA from the following list

- ☒ 1 **The Built Environment**, or the procurement of works e.g. crossings & bridges, including maintenance, stations, offices/depots and other workplaces or buildings

It is a requirement that Diversity Impact Assessments are completed for **temporary works**, **temporary conditions** and **permanent works**. This includes any work carried out by Network Rail, including managed stations or at franchised stations (e.g. lift replacements).

- ☐ 2 **Events & communications**, including conferences, virtual conferences, training courses and public consultations

- ☐ 3 **Policies & Standards**, development, revision and withdrawal of standards, policies and associated guidance including for design.

- ☐ 4 **Information Technology (IT)**, IT design, development and enhancement projects

- ☐ 5 **Change Programmes** – Programmes such as Putting Passengers First, reorganisations and transformation programmes

- ☐ 6 **Procurement of goods and/or services**

Step 1: Clarifying Aims

Q1. What are the aims of this project/piece of work?

Transpennine Route Upgrade (TRU)

TRU is a major rail investment programme in the North of England which will deliver an improved service between York and Manchester Victoria – via Leeds and Huddersfield.

As part of TRU we want to build a better performing railway that passengers can depend on and creates a better-connected North, improving jobs and opportunities and supporting economic growth. Enabling electric trains to operate on the Transpennine Route will mean more seats, less track maintenance, faster trains which will reduce journey times between York and Manchester.

We are investigating the closure of Copmanthorpe level crossing as part of the York to Church Fenton Improvement Scheme and as part of the Transpennine Route Upgrade East (TRUe) to allow the benefits of TRU to be delivered in this area.

We understand the work not only impacts those who travel by rail, but also the neighbours that live close to the railway.

Copmanthorpe Level Crossing



Figure 1 _ Copmanthorpe Level Crossing



Q1. What are the aims of this project/piece of work?

Copmanthorpe level crossing carries a Public Right of Way (PRoW) located in a residential area in Copmanthorpe Village in North Yorkshire (YO23 3YE). The crossing offers a walking route across four tracks of electrified line through fields and farmland to Bishopthorpe in the east. As well as providing a walking route for village residents, the PRoW also forms part of the Ebor Way (a national walking route from Helmsley to Ilkley).

The current Level crossing is situated south of the proposed site (the old Becketts Level Crossing site) 'Becketts Crossing' and North of the Temple Lane road crossing.

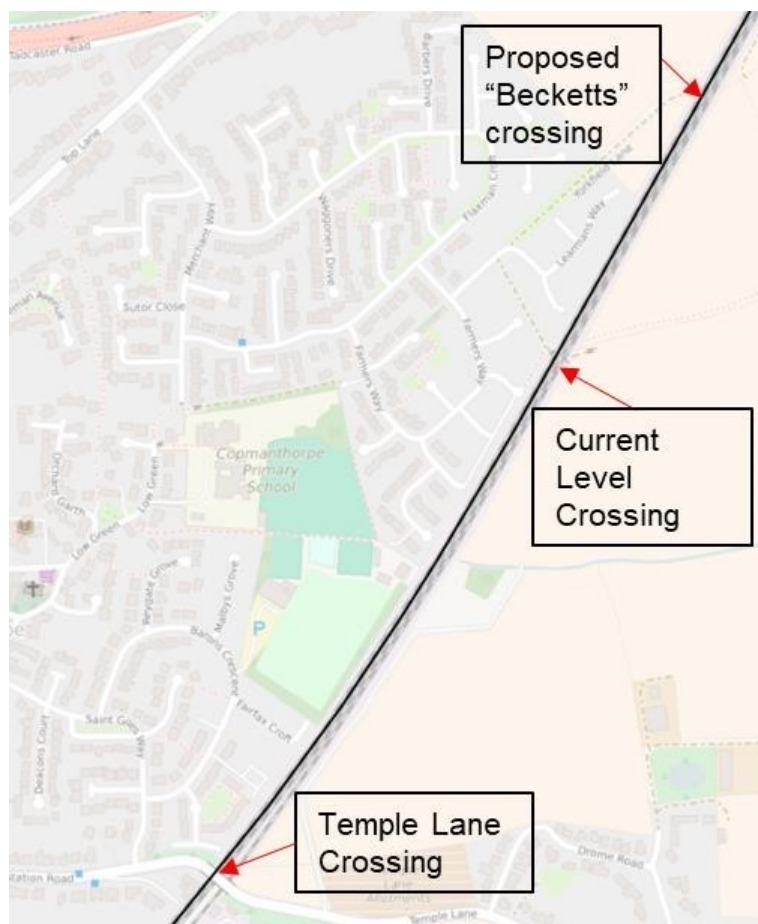


Figure 2: Copmanthorpe village with bridge locations

Q1. What are the aims of this project/piece of work?

The aim of the project is to close the current level crossing and divert the PRow across a new stepped footbridge which will be installed at the 'Becketts Crossing' site.

The level crossing is to be closed due to the TRU project plans to increase both speed (125mph on all four lines) and the number of trains in service. This will create an increased safety risk to crossing users. To remove the crossing completely and provide a footbridge over the track for pedestrians will decrease that risk significantly, and aim to maintain a reliable train service for both freight and passenger services.

The new proposed diversion route is shown below.

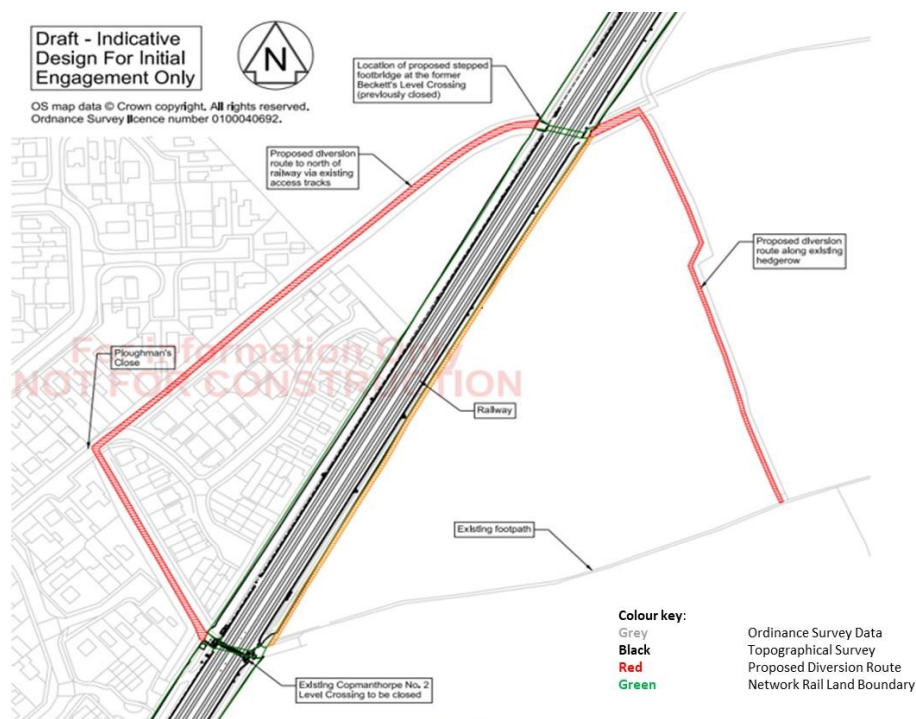


Figure 2: Red line showing new diversionary route

Q2. Could this work impact on people?

- Does the final aim or outcome of the work have potential impacts on people?
- Will staging or temporary works during delivery have potential impacts on people?

☐ No (Please go to Q3)

☒ Yes

If yes, briefly explain how this work could affect people (considering our duty to promote equality, tackle discrimination and foster good relations between groups)

Long Term Impact

- All users would be expected to use the diversionary route and new stepped footbridge to cross the line. This will result in increased walking distances for all users which will be a greater effort for those less able to manage longer walking distances.
- To separate users from the tracks a footbridge is required. A stepped footbridge is proposed in this location due to many factors explained later in this document.

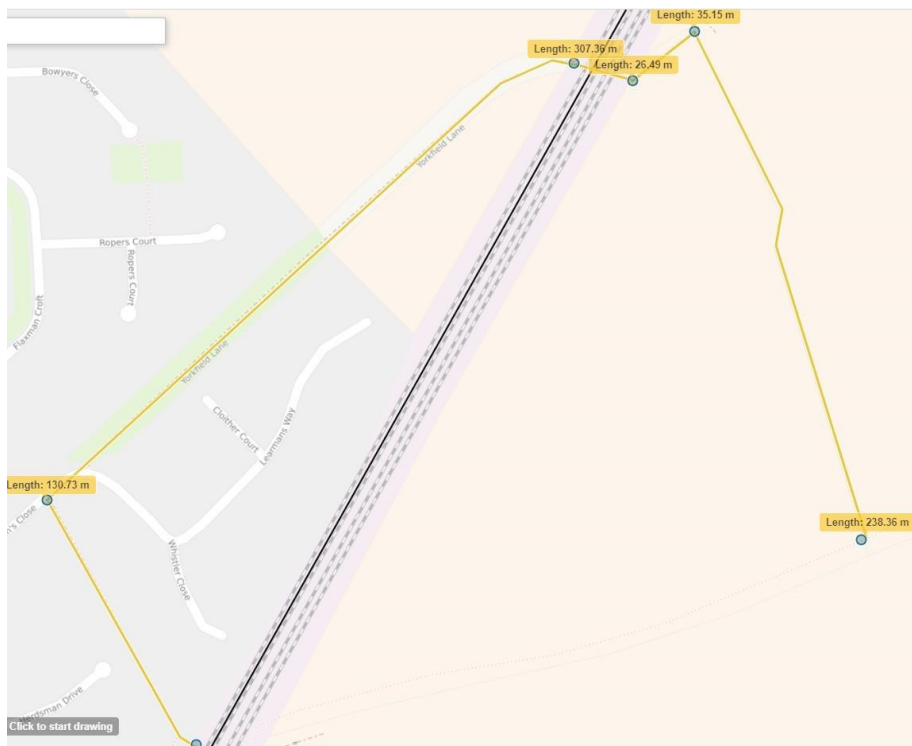


Figure 3: Proposed PRoW diversion with distances

Q2. Could this work impact on people?

- Does the final aim or outcome of the work have potential impacts on people?
 - Will staging or temporary works during delivery have potential impacts on people?
-

Short Term Impact

- Construction of the new bridge would take approximately 6 months
- A temporary works compound will be required near to the construction site to facilitate the build phase. Advance notice of disruption will be communicated to affected residents, including the details of the plan in place to manage noise, dust and traffic management etc. Community engagement will continue throughout the construction phase.

Q2. Could this work impact on people?

- Does the final aim or outcome of the work have potential impacts on people?
 - Will staging or temporary works during delivery have potential impacts on people?
-

Q3. Decide if a DIA is required

After completing questions Q1 and Q2, decide if you need to complete the rest of this DIA.

If there are no impacts on people (employees, contractors, lineside neighbours, or passengers) the remainder of the DIA is not required.

Decision	Author	Superuser	Date
	Name, position and signature e.g. James Smithson, project assistant	Name, position and signature e.g. Sally Richardson, Super user (Projects Sponsor)	

☐ No, DIA

not

required (End here)

N.B. Retain in Project file



Yes, DIA required Proceed to Step 2: The Evidence Base

Step 2: The Evidence Base

Q4. Record the data you have gathered about the diversity of the people potentially impacted by this work

e.g. from the national census, Office for National Statistics or from HR Shared Services.

You should also include any research on the issues affecting inclusion in relation to your work.

Consider the following protected characteristics:

- **Age**
- **Disability** (people with physical, mental and non-visible impairments, include **carers** who provide unpaid care for a friend or family member who is disabled)
- **Gender reassignment**
- **Marriage/Civil Partnership**
- **Pregnancy/maternity**
- **Race**
- **Religion or belief**
- **Sex**
- **Sexual orientation**

Q4. Data you have gathered about the diversity of the people potentially impacted by this work

To gain an understanding of the local community and identify any potential negative consequences on people with protected characteristics, existing statistical data has been collated.

The last census with available data (found at www.ukcensusdata.com) was performed in 2011 and so has not been used in this instance due to the time-lapse.

Information gathered from Community Insight (CI) which is a joint project from Housing Associations' Charitable Trust (HACT) www.hact.org.uk and Oxford Consultants for Social Inclusion (OCSI) www.ocsi.co.uk run on 07/10/2021 for the profile for Copmanthorpe area has been considered in the catchment for Copmanthorpe Level Crossing.

Copmanthorpe population as of October 2021 - 4,129

National population 2020* – 67,081,234

Copmanthorpe age /religion vs national average

Age Group	Total	Percentage	National Average
65+	1122	27.2%	18.6%*
16-64 years	2265	54.9%	62.4%*
0-15 years	742	18%	18.9%*
Religion			
Christian	2835	68.6%	59.3%**
Other	33	0.8%	15.6%**
No religion	986	23.8%	25.1%**

*Data from Office of National Statistics – mid 2020 data source

**Data from Office of National Statistics – 2011 data source

The data summarises that in the area there is a slightly higher than National Average of people aged over 65 and of Christian Religion

Information received from a 9-day census completed in October 2021 showed that no pedestrians pushing a pushchair or pram and zero attempts from wheelchair users or limited mobility used the crossing. However we recognise that this may not give the full picture for the year.

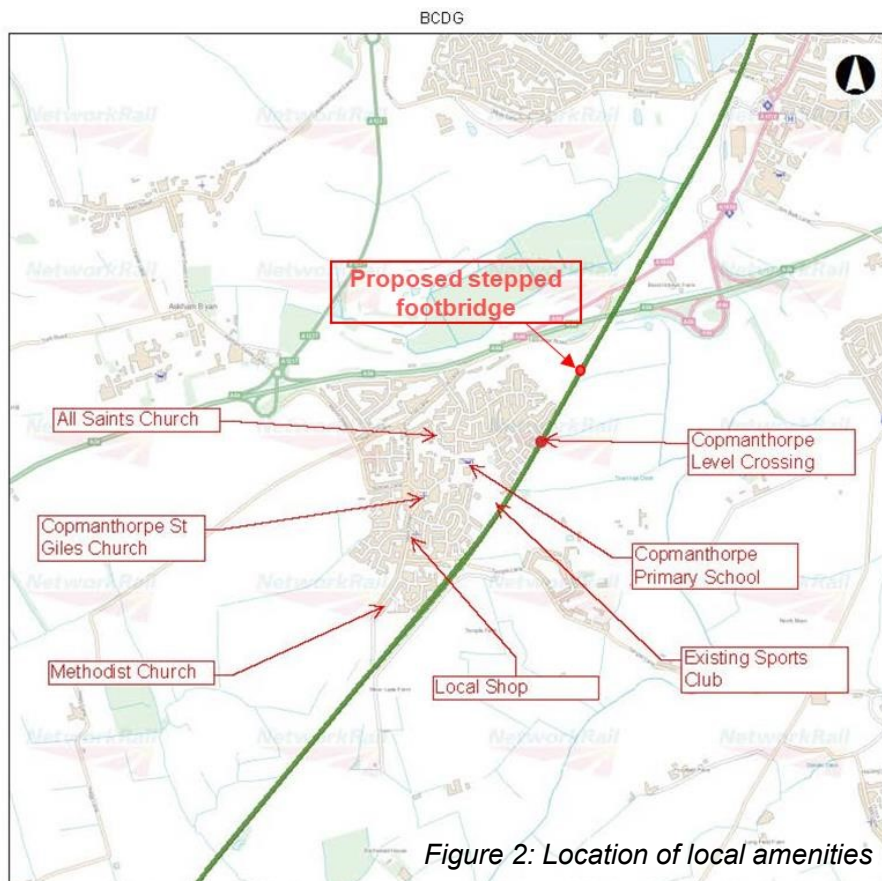
The full 9 day survey is available upon a FOI request; and stored in TRU archives at:

[151666-TRA-00-TRU-REP-W-PM-100141](#)

Online public consultation and postal questionnaires took place in September 2021 with a total of 1100 unique users to the virtual site. 351 responses to the survey were received with 235 (67%) of those agreeing to the closure of the crossing.

Q4. Data you have gathered about the diversity of the people potentially impacted by this work

The map below shows the location of the local facilities including places of worship and places of education which are all located on the west side village. There are no residential properties to the East side of the current level crossing location or the proposed new location, so it is assumed that there is no reliance on using the crossing, and is therefore used predominantly for recreational purposes



Step 3: Impact

Q5. Given the evidence listed at 'Step 2: The Evidence Base', what potentially negative impacts could this work have on people, both on completion of the project and **during the works** for built environment projects?

Q5a. Please select all the protected characteristics your work could potentially have a negative impact on

☒ **Age**

e.g. the impact of changes to long-service benefits on younger and older staff, or the impact of a long alternative route to close a level crossing on an older person with a long-term condition.

☒ **Disability, including carers**

for **disabled people**, e.g. the impact of a new online process on neurodiverse colleagues, or the impact of changes to how passengers get to a platform on someone who cannot use stairs

for **carers**, e.g. the impact of a job relocation on an employee who has a disabled dependent, changes to the special leave policy for those with caring responsibilities, or of increased noise levels on someone who is assisting an autistic person at a station

☐ **Gender reassignment**

e.g. the impact of a new website to show employee benefits which requires people to choose either Mrs/Mr as a title

☐ **Marriage/civil partnership**

e.g. the impact of the extension of private health care to spouses

☒ **Pregnancy/maternity**

e.g. the impact of team relocation on someone who is on maternity leave, or the increase in height of a footbridge over the railway

☐ **Race**

e.g. the impact of psychometric testing on the recruitment of people who don't have English as a first language, or the gentrification of an area following station redevelopment that makes retail outlets too expensive for local businesses

☐ **Religion or belief**

e.g. the impact of a new expenses policy on mealtimes or the closure of a level crossing between a community and its place of worship

☒ **Sex**

e.g. the impact of a local decision to adopt arbitrary 'core hours' on those juggling childcare and work, or the impact of improvements to recruitment processes to encourage an increase in gender diversity in the organisation

☐ **Sexual orientation**

e.g. the impact of a decision to invite partners to an away day or virtual event on a gay employee who hasn't disclosed their sexual orientation

Q5b. Explain the potential negative impact, and record potential mitigating actions Please state the characteristic and give an explanation

	Potential negative impacts	Possible mitigations	Actions/considerations (capture these in section 6)
Age	<ul style="list-style-type: none"> • A proposed stepped footbridge may impact older people who have mobility impairments • The proposed diversion route increases the route from the existing access point of the level crossing to resume the RoW by approximately 440m. The distance may impact older people who have mobility impairments • Younger and older users may not wish to travel the extra distance to the new footbridge and may try to use the current crossing • Youths attracted to the new location and structure for a place to “hangout” • The condition of the existing footpath either side of the proposed new footbridge is of a steep gradient and is an un-made route which may 	<p>Permanent</p> <ul style="list-style-type: none"> • Install a footbridge with ramps • Landings and handrails to assist users • Seek shortest PRow diversion distance • Resting spaces and/or benches along the route • Secure permanent anti trespass fencing at current crossing site • Lighting on footbridge considered • Materials used to protect against graffiti/vandalism • Ongoing discussion with the council to upgrade and maintain the route either side. <p>Temporary</p> <ul style="list-style-type: none"> • The current crossing will remain open where practical and safe to do 	<ul style="list-style-type: none"> • A ramped structure at this location was discounted for the reasons detailed in Step 5 of this DIA document. • The DIA and consultations as part of it will inform the design process • Resting spaces / benches will be discussed with the Right of Way Officers at York Council • Lighting not taken forward as there is currently no lighting present at the current crossing and approaches, or on the proposed right of way. • As part of the application to close the current level crossing, robust fencing and anti-trespass measures will be included in the design.

	Potential negative impacts	Possible mitigations	Actions/considerations (capture these in section 6)
	affect older users who have restricted mobility	so, until the new footbridge is complete	
Disability (including carers)	<ul style="list-style-type: none"> • The proposed stepped footbridge may impact disabled users who have a mobility impairment • Visually impaired users may have difficulty navigating the change to PRow route • Footbridges can act as a barrier for those with sight impairments. • The proposed diversion route increases the route from the existing access point of the level crossing to re-join the RoW, by approximately 440m. The distance may impact users with a disability who have mobility impairments 	<p>Permanent</p> <ul style="list-style-type: none"> • Wheelchair users wishing to travel to Bishopthorpe from Copmanthorpe (or vice versa) would continue to use the alternative accessible crossing along Temple Lane • Tactile strips (change of material in area, distinct to touch) are proposed for the base and first landing of the steps. • Update to the Ordinance Survey Map • Clear accessible signage will indicate the new route <p>Temporary</p> <ul style="list-style-type: none"> • The current crossing will remain open where practical and safe to do so, until the new footbridge is complete 	<ul style="list-style-type: none"> • The DIA and consultations as part of it will inform the design progress • Consider passive provision for future ramps if ramps are discounted.

	Potential negative impacts	Possible mitigations	Actions/considerations (capture these in section 6)
Gender reassignment	Based on the evidence and consultation to date there is no suggestion the proposal presents any adverse impact based on gender reassignment.		
Marriage/civil partnership	Based on the evidence and consultation to date there is no suggestion the proposal presents any adverse impact based on marriage/civil partnership.		
Pregnancy/maternity	<ul style="list-style-type: none"> • Users who are pregnant may find the additional distance of the PRow and stepped footbridge difficult to negotiate due to reduced mobility • It may cause difficulty to maternal/paternal groups with pushchairs who may find steps challenging to use • The current access restrictions of the existing footpaths that may restrict access to the foot crossing by expectant mothers, paternal and 	<p>Permanent</p> <ul style="list-style-type: none"> • Landings and handrails are proposed to assist users • Users with pushchairs/prams if unable to negotiate the steps would be required to use the alternative route via Temple Lane (approx.2.37km) <p>Temporary</p> <ul style="list-style-type: none"> • The current crossing will remain open where practical and safe to do 	<ul style="list-style-type: none"> • Existing footpaths linked by both the current level crossing, are assumed to be used for recreational purposes (as established in the area data) and therefore would assume that users who are pregnant or have a pushchair will assess the access accordingly to their own mobility • To upgrade this route to accommodate pregnancy/maternity is disproportionate to the project and is

	Potential negative impacts	Possible mitigations	Actions/considerations (capture these in section 6)
	maternal groups with pushchairs and young children will remain	so, until the new footbridge is complete	the responsibility of the Landowner(s) and Local Authority • The DIA, and consultations as part of it will inform the design progress
Race	Based on the evidence and consultation to date there is no suggestion the proposal presents any adverse impact based on race as the new location is a fair distance from any place of worship.		
Religion or belief	Based on the evidence and consultation to date there is no suggestion the proposal presents any adverse impact on the basis religion or belief.		
Sex	<ul style="list-style-type: none"> The proposed extra diversion route and bridge structure may make users such as lone travellers feel vulnerable 	Permanent <ul style="list-style-type: none"> Lighting to be considered across the structure Use of materials to make bridge brighter without using lighting Temporary	<ul style="list-style-type: none"> Lighting not taken forward as there is currently no lighting present at the current crossing and approaches, or on the proposed right of way. The nature of the recreational route is a rural one on the East side. It is therefore assumed that users will

	Potential negative impacts	Possible mitigations	Actions/considerations (capture these in section 6)
		<ul style="list-style-type: none"> The current crossing will remain open where practical and safe to do so, until the new footbridge is complete 	<ul style="list-style-type: none"> assess this risk before undertaking usage. The DIA and consultations as part of it will inform the design process
Sexual Orientation	Based on the evidence and consultation to date there is no suggestion the proposal presents any adverse impact based on sexual orientation.		

Q6. What could you do to ensure your work has a **positive impact** on diversity and inclusion including supporting delivery of the Diversity and Inclusion strategy?

This is an essential element of demonstrating our duties under Public Sector Equality Duty (PSED).

Permanent

- Permanent provision of a safer crossing to provide a safe way to cross the railway separating the user from the track
- New PRow will be sign-posted using accessible signage
- Ordinance Survey Map will be updated to reflect new crossing
- Resting places/provision of seating along the diversion route to be considered if deemed required
- Passive provision for ramps considered should the access routes on either side be developed or upgraded by York Council Highways Authority

Temporary

- The current crossing will remain open where practical and safe to do so, until the new footbridge is complete
 - Consultation with residents, landowners and local authority before and throughout the construction period
 - Considerate Traffic Management throughout the construction period
 - Temporary works compound location away from residents
-

Step 4: Consultation

Q7. How has consultation with those who share a protected characteristic informed your work?

Groups consulted

List the groups you have consulted or reference previous relevant consultation

What issues or impacts were raised in relation to one or many of the protected characteristics (Q5)?

Copmanthorpe Parish Council

- Updated on DIA consultation process and commencement
- Inform Parish Council of next steps and chosen option
- Would like to see an option that everyone could use

Email received from Councillor Carr - Copmanthorpe Ward

"I thought I would let you know that after some lengthy and detailed discussion between the Copmanthorpe Recreation Centre Committee, Network Rail (and consultants), and Copmanthorpe Parish Council, it has been decided that providing a new crossing of the railway in the vicinity of the Recreation Centre is not a viable option on a number of grounds.

Accordingly, the Parish Council and I would like to throw our support behind one of the other two options for the new crossing already proposed by Network Rail: the one at Beckett's Crossing to the east of the village. This would align with our plans to make the adjoining green lane, Yorkfield Lane, a more formal access into the centre of the village which in turn will see increased usage from the proposed housing development at Yorkfield, a site allocated in the draft Local Plan.

City of York Council

- The council indicated that as the Highway Authority, it would carry out its own DIA, but officers felt a ramped bridge would be appropriate
- The council would like to see a closure solution that provides a crossing capable of being used by all potential users.
- The council suggested a meeting with the Ramblers association

Copmanthorpe Recreation Ground Committee

- Meeting held with members of the Recreation Ground and their aspirations for a crossing at the ground to maximise benefit to the village.
- Issues and impact at the ground include loss of ground including use of cricket pitch and football pitches during and after build for a few years as well as the requirements to acquire land which is not in Network Rails ownership



Groups consulted

List the groups you have consulted or reference previous relevant consultation

What issues or impacts were raised in relation to one or many of the protected characteristics (Q5)?

Ramblers Association

- Meeting at current crossing location with members of the Ramblers Association to discuss PROW diversion route and new crossing.
- Expressed desire for a fully accessible crossing.

Residents via online survey and postal questionnaires

- Virtual public consultation took place in September/October 2021 due to Covid restrictions
- Below are some of the quotes from the residents of when surveyed on the options for closure of the crossing. These have strengthened the case for an alternative way to cross. Many are concerned about the misuse of the crossing but want to continue to be able to use the PROW.
- 351 responses were received from the survey. Of the responses, 67% agreed/strongly agreed to the closure and replacement of the crossing.

Some quotes from the consultation survey:

- Hello, I wondered how wheelchair users and people with baby buggies will get across the newly planned bridge? Currently, that is possible with the level crossing.
- I have no preference to the final option chosen but, I am generally against rerouting established footprints. Having said that, the option chosen must be an improvement on what is currently available such as being wheelchair friendly, illuminated, safe (and not just safe from passing trains), be an innovative design and is chosen on merit for the people of Copmanthorpe and not on cost.
- "Stepped footbridge?", What about wheelchairs & bicycles?, Would it cost all that much more to have a ramp that all can use?
- As part of the Ebor away and bike/pedestrian crossing your proposals will prevent those with bikes, families with pushchairs or those using mobility aids from being able to use the crossing. Adding over a mile to their route is also unacceptable.
- I am writing to object to what you are proposing for routes to cross the line. The stepped option discriminates the disabled ,people with pushchairs and people who are less able to climb stairs. The other route makes the crossing a lot longer then it needs to be . I feel that you are only proposing these options because of cost. It needs to be something that everyone can use whatever the cost.
- Level crossings are not the safest for children. A bridge would be safer.

Groups consulted

List the groups you have consulted or reference previous relevant consultation

What issues or impacts were raised in relation to one or many of the protected characteristics (Q5)?

- Safety reasons. The gate is often broken meaning nothing stopping a small child getting on the tracks
- The crossing as it is now is dangerous, given the proposals for the improvements/increased traffic/increased speed on the railway line then the danger is only going to increase.
- A safer alternative is needed for a growing village
- It is too dangerous
- The present crossing is dangerous but a link between the two villages is very desirable
- The present crossing is dangerous and allows access onto the lines which may be abused.
- Seems to be the simplest solution for a continuation of a footpath
- Misuse by youths on the increase + this would alleviate some of the issues
- This crossing is used regularly by children, working age adults, pushchairs, people with disabilities and elderly people. To close the crossing would decrease their access to safe walkways in the natural landscape which isn't easy to access in many places in Copmanthorpe and could significantly impact their well-being and mental health. Replacing this with at minimum over 700 meters extra walk as well as multiple steps would mean this may be impossible for some long-term residents of the area and this is effectively adding barriers to some individuals. You could suggest removing a perfectly fine crossing for one which discriminates against some individuals is morally questionable. The crossing currently works effectively and safely.
- The current crossing is easily accessible and used frequently by many residents. Both proposed alternatives mean significant diversions and impact on the local landscape and therefore will also impact on the wildlife. The current crossing is well positioned and accessible. Neither options presented as alternatives allow for use by those with mobility difficulties.
- I live in Station Road and I am disabled and rely on a mobility scooter. My only way of accessing the other side of the railway lines is over Temple Lane bridge. It is dangerous for me to use this route and I would really appreciate it if the money could be spent on improving accessibility for disabled people and people with pushchairs.



Groups consulted

List the groups you have consulted or reference previous relevant consultation

What issues or impacts were raised in relation to one or many of the protected characteristics (Q5)?

List of institutes/groups who were contacted and responded • Women's Institute – "no impact"

List of institutes/groups who were contacted but did not respond.

- St Giles Church
- Copmanthorpe Methodist Church
- York Methodist Church
- Copmanthorpe Primary School
- Copmanthorpe Out of School club
- Panda Playgroup
- Quackers (Nursery)
- Copmanthorpe Dental Centre
- Yorkshire Countrywomen's Association
- Old School Medical Centre
- Smithson Court (McCarthy & Stone)
- Live Well York
- York Racial Equality Network
- York Travellers Trust
- Friends, Families & Travellers
- York LGBT Forum
- Yorkshire MESMAC
- Communities & Equalities Team
- Age UK York
- Scope UK
- York People First 2000 (Learning Difficulties)
- RNID (Deaf)
- MIND York
- RNIB (Blind)
- Mysightyork - Home visits Emotional Support, Community Advice



Q8. Record any consultation you have had with Network Rail teams who are delivering work that might overlap with yours.

This will ensure that our solutions are joined up.

Regular meetings with the train operators and freight operators for any conflict of works requiring access to the railway, published in the Periodic Operating Notices

Periodic meetings with Network Rail Maintenance to identify any works access conflict. Interfaces with project have been defined, none of which effect the diversion of the PRow, or the proposed footbridge

The existing Network Rail possession planning process will be used to deconflict with any other works during construction.



Step 5: Informed Decision-Making

Q9. After completing Steps 1–4, what is your decision?

Please select one of the following (for most DIAs this will be option 1) and provide a rationale.

- ☐ 1 **Change the work** to mitigate against potential negative impacts found
- ☐ 2 **Continue the work** because no potential negative impacts found
- ☒ 3 **Justify and continue the work** despite negative impacts (please provide justification)
- ☐ 4 **Stop the work** because discrimination is unjustifiable and there are no obvious ways to mitigate

Q9b. Rationale for decision

Network Rail's main driver to close the crossing is in the interest of increasing user safety. With increased line speed and frequency of trains it would result in significantly longer waiting periods for access across the track. Not only would this be inconvenient to the user but could also potentially risk trespass and subsequent life-threatening danger. Trespass and misuse of the current crossing has already been recorded on many occasions over the years.

The installation of a ramped footbridge would be the default consideration when closing such a level crossing. However due to reasons summarised below, a stepped footbridge at the location of the old Becketts site is being progressed as the option selected:

- The height of the existing overhead electrified wires is currently 2m higher than average to achieve the required clearance above the existing level crossing. The height of a structure would therefore be circa 2m higher than a standard footbridge. This would significantly increase the amount of ramps required, further increasing the distance of the PRowW diversion and private land-take required for a ramped structure. The cost of lowering the wires to accommodate a standard ramped structure would be significantly disproportionate to the scheme.

Q9b. Rationale for decision

- The installation of ramps in this area would require land take, which upon enquiry has been objected to by the current landowner; and so would require a Transport of Works Act Order to progress.
- The approaching footpaths are in poor condition with steep gradients, uneven, unsurfaced ground and are negatively impacted by poor weather conditions. This can result in a challenging environment for individuals with mobility issues related to age, physical disability, pregnancy/parents and in particular non-multi-terrain wheelchairs. The re-landscaping and land take from landowners that would be required is beyond what is deemed reasonably practicable and disproportionate to the scheme. The required upgrade of these paths would be subject to the Locally Authority funding and delivery.
- Following public consultation – 63% of the replies supported maintaining a second crossing over the track in the village with the stepped footbridge proposal.
- The location of the old Becketts site was the preferred option over diverting people over Temple Lane. The option over Temple Lane would be a much lengthier diversion of approximately 2.4km (due to the levels in the land). It would require a significant amount of land purchase over several existing resident's gardens on which almost all of them have objected.

Step 6: Action Planning

Q10. What specific actions will be taken to deliver positive impacts and address any potentially negative impacts identified at 'Step 3: Impact' or through consultation?

Action	By when?	By whom?
Update meetings with Key Stakeholders including Parish Council and City of York Council Recreation Committee Village residents	Ongoing	Sponsor / Aecom / Comms Team / Network Rail
Once the detailed construction plan is drafted, this will be communicated with the affected residents via the ongoing consultation process. This plan will be included within the updated DIA at the next GRIP (Project) stage	GRIP 5	Project Team / Construction Team / Comms Team
Update comms with residents via mailout and public consultations. A sitespecific comms plan will be drafted and implemented	Ongoing	Comms Team / Project Team
DIA to be reviewed at GRIP(project) stage	Ongoing	Project Team
Update DIA in accordance diversion application which submitted 28/02/2022 to Council	Ongoing	Project Team

