Diversity Impact Assessment (DIA)

Project: Conningbrook Flow Bridge

Document No.	186814-NRD-1700-ACR-REP-EHF-000001
Region/Function	Southern Enhancements
Issue Date	30/10/2024
Suitability Code (Capital Delivery Only)	S3 – Suitable for review and comment
Security Classification	Internal

Document History

Version No.	Date	Reason for Issue
01	30/10/2024	1st Issue

Document Approval and Sign-off

	Name and position	Signed	Date
Prepared by	Luke Taylor Assistant Design Engineer ES Design Delivery		30/10/2024
DIA Accountable Owner	Benjamin Longman Project Manager Southern Enhancements Delivery		
Superuser	James Ollerhead Senior Design Engineer ES Design Delivery		30/10/2024
Senior Manager			

Project-related Documents

Document No.	Document Title	Relevant Section(s)
PROW/AU17/15 /NR	The Kent County Council Proposed diversion of public footpath AU17 (part) at Kennington	All
PROW/AU22/14 /NR	The Kent County Council Proposed diversion of public footpath AU22 (part) at Kennington - from the level crossing to a ramped and stepped bridge	All

Overview: what's in this document

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?

Project Aim

Cradle Bridge Crossing and Bolleaux Crossing are crossings located in Ashford on the line between Ashford and Canterbury – Engineers Line Reference (ELR): *ACR*. The aim of this project is to improve public safety by removing the conflict between moving trains and users of this public footpath by providing a safe means of crossing the railway.

The proposed works are to replace the footpath crossings – providing crossing points for AU17 and AU22 footpaths – with another means of crossing the tracks. The client has identified that an overline footbridge is the best means of achieving this goal. The new bridge would be situated where AU22 crosses the railway (Cradle Bridge Crossing). A map showing the crossings is provided in Figure 2.

Diversity Impact Assessments (DIAs) are the method used by Network Rail (NR) to clearly demonstrate that we have paid due regard to our duties within the Equality Act 2010. The DIA is a tool that helps NR confirm that our policies and the way we design, build and operate will work for everyone.

This DIA will explore the impact that the proposed works will have on the users of the structure, with particular consideration to those with protected characteristics. This includes any permanent negative impact the proposed works will have, as well as the temporary impact that may arise during the implementation of the works. Additionally, positive impacts that may be accomplished by the implementation of the project will be outlined.

On the 18th September 2024 a team from Engineering Services Design Delivery (ESDD) undertook a site visit to the structure to obtain information for this DIA and to gain a better perspective of the specific constraints at its location.

Location

The crossings are located on the ELR: *ACR* line at chainage 58 miles and 805 yards (Cradle Bridge Crossing) and 58m 1167 yards (Bolleaux Crossing). The surrounding area is fields; however development appears imminent for a housing estate to the north of the crossing based on the presence of temporary fencing at the site. The location of the crossings can be seen in Figure 1 and Figure 2 overleaf.

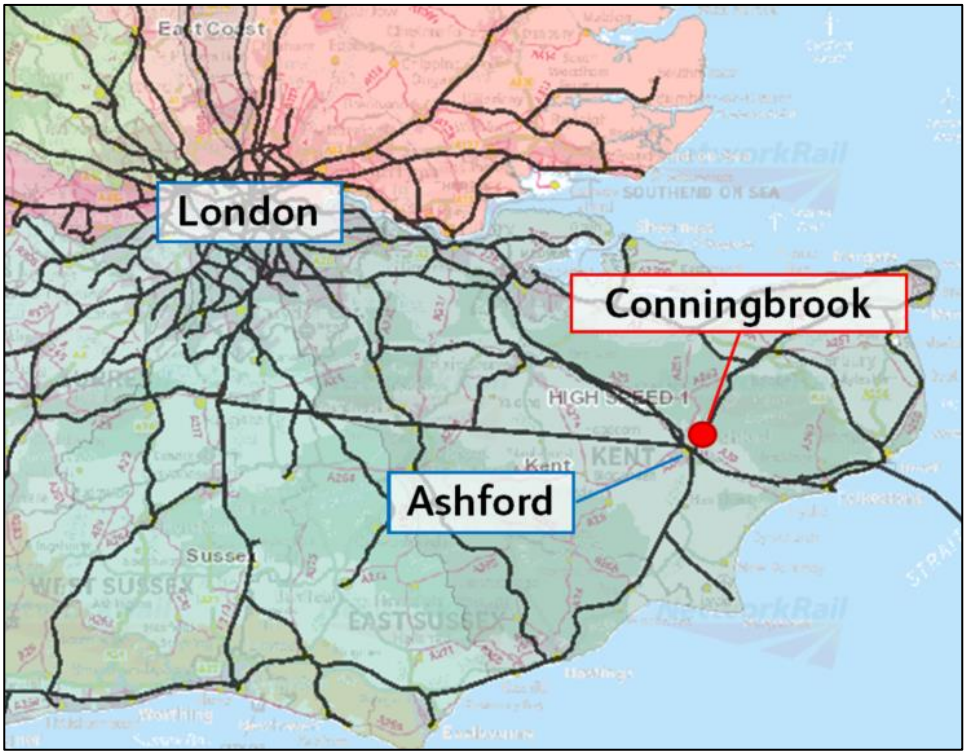

Figure 1 - Conningbrook site relative to the South East of England (Geo-RINM Viewer).

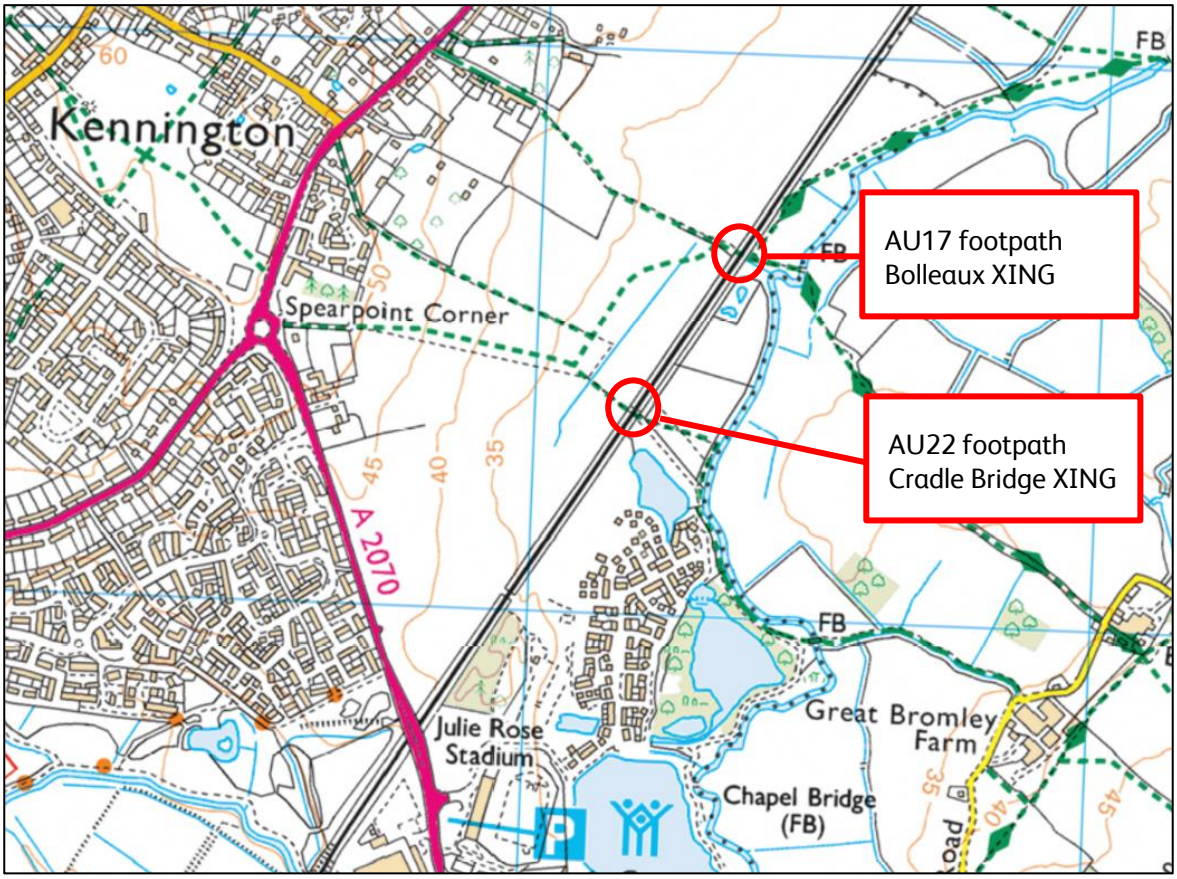

*Figure 2 – Ordinance Survey map showing the 2 No. crossings to be replaced – highlighted in **red** (Bing Maps, 2024).*

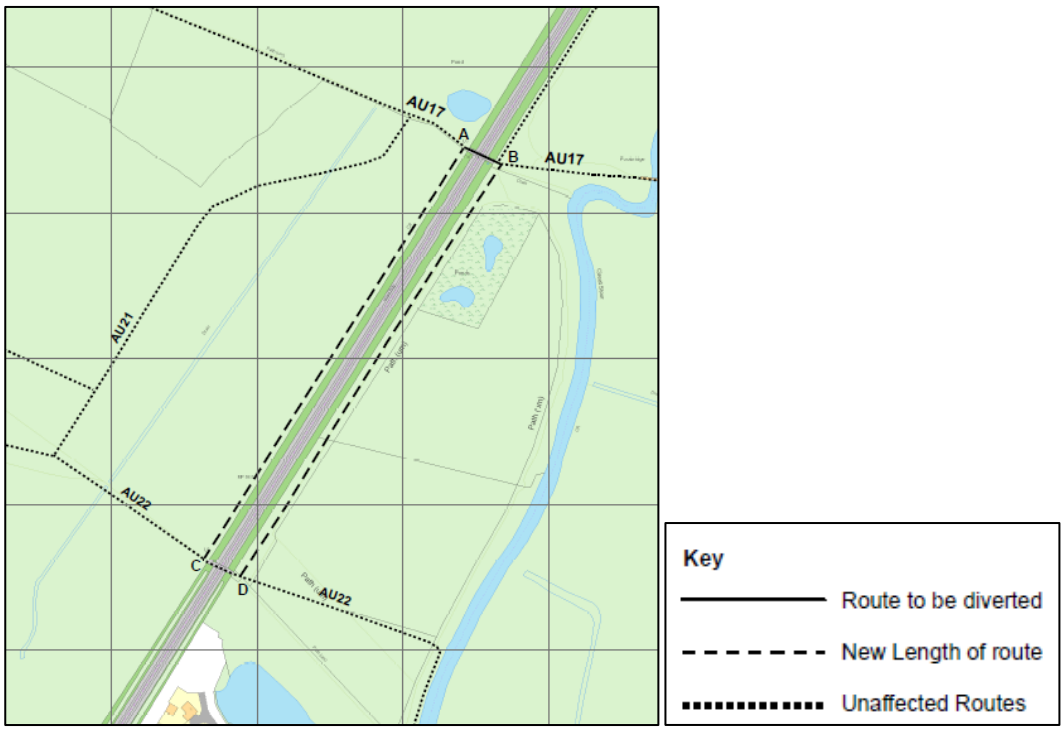

Figure 3 – Consultation plan showing the proposed replacement of Bolleaux Crossing (AU17) with diversion over AU22 (via a new footbridge).

Figure 4 – Aerial view of Cradle Bridge Crossing looking west (from Routeview, taken 18/10/2016).

Figure 5 – Aerial view of Bolleaux Crossing looking west (from Routeview, taken 18/10/2016).

Crossings Overview

Approaches to the crossings

To the south of Cradle Bridge crossing, there is a grassed, uneven pedestrian path which leads from the recently constructed housing development – Conningbrook Lakes Housing Development. Prior to reaching the crossing are 2 No. gates – approx. 1.20m wide. There is an incline towards the railway due to the railway being situated on a small embankment here.

Figure 6 - Left: Shows the entrance to the level crossing from the south side; Right: Shows the approach path looking west from the gate towards Conningbrook Lakes Housing Development.

To the north of Cradle Bridge crossing, there is a grassed, uneven path. Currently, there are temporary fences in place to demark where the path is situated and where land to be developed is. There is also a stepped section in close proximity to the railway where there are 2 No. steps. These steps are in poor condition with one side missing.

Figure 7 - Left: 2 No. steps in advance of the railway; Right: approach path to the crossing from the north.

To the south of Bolleaux crossing, there is a footpath within a wooded area. To the west of the path is a pipe over a stream. The consultation diagram as shown in Figure 3 shows a new footpath over this location. The only approach path currently for Bolleaux crossing is through AU17 over a footbridge over the Great Stour river or via AU18 to the east. To the north there is a grassed approach to the edge of a field.

Figure 8 - Pipe over stream next to AU17 footpath at Bolleaux crossing.

In between the 2 No. footpaths there is no obvious connecting path to the south.

There is however a path connecting the crossings to the north. This comprises a grassed, uneven path – narrow in sections to a width of approx. 0.25m due to vegetation on both sides.

All approach paths to the crossing can be considered to be difficult for persons with reduced mobility due to surface conditions not being firm, smooth and non-slip. Furthermore, the width of the paths is in some cases very narrow due to vegetation. There are also steps present on the north side of Cradle Bridge crossing.

Cradle Bridge Crossing

On both sides of the crossing styles are present which must be traversed to gain access to the crossings. The crossing surface is provided by timber boards with a non-slip surfacing. Either side of the timber boards is a ballasted area. There is a step from this ballasted area to the boards. The railway is situated on a small embankment through the site however the elevation change primarily takes place outside the railway boundary and thus the crossing area is largely flat.

In terms of safety, the crossing had 'Stop, Look and Listen' boards, but no further protection, for example no whistle boards or miniature stop lights.

Figure 9 - Left: Shows the style entrance to the crossing from the south; Right: Shows the crossing itself from the north.

Bolleaux Crossing

On both sides of the crossing styles are present which must be traversed to gain access to the crossings. The crossing surface is provided by timber boards with a non-slip surfacing. Either side of the timber boards is a ballasted area. There is a step from this ballasted area to the boards. The railway is situated on a small embankment through the site and thus the approaches to the crossing feature a steep concrete ramp on both sides (approx. 9^{o} to the north side and 12^{o} to the south).

Figure 10 - Left: style on approach to the crossing; Right: approach footpath through grassed field.

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)

The closure of the crossings can be assumed to have an impact on persons in the local area. This is due to the removal of existing public rights of way thus forcing people to use a diversionary route.

A diversion of around 0.7km shall be provided for users of AU17 (Bolleaux Crossing) via a new footbridge (as shown in Figure 3).

Users would be required to use a footbridge as opposed to the crossing when using AU22 footpath to cross the railway. Should users be unable to use footbridge, or if there was no means of crossing the railway here, a diversionary route as outlined in Figure 11 would be utilised. A path through the proposed housing development is shown indicatively. This route – based on current pedestrian path arrangements – features drop kerbs to allow persons with reduced mobility to use this route.

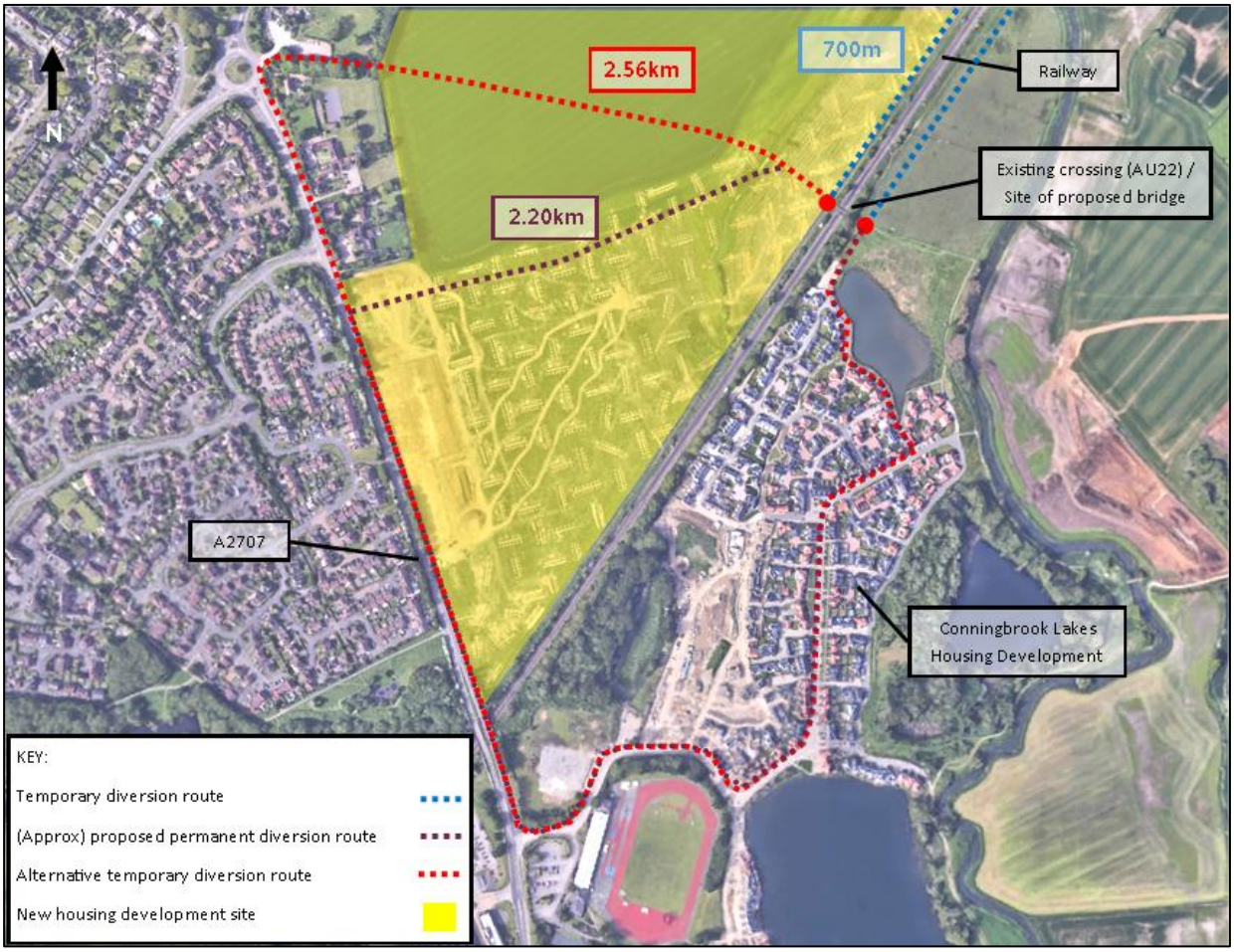

Figure 11 - Alternative route across the railway from the existing Cradle Bridge Crossing. Note: purple line is indicative based on site plans.

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
☐ ~~**No, DIA not required (End here)**~~ ~~N.B. Retain in Project file~~			
☒ **Yes, DIA required.** Proceed to	Luke Taylor Assistant Design Engineer	James Ollerhead Senior Design Engineer	30/10/2024

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**

Diversity Impact Assessments shall include data illustrating the proportion of people with certain characteristics surrounding geographic / electoral limits. This data may express the distribution of people with protected characteristics (as defined by the Equality Act 2010) within the overall population impacted by the proposed works and correlate it to aspects of the works that can affect the diversity and inclusion of these offers.

Additionally, it is important to discuss specific features nearby the crossing that may help to determine the degree of impact that any proposed works may have on people with certain protected characteristics. This includes the presence of specific buildings that may be predominately used by people with certain protected characteristics. These services / facilities in close proximity of the structure have been identified.

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

UK Census data regarding protected characteristics that would be impacted by the proposed work.

A review of the available Census data for the area closest to the crossings was undertaken to better understand the composition of the local demographic. The data has been obtained from the most recent 2021 Census.

The structure is located Conningbrook & Little Burton Farm ward, part of Kent local authority, in the south west of England. Hence, for the purpose of this assessment the 2021 Census available data for the Conningbrook & Little Burton Farm ward is compared to the data for Kent and the south east as a whole.

Population

Table 1 presents a general overview of the population within the considered locations. The data shows that Conningbrook & Little Burton Farm ward has a significantly higher population density when compared with the Kent and the South East.

Table 1 - Population and density of population within the compared areas (Census, 2021)

	Conningbrook & Little Burton Farm	**Kent**	**South East**
Population	2,104	1,576,069	9,278,065
Density (People/km^2)	1,622.0	444.7	486.5

Age

Table 2 presents information regarding the age profile of the population within the compared areas. The age profile of the population within the Conningbrook & Little Burton Farm ward presents a slightly higher percentage of children aged 9 years old or below (11.6%) when compared to Kent (11.5%) and the wider South East of England region (11.3%). Regarding the other end of the age profile, Conningbrook & Little Burton Farm ward has a significantly lower percentage of people with 65 years old or above (10.7%) when compared with the Kent region (20.3%) and South East (19.4%).

Table 2 - Age profile of the population within the compared areas (Dataset TS007, Census 2021)

Age Group	Conningbrook & Little Burton Farm		Kent		South East	
0 to 4	131	(6.2%)	87,286	(5.5%)	495,302	(5.3%)
5 to 9	114	(5.4%)	95,262	(6.0%)	552,246	(6.0%)
10 to 15	185	(8.8%)	116,958	(7.4%)	675,937	(7.3%)
16 to 19	128	(6.1%)	69,562	(4.4%)	417,102	(4.5%)
20 to 24	125	(5.9%)	83,403	(5.3%)	516,468	(5.6%)
25 to 34	314	(14.9%)	191,291	(12.1%)	1,149,570	(12.4%)
35 to 49	449	(21.3%)	298,364	(18.9%)	1,826,830	(19.7%)
50 to 64	436	(20.7%)	314,616	(20.0%)	1,840,349	(19.8%)
65 to 74	123	(5.8%)	169,272	(10.7%)	943,822	(10.2%)
75 to 84	84	(4.0%)	108,029	(6.9%)	607,059	(6.5%)
85 and over	18	(0.9%)	42,026	(2.7%)	253,378	(2.7%)
Total	2,107	(100.0%)	1,576,069	(100.0%)	9,278,063	(100.0%)

Disability, Health and Care

Table 3 presents information regarding the health profile of the compared areas as per the information in dataset 'TS037 – General Health' of the 2021 Census.

Table 3 - General health profile of the population within the compared areas (Dataset TS037, Census 2021)

General health	Conningbrook & Little Burton Farm		Kent		South East	
Very good health	1,154	(54.8%)	757,967	(48.1%)	4,636,748	(50.0%)
Good health	690	(32.8%)	536,891	(34.1%)	3,155,834	(34.0%)
Fair health	198	(9.4%)	202,451	(12.8%)	1,092,213	(11.8%)
Bad health	52	(2.5%)	61,162	(3.9%)	307,131	(3.3%)
Very bad health	10	(0.5%)	17,598	(1.1%)	86,139	(0.9%)
Total	2,104	(100.0%)	1,576,069	(100.0%)	9,278,065	(100.0%)

According to the available data regarding general health, the percentage of the population within Conningbrook & Little Burton Farm ward that reports to have 'bad health', or 'very bad health' (3.0%) is lower than in the Kent region (9.1%) and South East of England (6.2%).

The dataset 'TS038 – Disability' presented in Table 4 shows information regarding the percentage of the population having a disability as defined under the Equality Act 2010. The Equality Act 2010 defines someone who has a disability as someone who has "a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities".

Table 4 - Distribution of people with disabilities as defined under the Equality Act 2010 of the population within the compared areas (Dataset TS038, Census 2021)

Disability (Under the Equality Act)		Conningbrook & Little Burton Farm		Kent		South East	
Disabled	Day-to-day activities limited a lot	92	(4.4%)	116,043	(7.4%)	581,048	(6.3%)
	Day-to-day activities limited a little	191	(9.1%)	165,380	(10.5%)	915,292	(9.9%)
Not disabled	Has long term physical or mental health condition but day-to-day activities are not limited	159	(7.5%)	*116*,477	(7.4%)	698,690	(7.5%)
	No long term physical or mental health conditions	1,665	(79.0%)	1,178,169	(74.8%)	7,083,035	(76.3%)
Total		2,107	(100%)	1,576,069	(100%)	9,278,065	(100%)

The percentage of people that have a disability as defined under the Equality Act 2010 within the Conningbrook & Little Burton Farm ward (13.5%) is lower when compared with the Kent region (17.9%) as well as the southeast as a whole (16.4%).

In addition,

Table 5 presents information regarding the provision of unpaid care within the compared areas as per the information in dataset 'TS039 – Care' (the information shown only considers the population of usual residents aged 5 and over).

Table 5 - Distribution of people that provide unpaid care in the population within the compared areas (Dataset TS039, Census 2021)

Provision of unpaid care		Conningbrook & Little Burton Farm		Kent		South East	
Provides no unpaid care		1,814	(91.9%)	1,352,888	(90.9%)	8,049,399	(91.6%)
Provides unpaid care	19 hours or less	78	(4.0%)	66,462	(4.5%)	388,622	(4.4%)
	20 to 49 hours	30	(1.5%)	26,121	(1.8%)	134,879	(1.5%)
	50 or more hours	51	(2.6%)	43.312	(2.9%)	209,863	(2.4%)
Total		1,973	(100.0%)	1,488,783	(100.0%)	8,782,763	(100.0%)

It can be observed that, according to the available data, the percentage of people that provide unpaid care within the Conningbrook & Little Burton Farm ward (8.1%) is in line with the percentage within the Kent region (9.1%) and higher than in the south west of England (8.4%).

Religion or belief

Table 6 - Distribution of religious beliefs within the compared areas (Dataset TS030, Census 2021)

Religion	Conningbrook & Little Burton Farm		Kent		South east	
No religion	834	(39.7%)	644,190	(40.9%)	3,733,094	(40.2%)
Christian	941	(44.7%)	763,716	(48.5%)	4,313,319	(46.5%)
Buddhist	24	(1.1%)	8,749	(0.6%)	54,433	(0.6%)
Hindu	66	(3.1%)	19,242	(1.2%)	154,748	(1.7%)
Jewish	7	(0.3%)	2,050	(0.1%)	18,682	(0.2%)
Muslim	72	(3.4%)	25,614	(1.6%)	309,067	(3.3%)
Sikh	5	(0.2%)	12,307	(0.8%)	74,348	(0.8%)
Other religion	6	(0.3%)	9,572	(0.6%)	54,098	(0.6%)
Not answered	148	(7.0%)	90,629	(5.8%)	566,279	(6.1%)
Total	2,103	(100%)	1,576,069	(100%)	9,278,068	(100%)

Table 6 presents the distribution of the population per religious belief stated within the 2021 Census. The data shows that the majority of the population within Conningbrook & Little Burton Farm ward identify as Christian (44.7%), which is lower than Kent (48.5%) and the south east region (46.5%). The percentage of people that do not affiliate with any religion is lower in the ward (39.7%) when compared to Kent (40.9%) and the south east as a whole (40.2%).

Surrounding Area Information

A review of the surrounding area has been carried out. Places of interest that could be affected from the proposed works have been identified. Figure 12 shows the GP surgeries and dental practices surrounding the station. The Grange Ashford is 800m from the site and is the closest. It is unlikely the crossing and associated bridge would be used to provide a more direct access to these services.

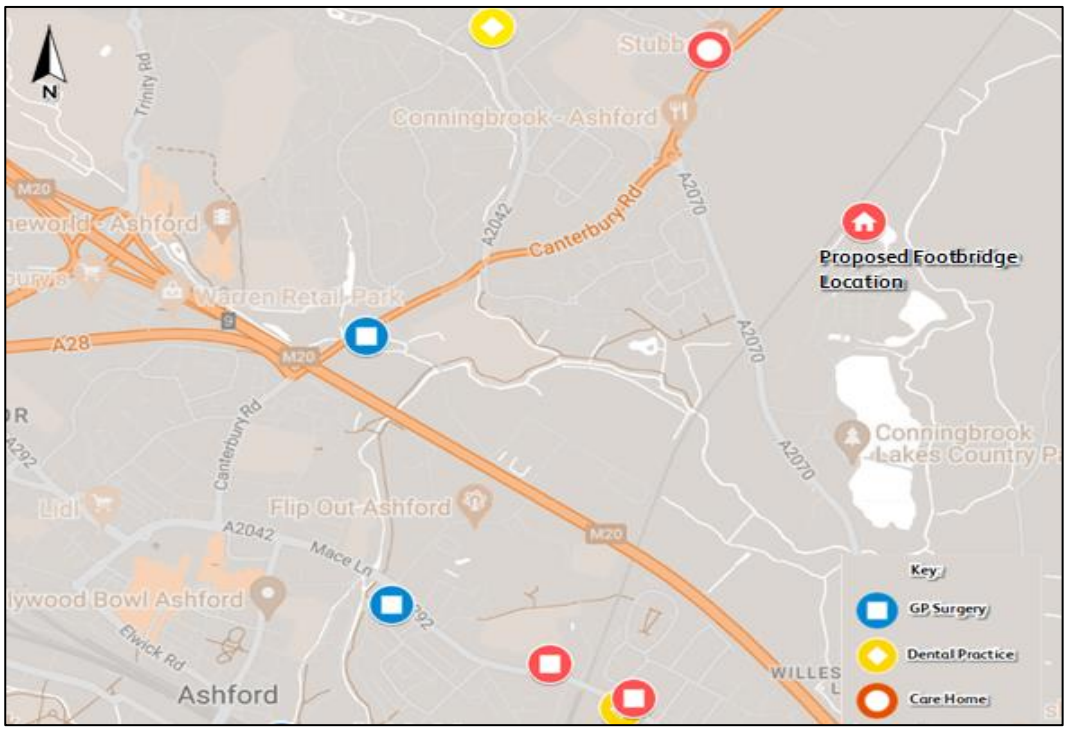

Figure 12 - Map showing the GP surgeries, dental practises and care homes in the local area.

Figure 13 shows the nurseries and schools in the nearby area that may be affected by the proposed works. Towers school and sixth form centre is the closest school to Conningbrook level crossing being 2km away. Due to the nearest schools being either north of the alternative crossing of the railway (on A586 Garstang Road East) or to the west of the railway – where the residential properties are located – it can be assumed that the crossing does not provide a benefit for those looking to access schools or nurseries. It should be noted that the new housing development to the north of the railway proposes the construction of a new Primary School and nursery. This is discussed further in the 'New Housing Development' section of this document.

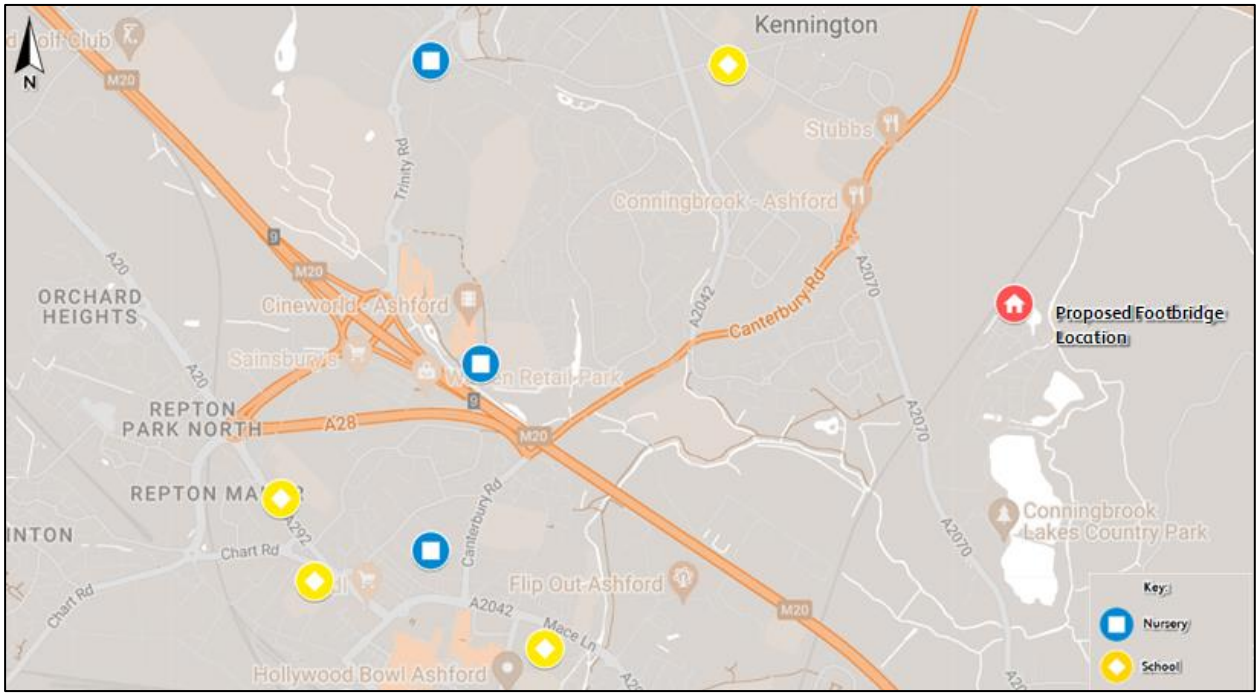

Figure 13 - Map showing Nurseries and Schools in local area.

Figure 14 shows the places of worship in the local area. The nearest place of worship is St Mary's Church 1.3km to the north. It can be assumed that the crossing does not provide a benefit for those looking to access places of worship due to the alternative route to this and other places of worship being only marginally longer and utilising pedestrian pavements.

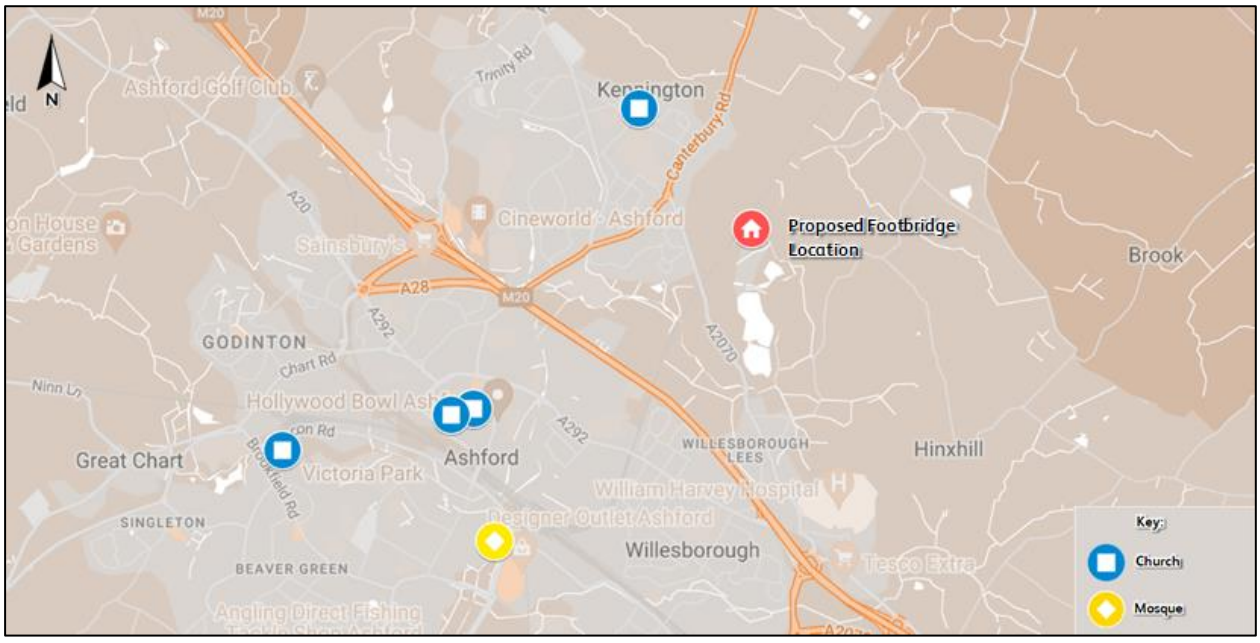

Figure 14 - Map showing local places of worship.

New Housing Development

As part of the development plans for the new housing to the north west of the site, a new school, community centre and is proposed to be constructed. This is not shown on existing maps.

- 735 houses are to be built in that area ranging from 2 to 4 bedrooms,
- The new school shall be a Primary School (Reception to Year 6) with 420 students when full,
- A nursery school shall also be provided attached to the school with room for 30 children.

To the south of east of the site – in the Conningbrook Lakes development, there are 300 houses ranging from 3 to 4 bedrooms. This development is complete.

At this stage, no information on the demographics of the existing and anticipated occupants of these new properties is available.

9-day census information

At this stage of the project, no 9-day census has been undertaken. Due to the existing adjacent land use anticipated to change, it would not be considered an accurate reflection of future usage of the crossing at this stage.

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. The protected characteristics your work could potentially have a negative impact on

- ☐ **Age**
- ☒ **Disability, including carers**
- ☐ **Gender reassignment**
- ☐ **Marriage/civil partnership**
- ☐ **Pregnancy/maternity**
- ☐ **Race**
- ☐ **Religion or belief**
- ☐ **Sex**
- ☐ **Sexual orientation**

Q5b. Explain the potential negative impact, and record potential mitigating actions

The primary aim of the works is to remove a level crossing and replace it with a footbridge to provide a safer passage over the railway. The potential negative impact the works will have on users of the structure in the permanent and temporary case will be explored. In particular, with special consideration of individuals with certain protected characteristics as outline by Equality Act 2010.

Temporary Works Impact

During temporary work the Cradle Bridge crossing will be closed, therefore pedestrians are required to use the Bolleaux crossing to the north as shown in Figure 11. This walking route is up to 0.7km in length. Currently, this route doesn't exist as demarked footpaths and is currently a grassed field. Furthermore, the stream as shown in Figure 8 would prevent this route from being functional. It should be noted that due to the original conditions of the walking route to the existing crossing it is unlikely that people with reduced mobility have been able to use this crossing at all due to the previously discussed limitations of the approach paths, as well as the steps on approach to the crossing and styles. It can therefore be assumed that the temporary route, as well as the existing paths on approach to both crossings are likely inaccessible for some persons with reduced mobility.

Permanent Works Impact

In a permanent case, a footbridge shall provide a safety benefit to users compared to the existing case of a level crossing.

Stepped Bridge

A stepped bridge would provide a quicker and more direct route across the railway for persons who are able to use steps compared to the diversionary route as shown in Figure 11. This would however prevent users with reduced mobility who are unable to use stairs from using the crossing and thus forcing them to use the diversionary route. It should be noted that as mentioned in the temporary case, persons with reduced mobility are already unlikely to be able to use the existing crossing.

As part of the proposed housing development we can assume the approaches to the north side of the crossing shall be improved to allow persons with reduced mobility to access the railway

boundary. Should the crossing remain however, there are still limitations which would prevent persons with reduced mobility from using the crossing – the presence of 2 No. styles and a small step on either side of the crossing from the ballast to the crossing boards. Furthermore, it can be assumed no firm, smooth, slip-resistant pedestrian path is to be installed to the crossing on the south side of the crossing. Therefore, it can be assumed that the installation of a stepped footbridge shall not have a negative impact on users compared to if the existing crossing was to remain.

Currently, without the north side housing development in position it is unclear as to what demand there may be for the use of the footbridge. By installing a stepped footbridge this may preclude users with reduced mobility therefore forcing some users to use the diversionary route.

Possible Mitigation:

- Provide a footbridge with future provision to install a step-free method of accessing the footbridge deck level if future demand renders this reasonably practicable to do so.

Ramped Bridge

A ramped bridge would provide a quicker and more direct route across the railway for persons compared to a diversionary route. Ramps are however typically very long, with a previous design for this site incorporating ramps shown to have approx. 240m length of ramps. These ramps also featured no intermediate landings at 0.5m height increments as per national guidance and thus it can be reasonably assumed a fully compliant ramped bridge would include longer ramps than this. Due to the length of these ramps it can be assumed that it would be difficult for users, with the fact that the site is on a small embankment further adding to the level change required. Furthermore, at time of writing, national guidance recommends ramps not be used where a level change is greater than 2.0m in height.

Lift Bridge

A lift bridge would provide a quicker and more direct route across the railway for persons compared to a diversionary route. Lifts would provide step free access across the railway however due to the remote location of the bridge (not within a station environment); the lifts could become open to misuse and in the event of breakdown there would be no staff in the immediate vicinity which could lead to stress for persons using the lifts.

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).

The following has been identified to have a positive impact on users of the bridge:

- Provide future provision for a step-free method of crossing the railway such as a design that could have lifts / ramps retrofitted in the future should they be considered practicable at the site.
- Implement artificial lighting over the bridge and on the approaches would help to ensure persons using the bridge feel safe. A risk assessment could be undertaken to assist with any decision making as to whether lighting is provided. Should this not be provided initially, future provision for lighting could be included.
- Transparent parapets where possible would allow for people to see users of the bridge. This is particularly important to persons who may feel vulnerable.
- CCTV where possible on the bridge would help persons using the bridge feel safe. This is particularly important to persons who may feel vulnerable.

Step 4: Consultation

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

(This could include our employee networks, the Built Environment Access Panel, local disabled persons organisations or other groups affected by the changes)

Groups consulted	What issues or impacts were raised in relation to one or many of the protected characteristics (Q5)?
NRAC 069 – Ian Parker (from similar scheme incorporating the installation of a stepped footbridge)	The construction of ramps to this footbridge was considered, but through a review of past consultation for similar schemes at NR's Chaired / Independent users Built Environment Accessibility panel (BEAP), review of compliance to National Standards and reference drawn from NR's supporting NRAC Consultant, it was considered that such use would offer limited enhanced accessibility whilst imposing increased liabilities to potential users. In this the proposed ramps would not comply with the provisions given in National guidance on the use of ramping solutions for access, being long and liable to impart stress on users, and would be open to misuse imposing a threat to the general public if misused (e.g., skateboarding, cyclist) if not assured of onward management supported by a risk assessment. These concerns been supported by NR's Chaired BEAP panel through similar past advice to other projects, which have been recorded for any later reference.

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.

No further consultation with other NR teams has taken place at this design stage.

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

In 'Step 3: Impact', the impacts for the proposed works are discussed. Although negative impacts have been identified within Q5b associated with the temporary case and with the use of steps as opposed to ramps, it is believed that when compared with the existing arrangement, the proposed works would provide a significant level of safety improvement. It is considered that whilst ramps would provide a step-free route, the length of these in conjunction with the required level change would make these undesirable. Furthermore, a review of the local area suggests that there are minimal local amenities where the bridge would provide a significant benefit to users to access. It should be noted this may change upon the construction of the school.

Overall, this design allows a required public right of way to be retained for pedestrians that is considerably safer than the operational crossing access. Therefore, this will provide significant positive safety impact on the location.

The rationale for this decision is based on currently available information. Should further changes be made to the proposed works or further information becomes available, then this document shall be updated to ensure its conclusions are accurate.

Given the available information at the time of writing this document, it is deemed justifiable to continue with the works.

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 this DIA to reflect proposed designs.	During next Design Stage	Designer or Sponsor

Step 7: Publication (Superuser Upload Instructions)

Appendix: continuation sheets

Question number:

Additional/continued response