LANCASHIRE COUNTY COUNCIL
REQUEST FOR A RAIL CROSSING DIVERSION ORDER

HIGHWAYS ACT 1980

TRANSPORT AND WORKS ACT 1992

REQUEST FOR A RAIL CROSSING DIVERSION ORDER TO BE MADE UNDER SECTION 119A OF THE HIGHWAYS ACT 1980

The following questions are to be answered and the information and maps requested to be supplied by the applicant to Lancashire County Council. Tick the relevant box shown in some questions.

FOR AUTHORITY'S USE ONLY File Ref: Date acknowledged:

1. RAIL CROSSING TO BE EXTINGUISHED BY THE DIVERSION ORDER

(a) Name and location of rail crossing (including grid reference and parish or district in which it is located).

Holts Lane Footpath Level Crossing, PBN 13m 59ch
OS ref: Eastings 335829 Northings 438842
Located in the District of Wyre, Fylde FY6 8HP

(b) Name(s) and number(s) of any footpaths, bridleways and/or restricted byways leading to the crossing to be extinguished. (Indicate whether footpath or bridleway or restricted byway).

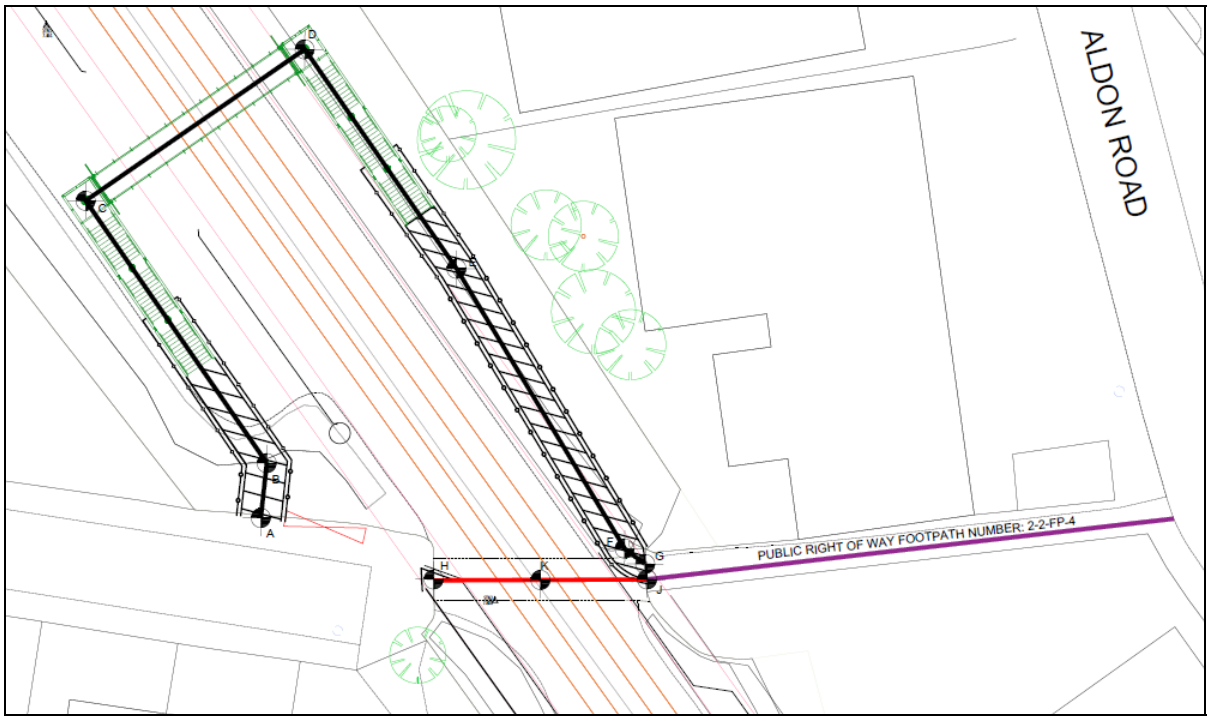
Public Footpath 2-2-FP 4

(c) Length in metres of any path or way to be extinguished.

15.2 metres over the operational railway

(d) Description of length of any path or way to be extinguished by reference to terminal points shown on attached map which must be to a scale of not less than 1:2500 or, if no such map is available, on the largest scale readily available.

Public Footpath 2-2-FP 4 approximately 15.2m on the level over the operational railway, over the footpath coloured red between the points marked H-J as shown on the plan below



(e) List the name(s) and address(es) of the owners, lessees and occupiers of the land on either side of any path or way to be extinguished.

Network Rail

(f) Have you obtained the written consent of every person having an interest in the land over which any path or way to be extinguished passes, in so far as such consent is needed?

~~YES~~	~~NO~~	NOT NEEDED

(g) Is the crossing or any path or way to be extinguished, subject to any limitations or conditions?

~~YES~~	NO

2. NEW PATHS OR WAYS TO BE CREATED

(a) Describe type(s): Bridleway or restricted byway or Footpath.

Footpath

(b) Give description(s):

A public footpath approximately 93m in length, 2m in width, over the footpath coloured black between the points A-B-C-D-E-F-G, as shown on the plan above.

(c) List the name(s) and address(es) of the owners, lessees or occupiers of the land over which the new path(s) or way(s) would pass. (Please attach copies of the Land Registry Title and Plan if available).

Network Rail

(d) Have you obtained the written consent of every person having an interest in the land over which the path or way to be created passes, to this land being dedicated for this purpose, in so far as such consent is needed?

~~YES~~	~~NO~~	NOT NEEDED

(e) Are you prepared to maintain all or part of the path or way to be created?

YES	~~NO~~	~~IN PART~~

Network Rail will own and maintain the new footbridge.

(f) Will the highway authority accept responsibility for maintenance of that part of the path or way to be created which does not pass over the applicant's land?

~~YES~~	NO

All parts of the new path reside within the applicant's land.

(g) Are you prepared to enter into an agreement with the Council in accordance with Section 119A (8)?

YES	~~NO~~	~~IN PART~~

(h) Will the new path or way connect with a trunk road?

~~YES~~	NO

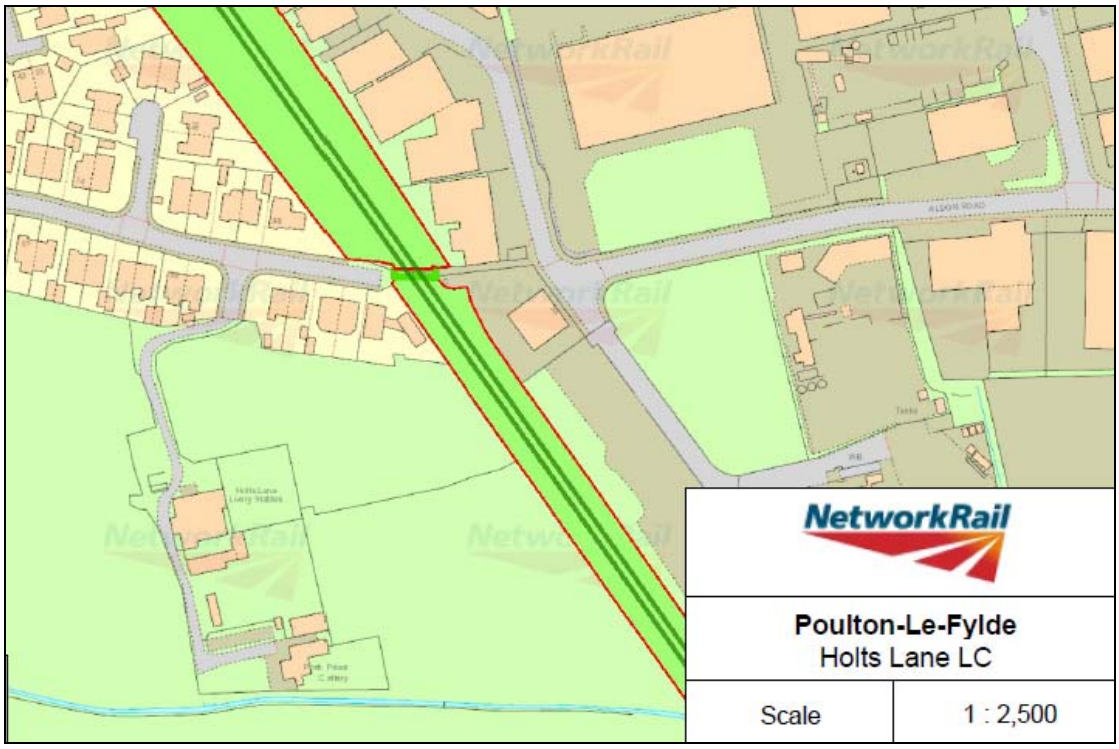
(i) Give reasons for the proposed rail crossing diversion order (use separate sheets if necessary). Include information about:

(i) the use currently made of the existing path, including numbers and types of users, and whether there are significant seasonal variations, giving the source for this information, together with details of any survey carried out (any circumstances preventing or inhibiting such use must also be mentioned);

Holts Lane Level Crossing is a public footpath level crossing located in Poulton-Le-Fylde, on the Preston to Blackpool line.

This section of railway is twin tracked and the line is now electrified. The level crossing is positioned between Holts Lane, a residential street on a housing estate, to the west side and Poulton Industrial Estate to the east.

The approach to both sides of the crossing is over a tarmacked surface and lit by street lighting. The crossing is accessed by means of a kissing gate and comprises a wooden deck with nailed on anti- slip material. There are Stop, Look and Listen boards but no other forms of warning or protection for members of the public.



Census information is included within the accompnied Diversity Impact Assessment (DIA).

(ii) the risk to the public of continuing to use the present crossing and the circumstances that have given rise to the need to make the proposed order;

As part of the North West Electrification Project, the Preston to Blackpool line has been selected for electrification with the installation of 25kV AC overhead line equipment. These works will facilitate an increase in frequency of services on the route.

As part of electrification works changes to the type (longer and quieter trains) and frequency of services, the Project has identified that the risk profile at all footpath crossings on this route will be increased. The Project undertook a detailed survey, census and reassessment exercise to determine how each crossing was affected and what mitigation measures were available at each site.

At Holts Lane level crossing stanchions will be erected within Network Rails operational land to support the overhead power lines. These stanchions have a limited separation distance; it is highly likely a train stopped at a signal could straddle the level crossing and negatively impact on sighting distances. This arrangement is wholly unacceptable, and some method of mitigation is required.

There have been eight reported incidents of near misses recorded at Holts Lane level crossing between 2004 and 2017. Details of each incident is shown in the Diversity Impact Assessment. Additionally, during the census period there was one misuse event recorded when a male sprinted over the

level crossing as an oncoming train approached. He crossed with seconds to spare before the train passed.

It is worth noting that these are incidents of misuse which have been captured and it is recognised that not all incidents can be monitored.

Network Rail are aware of two new local housing developments directly adjacent to the level crossing. The additional dwellings have the potential to significantly increase the use of the level crossing and the increase in users directly correlates with the increase of potential misuse at the level crossing.

Network Rail uses an application called All Level Crossing Risk Model (ALCRM) to provide a method for assessing safety risk at level crossings to crossing users, train passengers and train staff on Network Rails controlled infrastructure. It incorporates a quantitative (calculated risk model) and qualitative (structured expert judgement) approach to achieve a rounded and balanced analysis of risk.

As a result of electrification and the new housing developments it has been identified that the ALCRM risk profile at Holts Lane level crossing would increase significantly, therefore Network Rail would look toward some method of mitigation at this location.

Network Rail is committed to reducing the risks on the railway and is submitting this application under section 119a of the Highways Act to divert the existing public footpath over a new stepped footbridge to be constructed.

(iii) the effect of the extinguishment of the crossing and the creation of the proposed new path(s) or way(s) having regard to the convenience to users and the effect on any connecting rights of way and on the network as a whole;

As the proposal is for a stepped footbridge at the crossing, there should be little inconvenience to pedestrian using the level crossing. There will no longer be any need to operate the kissing gates, which can restrict certain types of users, or to wait for trains to pass.

(iv) the opportunity for taking alternative action to remedy the problem such as a bridge or tunnel in place of the existing crossing or the carrying out of safety improvements to the existing crossing;

Network Rail has considered several mitigation options and has held detailed discussions with key stakeholders in order to provide a suitable solution at this level crossing. A community engagement event was held in July 2018. 18 people responded with comments. 18/18 people were in favour of closure of the level crossing.

- **Closure of the level crossing with no alternative crossing;** given the frequency of use such a closure would result in a loss of amenity and is unlikely to be acceptable to many users. Closure without an alternative means of crossing the railway was also not supported by the PROW officer, therefore it is not a credible option at this location.

- **Extinguishment of PROW with a diversion on existing alternative route;** one alternative route via Garstang Road East was identified and improvements to the existing alternative route offered to the Council. This was not supported by the PROW officer because the existing alternative route is substantially less convenient for the public due to the increase in length (approximately 1.2km) even if improvements were made to the surface of the highways, therefore this option was discounted.

- **Stepped footbridge**; this would eliminate the risk on the railway and enable users to cross at or close to the existing level crossing. The diversion over the stepped footbridge is approximately 93m. The accompanied Diversity Impact Assessment has shown the Equalities Act 2010 has been considered. Prior approval for a stepped footbridge has been sought and consent granted by Lancashire County Council's Planning Department. This is Network Rails preferred option as a stepped footbridge would represent an improvement to safety on the railway and reduced risk to crossing users, train passengers and train staff.

- **Ramped footbridge**; this would eliminate the risk on the railway and enable the users to cross at or close to the existing crossing. The accompanied Diversity Impact Assessment has shown the Equalities Act 2010 has been considered. The size and length of a ramped element of the footbridge (approximately 400m) could deter crossing users due to the length and gradient of the diverted route. Considerable third-party land purchase on both sides of the railway is required to accommodate the ramped element of the structure which would result in the loss of residential properties for the new housing development and commercial units on the opposite side. Any negotiations entered with adjoining landowners to purchase additional land may incur objections, become protracted and be negotiated at a commercial rate. Planning permission would need to be sought and approved by the Lancashire County Council's Planning Department. This option was discounted due to the cost of land take on both sides of the railway.

- **Underpass**; this would eliminate the risk on the railway and enable the users to cross at or close to the existing crossing. It is typically more expensive than a typical bridge and would also require considerable land purchase to create the necessary footpath approach gradients. An underpass is a more complex structure to construct, can be prone to flooding during heavy periods of rainfall and is not preferred by users because it can attract anti-social behaviour, therefore this option was discounted.

- **Upgrade of the level crossing with Miniature Stop Lights;** this could be installed at the crossing to warn of approaching trains. The lights are accompanied by signs which indicate the pedestrian should only cross when the lights are green. Such technologies can be used in conjunction with other features such as audible alarms. The use of MSL's is also dependent upon the type of signalling system within the immediate area. The MSL's are connected to the signalling system which alters the lights to red once the train passes a certain point on its approach to the crossing and switches the lights to green once the train is a safe distance past the crossing. The installation and cost of this equipment is extremely expensive and will often only provide a marginal reduction in risk.

  The introduction of MSL's also assumes that all users of the crossing pay full cognisance of the warning given by the lights and that they are not ignored. Research from the Railway Safety Standards Board (RSSB) states that:

  'When in a group of people, individuals are prone to following the 'herd mentality', paying less attention to their surroundings and following the decision-making of the group as a whole. This may be particularly problematic at footpath and bridleway crossings on routes used often by ramblers.

  Young people in group also exhibit more risky behaviour. A young person's attitude to risk tends to be one of a 'risk adopter'. Although most young people will not engage in extremely dangerous behaviour, peer group dynamics can encourage them to behave more dangerously than they would when on their own.'

  The installation of MSL's at Holts Lane level crossing would not remove the risk on the railway therefore this option has been discounted as a suitable mitigation measure.

- **Installation of lifts**; this would eliminate the risk on the railway and enable the users to cross at or close to the existing crossing. Lifts can be perceived as giving rise to misuse and abuse perhaps resulting in degradation damage. This is not preferred by users because it has the potential to attract anti-social behaviour. Due to the requirement for ongoing maintenance and the risk of people being trapped inside the lifts and waiting for some time for someone to attend it is considered that this option would not be suitable at this location.

Network Rail has a legal obligation under the Health and Safety at Work Act 1974 to maintain and, where reasonably practicable, to improve health and safety on the rail network. Level crossings represent one half of the non-suicide, non-trespass fatality risk on the railway. Analysis of Network Rail and Department for Transport data shows that if an average walking trip includes a level crossing, the fatality risk to a pedestrian is about double the risk of an average walking trip without a level crossing.

Closure of the level crossing and the installation of a stepped footbridge is considered to be the most appropriate form of action as it completely eliminates risk on the railway whilst enabling users to cross at or close to the existing crossing.

(v) the estimated cost of any practicable measures identified under (iv) above;

As a Government funded organisation, Network Rail has a direct requirement to adhere to HM Treasury principles for "Managing Public Money". Network Rail was re-classified as an arm's length Government body within the Department for Transport in September 2014. Accordingly, Network Rail must ensure that it manages public money responsibly, which includes adhering to the principles, rules, guidance and advice set out by HM Treasury.

When spending public money Network Rail needs to satisfy itself that any spend is justified. Any money that is used unnecessarily or inefficiently directly impacts our ability to deliver other important improvements elsewhere across the network. Unjustified expenditure is therefore, not acceptable.

- **The likely cost for an Extinguishment of PROW with a diversion on existing alternative route would be circa £50k**
- **The likely cost of stepped FB would be circa £1.5M**
- **The likely cost of ramped FB would be circa £3.5M**
- **The likely cost of installation of lifts would be circa £2.5M**

Pursuing the construction of a stepped footbridge provides a safety benefit to the public, but also adheres to HM Treasury principles and delivers the best value for public money.

(vi) the barriers and/or signs that would need to be erected at the crossing and the points from which any path or way is to be extinguished or created, assuming the order is confirmed; and

There should be no requirement for direction signs towards the footbridge for public use.

(vii) the safety of the alternative right of way to be created by the order relative to the existing rail crossing.

It is considered there will be no risk to the public in using a replacement footbridge.

3. NAMES AND ADDRESSES OF PUBLIC UTILITY UNDERTAKERS IN AREA (whether or not their apparatus is likely to be affected):

(a) Public gas supplier
(b) Public electricity supplier
(c) Water undertaker

(d) Sewerage undertaker (if different)
(e) Public telecommunications operator
(f) Others (specify)

4. MAPS AND PLANS

List below all maps and plans accompanying this request giving details of their scale and content. In addition to the map mentioned in paragraph 1(d), this must include a map of a scale not less than 1:25,000 or, if no such map is available, on the largest scale readily available, showing the crossing and any paths or ways to be extinguished or created, and any connecting paths or ways.

The appropriate colours are as follows:

Purple – unaffected line of path
Green – unaffected line of Bridleway/Restricted Byway
Red – section of path to be extinguished
Black – new path to be provided.

5. OTHER INFORMATION

Give any other information you consider relevant.

Further details are contained within the attached Diversity and Impact Assessment and Planning Drawings.

DECLARATION

I/We
(a) understand that no authority for the extinguishment, obstruction or creation of any path or way in this request is conferred unless or until a Rail Crossing Diversion Order has been confirmed and come into force;
(b) request that a Rail Crossing Diversion Order be made and confirmed relating to the crossing and paths or ways described in Sections 1 and 2 above; and
(c) declare that, to the best of my/our knowledge and belief, the factual information included in this form is true and accurate.
(d) hereby agree that if a Rail Crossing Diversion Order is made I/We will defray any compensation which becomes payable in consequence of the coming into operation of the order and any expenses which are incurred in bringing the new site of the path into a fit condition for use by the public.
(e) agree to pay the charges for processing the order once it has been made and published and again when the order has been confirmed.

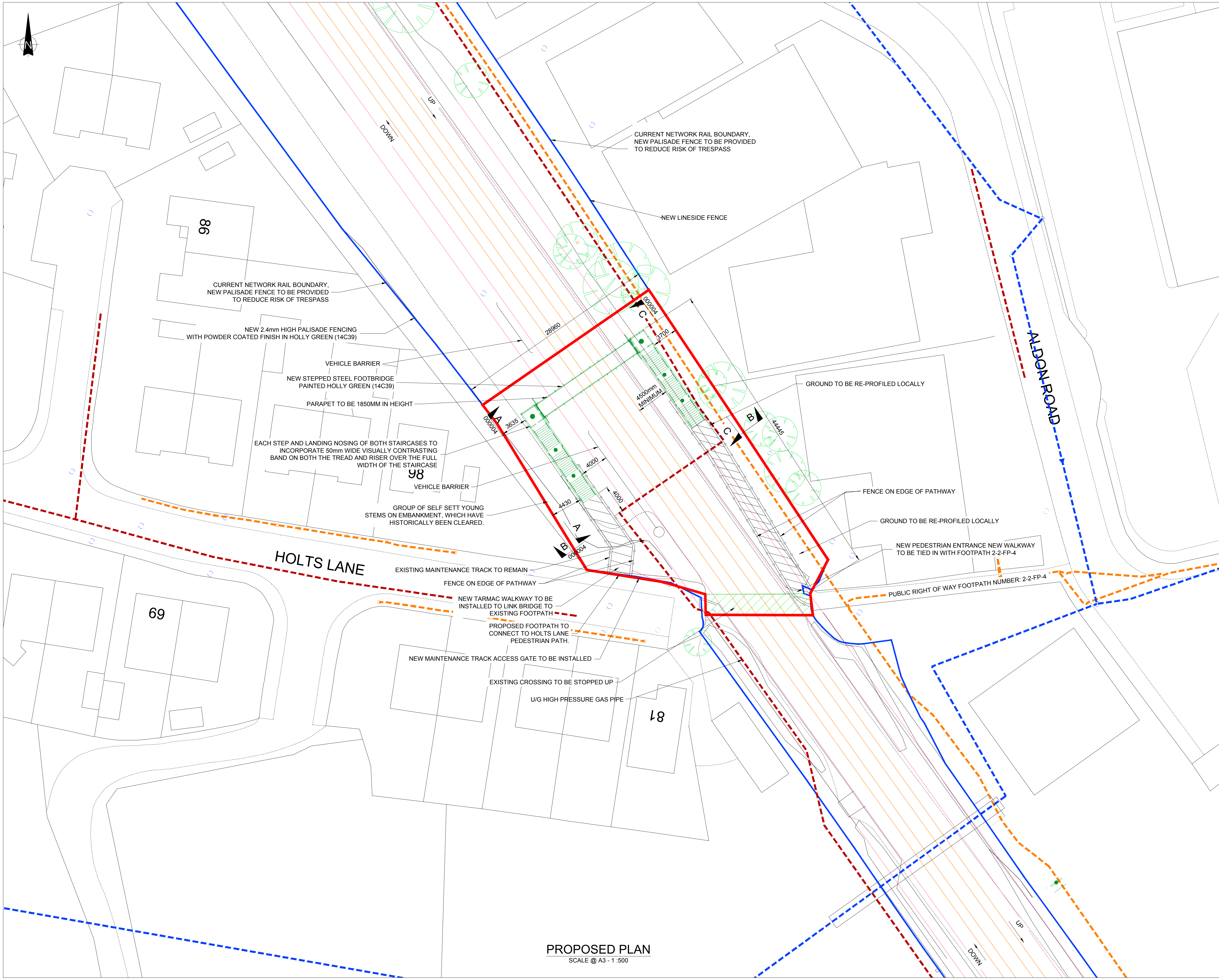
Signed

Name in Capitals **JANET YANG**

On behalf of (name of railway / tramway operator) **NETWORK RAIL**

Address	**Square One** **4 Travis Street** **Manchester** **M1 2NY**
Position held	Liability Negotiations Adviser
Date	**26/03/2019**

Note: the Council will need all relevant information to enable them to proceed. Please note that the information supplied will be used in accordance with the processes under Statute. As such, it will not be confidential and may be disclosed to third parties.



CURRENT NETWORK RAIL BOUNDARY, NEW PALISADE FENCE TO BE PROVIDED TO REDUCE RISK OF TRESPASS
NEW LINESIDE FENCE
CURRENT NETWORK RAIL BOUNDARY, NEW PALISADE FENCE TO BE PROVIDED TO REDUCE RISK OF TRESPASS
NEW 2.4mm HIGH PALISADE FENCING WITH POWDER COATED FINISH IN HOLLY GREEN (14C39)
VEHICLE BARRIER
NEW STEPPED STEEL FOOTBRIDGE PAINTED HOLLY GREEN (14C39)
PARAPET TO BE 1850MM IN HEIGHT
EACH STEP AND LANDING NOSING OF BOTH STAIRCASES TO INCORPORATE 50mm WIDE VISUALLY CONTRASTING BAND ON BOTH THE TREAD AND RISER OVER THE FULL WIDTH OF THE STAIRCASE
VEHICLE BARRIER
GROUP OF SELF SETT YOUNG STEMS ON EMBANKMENT, WHICH HAVE HISTORICALLY BEEN CLEARED.
EXISTING MAINTENANCE TRACK TO REMAIN
FENCE ON EDGE OF PATHWAY
NEW TARMAC WALKWAY TO BE INSTALLED TO LINK BRIDGE TO EXISTING FOOTPATH
PROPOSED FOOTPATH TO CONNECT TO HOLTS LANE PEDESTRIAN PATH.
NEW MAINTENANCE TRACK ACCESS GATE TO BE INSTALLED
EXISTING CROSSING TO BE STOPPED UP
U/G HIGH PRESSURE GAS PIPE
GROUND TO BE RE-PROFILED LOCALLY
FENCE ON EDGE OF PATHWAY
GROUND TO BE RE-PROFILED LOCALLY
NEW PEDESTRIAN ENTRANCE NEW WALKWAY TO BE TIED IN WITH FOOTPATH 2-2-FP-4
PUBLIC RIGHT OF WAY FOOTPATH NUMBER: 2-2-FP-4
HOLTS LANE
ALDON ROAD
UP
DOWN
86
98
69
81
28960
3700
4500mm MINIMUM
3635
4000
4430
4000
44445
000004
A
B
C

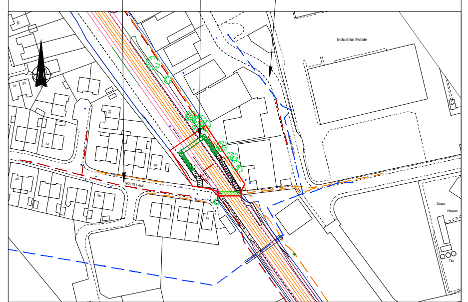
PROPOSED PLAN
SCALE @ A3 - 1 :500

Legend/Notes

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
2. DO NOT SCALE FROM THIS DRAWING.
3. THIS DRAWING IS BASED ON AVAILABLE NETWORK RAIL RECORD INFORMATION. LIDAR DATA USED TO DETERMINE TOPOGRAPHY.
4. ALL STEEL TO BE PAINTED HOLLY GREEN (14C39)
5. ALL HANDRAILS SHALL BE PAINTED RAPESEED YELLOW (RAL 1021)

LEGEND:

- ELECTRICAL
- GAS
- N.R BOUNDARY
- APPLICATION BOUNDARY
- U/U SEWER
- VEGETATION
- DISUSED FOOTPATH LEVEL CROSSING



KEY PLAN

0 5 10 15 20
SCALE 1:500

REV	DATE	DESCRIPTION OF REVISIONS	DRAWN	CHK'D	APPR'D
P01	19/11/18	FIRST ISSUE	TM	GM	RT

STATUS
PLANNING

DESIGNERS
DESIGN DELIVERY
NetworkRail

Manchester Square One, 4 Travis Street, Manchester, M1 2NY
Tel: 0161 880 3936 Web: www.networkrail.co.uk

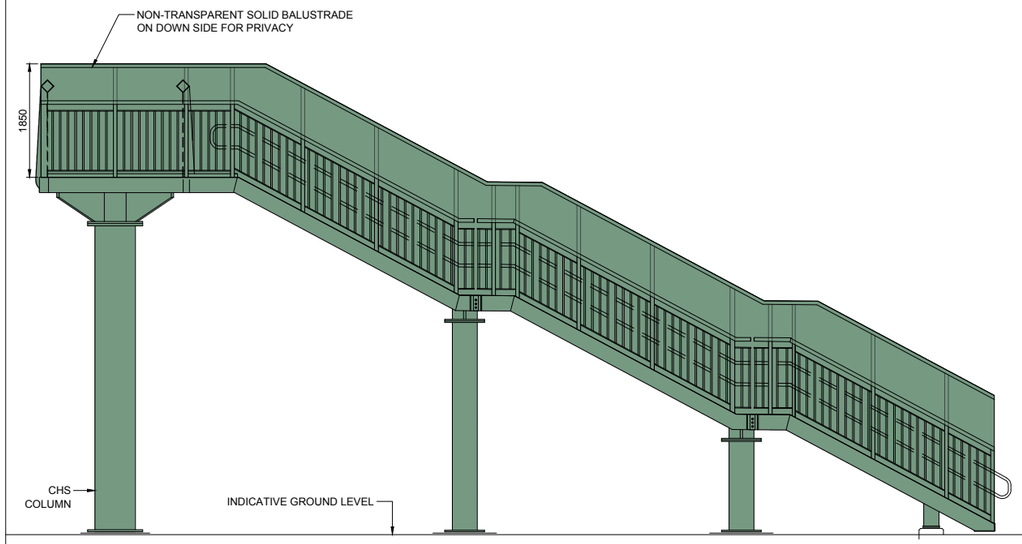
PROJECT:
HOLTS LANE FOOTBRIDGE
NORTH OPTION

DRAWING TITLE:
PLANNING DRAWINGS - PROPOSED SITE PLAN

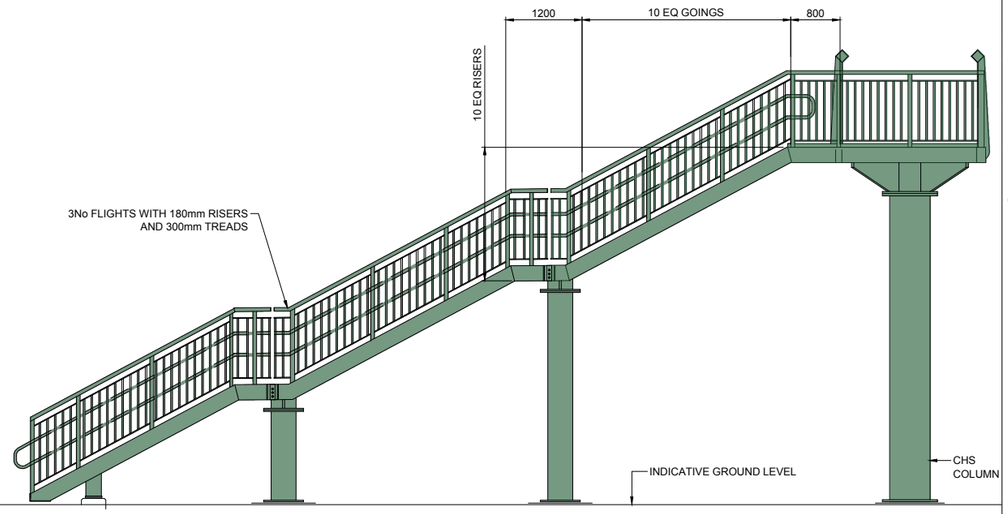
DESIGNED	J.OLLERHEAD	SIGNED	[signature]	Date	19/11/2018
DRAWN	T.MATTHEWS	SIGNED	PP [signature]	Date	19/11/2018
CHECKED	G.MICHAS	SIGNED		Date	19/11/2018
APPROVED	R.TURNER	SIGNED		Date	19/11/2018

SCALE	ELR	MILEAGE
AS SHOWN @ A3	PBN	13m 59ch

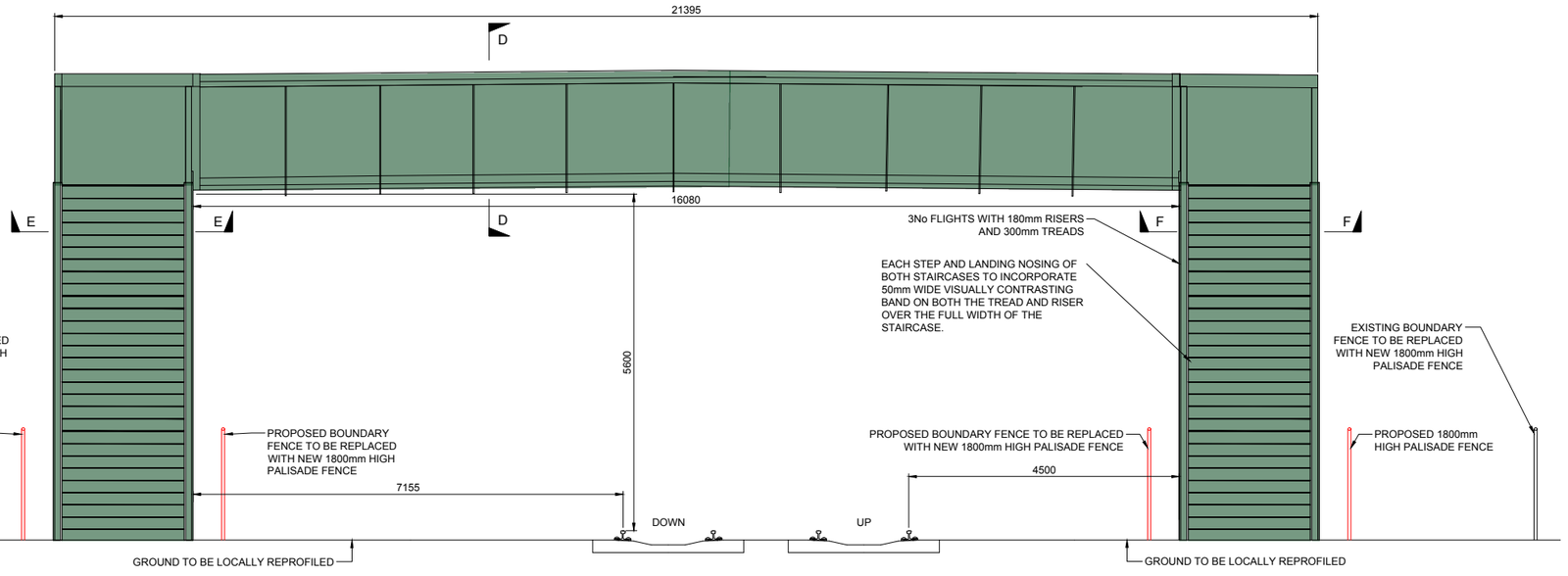
DRAWING NUMBER	REVISION
NHE_163959-NRDD-1706-PBN-DRG-ECV-000003	P01



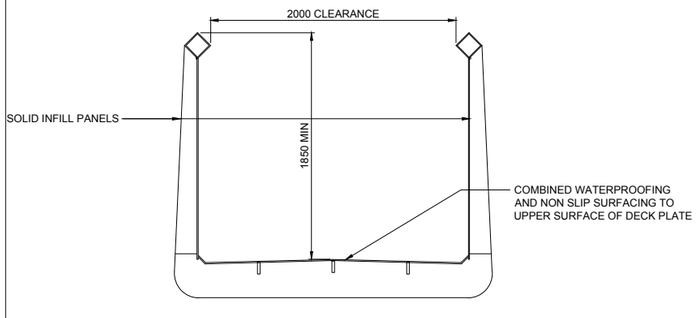
ELEVATION A-A
SCALE @ A3 1:100



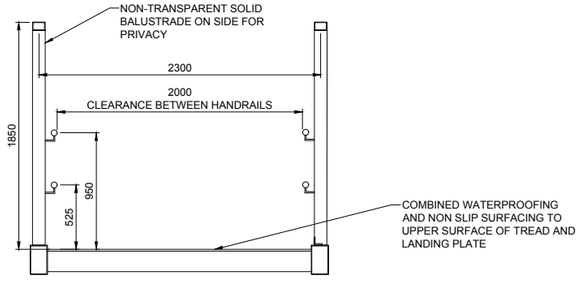
ELEVATION C-C
SCALE @ A3 1:100



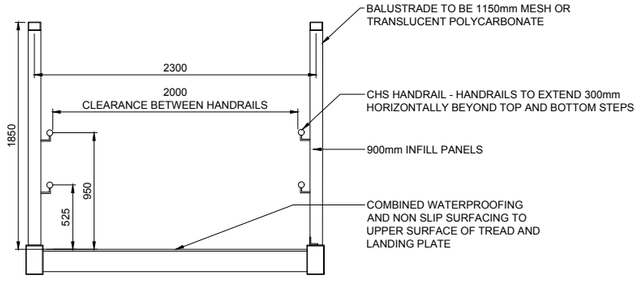
ELEVATION B-B
SCALE @ A3 1:100



SECTION D-D
TYPICAL SECTION THROUGH BRIDGE SPAN
SCALE @ A3 1:50



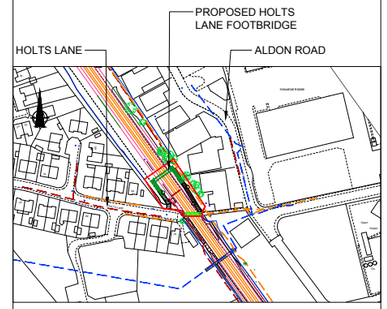
SECTION E-E
TYPICAL SECTION THROUGH STAIRCASE
SCALE @ A3 1:50



SECTION F-F
TYPICAL SECTION THROUGH STAIRCASE
SCALE @ A3 1:50

Legend/Notes

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
2. DO NOT SCALE FROM THIS DRAWING.
3. THIS DRAWING IS BASED ON AVAILABLE NETWORK RAIL RECORD INFORMATION. LIDAR DATA USED TO DETERMINE TOPOGRAPHY.
4. GEOMETRY AND TYPE (STEEL) OF THE FOOTBRIDGE BASED ON STANDARD DESIGN SERIES 400.
5. SPAN IS BASED ON THE ASSUMPTION OF 4500mm HAZARD ZONE HORIZONTAL CLEARANCE ON UP SIDE AND A 4000mm MAINTENANCE TRACK ON DOWN SIDE.
6. HEIGHTS SHOWN AS BASED ON A MIN 5600mm CLEARANCE VERTICAL (SOFFIT TO RAIL) AND LOCAL LAND TAKEN FROM LIDAR.



KEY PLAN
SCALE 1:2500

0 0.5 1.0 1.5 2.0 2.5m
SCALE 1:50

0 1 2 3 4 5m
SCALE 1:100

REV	DATE	DESCRIPTION OF REVISIONS	DRAWN	CHK'D	APPR'D
P01	19/11/18	FIRST ISSUE	TM	GM	RT

STATUS: PLANNING

DESIGNERS

DESIGN DELIVERY | NetworkRail

Manchester Square One, 4 Travis Street, Manchester, M1 2NY
Tel: 0161 880 3936 Web: www.networkrail.co.uk

PROJECT:

HOLTS LANE FOOTBRIDGE
NORTH OPTION

DRAWING TITLE:

PLANNING DRAWINGS - PROPOSED FOOTBRIDGE ELEVATIONS AND SECTIONS

DESIGNED	J.OLLERHEAD	SIGNED	Date 19/11/2018
DRAWN	T.MATTHEWS	SIGNED PP	Date 19/11/2018
CHECKED	G.MICHAS	SIGNED	Date 19/11/2018
APPROVED	R.TURNER	SIGNED	Date 19/11/2018

SCALE	ELR	MILEAGE
AS SHOWN @ A3	PBN	13m 59ch

DRAWING NUMBER: NHE_163959-NRDD-1706-PBN-DRG-ECV-000004
REVISION: P01

Diversity Impact Assessment

Guidance for completing each section is provided in the
Everyone Guide to Diversity Impact Assessments

Name of policy, programme or project: NWEP Phase 3 Preston to Blackpool

Your Name: Helen Hyder **Your Job Title: Project Manager**

Your Email: helen.hyder@NetworkRail.co.uk **Department:** IP Northern Programmes

Document Ref: **DIA Version No:**

Step 1: Clarifying Aims

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

Holts Lane is a footpath crossing located in Poulton-le-Fylde on the line between Blackpool and Preston. This section of railway has two lines and is now electrified. The crossing is positioned immediately to the west of Holts Lane, a residential street which forms part of a housing estate, and to the east of the crossing is Poulton Industrial Estate. In terms of safety, the crossing has Stop, Look and Listen boards, but no further protection, for example no whistle boards or miniature stop lights. The crossing is not monitored by Manchester Route Control Centre.

The Holts Lane project is part of The North West Electrification programme (NWEP) which is a series of upgrades to the railway in the North of England. As part of a sub project the line has been electrified and supporting OLE structures have been installed alongside the railway, PB/22/03 Structures PB/02/04 & 05 are high mileage side, which will have an impact on sighting distances for users of this crossing. In addition, Quieter electric trains will be using the route which will also increase the risk to users of the crossing. The current line speed in both the Up and Down direction is 70mph which has not changed as part of the electrification project.

The introduction of overhead line equipment causes a new safety hazard on this line therefore the primary aim of the 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, or in cases where this is not appropriate, an alternative route.

There have been eight reported incidents of near misses recorded at Holts Lane since 2004, the last one of which occurred in 2017. Details of each incident have been reported in the Holts Lane Level Crossing Risk Assessment, carried out by Parsons Brinkerhoff in 2013 and Sotera Risk Solutions in 2016. The details of each incident are as follows:

- In 2004 a near miss was reported with two children who were playing on the level crossing. The driver made an emergency brake application.
- Again in 2004, a near miss with an elderly gentleman was reported. The person stepped out onto the crossing when the train was 50 to 100 yards away from the crossing. The driver sounded the horn and made an emergency brake application and the person hurried to the other side of the crossing. The driver suffered shock/trauma as a result.
- In 2004 the driver of a train reported that whilst approaching the level crossing, a person was standing clear of the up line. He sounded the horn at which point the person made their way across the line towards the houses on Holts Lane.
- In 2007 a near miss was reported with an elderly gentleman. The driver had to apply the emergency brake.

- In 2011 the Poulton signaller requested a stop to all trains between Poulton and Kirkham after a driver thought he had clipped a person at the level crossing. Some children nearby the crossing confirmed that the train hadn't struck the person. No person was affected.
- July 2011 LC Near miss Driver of unit 2F53 reported a near miss with a person at Holts Lane LC
- January 2015 Trespass incident at the LC. Driver of NT 2N48 train advised a male walked off the LC at Holts lane
- February 2017 Driver of NT 1B24 applied the emergency brake at Holts Lane LC as an old lady was crossing

Q2. Could this work impact on people? If yes, briefly explain how (considering our duty to promote equality, tackle discrimination and foster good relations between groups).

Yes, this work could impact on people and protected characteristics. The nature of the impact is dependent on the solution taken forward but the most likely potential impacts are:

- Impact on current disabled and pregnant/maternal users of the level crossing should the crossing be closed or diverted.
- Impact on future disabled and pregnant/maternal users of the level crossing should the crossing be closed or diverted.
- Impact on the amenity of residents should a new structure be built.

It is not expected that any other people or protected characteristics would be materially affected.

Currently the level crossing forms part of a public right of way that provides access over the railway line from a residential area in the west, to Poulton Industrial Estate on the east side. The approach from the east side of the crossing is via a tarmacked footpath, approximately 20 metres in length, which is accessed from Aldon Road (Figure 2). This road forms part of the road network within the Poulton Industrial Estate. To access the crossing from the footpath, the user has to pass through a kissing gate, and then a short stretch of footpath which is gravelled (Figure 3).

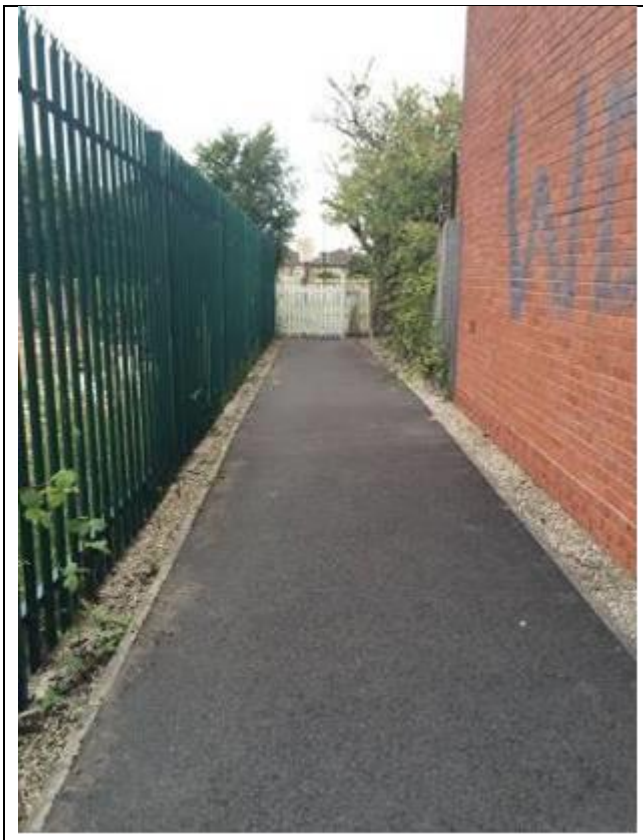


Figure 1 Approach to the crossing from the east (Poulton Industrial estate)

Figure 2 Gravelled path leading to both sides of the crossing. Photograph taken from the west approach (Holts Lane)

From the west, the crossing is accessed by Holts Lane, with residential properties on either side. A large number of the properties in close proximity to the crossing are bungalows, with some identified as having hand rails on the outside. This could indicate a community of residents including older people, young families and or people with disabilities (Figure 4). Geographic Area E00129742 (Figure 6) has a population of 209 with a median age of 63 years old. Currently, any user of the crossing has to pass through a kissing gate and a short distance of gravelled land. Closure of the Level Crossing would mean people had to utilise a diversionary route or cross the railway utilising a stepped or suitably ramped footbridge.

Figure 3: Bungalows on Holts Lane

The topography of the access from both sides of the crossing is level. The presence of kissing gates does restrict access by persons with some protected characteristics, for example a wheelchair user, a individual using a pushchair and cyclists may also find it difficult to cross the railway at this point.

It is likely that Poulton Industrial Estate provides employment for some residents of the housing areas on the west side of the crossing. The Point of Origin survey showed a small number of people utilised the level crossing for commuting. Closure of the crossing would impact upon these people as they would have to use an alternative route. Residents of the housing estate to the west of the crossing who wish to visit the childrens play centre on Furness Drive or Poulton new cemetery by foot may also be affected by the closure of the crossing. However, there are alternative routes available via Garstang Road East.

When considering this site, the preferred solution is to remove the public interface with the railway which will eliminate risk of pedestrians being hit by trains. This would involve closing the crossing to users so the next step was to identify whether a suitable alternative is available.

Step 2: The Evidence Base

Q3. Record here the data you have gathered about the diversity of the people potentially impacted by this work e.g. from the 2011 national census or from HR Shared Service. You should also include any research on the issues affecting inclusion in relation to your work.

Consider evidence in relation to all the protected characteristics;

- Disability including Carers[1]
- Pregnancy/maternity
- Religion or belief
- Sexual orientation
- Gender reassignment
- Age
- Race
- Gender
- Marriage/Civil Partnership

Evidence has been considered in relation to:

1. Census of footpath usage;
2. Point of Origin survey
3. ONS statistics for health and ethnic groups (main language spoken).
4. Local planning allocations;

1. Census: A 9 day level crossing census was undertaken between Saturday 5th March and Sunday 13th March 2016. The census results showed that the busiest day was Wednesday 9th March with 35 pedestrians using the crossing. Over the 9 day period, 2 users of the crossing were pushing bicycles. During this nine day period, a total of 163 people were recorded using the crossing. Please see Appendix A for the results of this census.
As part of this survey, the origin and destination of users of the crossing were recorded. Three main user groups were identified: dog walkers; shopping and recreational users; and commuters to work. During the census period there was one misuse event recorded when a male sprinted over the crossing as an oncoming train approached. He crossed with seconds to spare before the train passed.

The weather conditions during this period were mixed and temperature ranged from five to 14 degrees Celsius.

Nine users of the crossing were recorded as being 'vulnerable' (see Appendix B). Of these users, most notably there were two elderly people who crossed slowly, with one using a walking aid. Another user stated that he was partially deaf during the origin destination survey.

The closest school to the crossing is Carr Head Primary School, located 700 metres away (Figure 5). As the school is located on the same side of the railway as the residential area to the west, it is unlikely children would have to use the crossing on their journey to school.

The nearest place of worship is St Chads Church of England Church which is 0.9miles from the Level Crossing, the same side of the railway as the residential area to the west, it is unlikely parishioners would use the crossing on their journey to church.

[1] Including those with physical, mental and hidden impairments as well as **carers** who provide unpaid care for a friend or family member who due to illness, disability, or a mental health issue cannot cope without their support

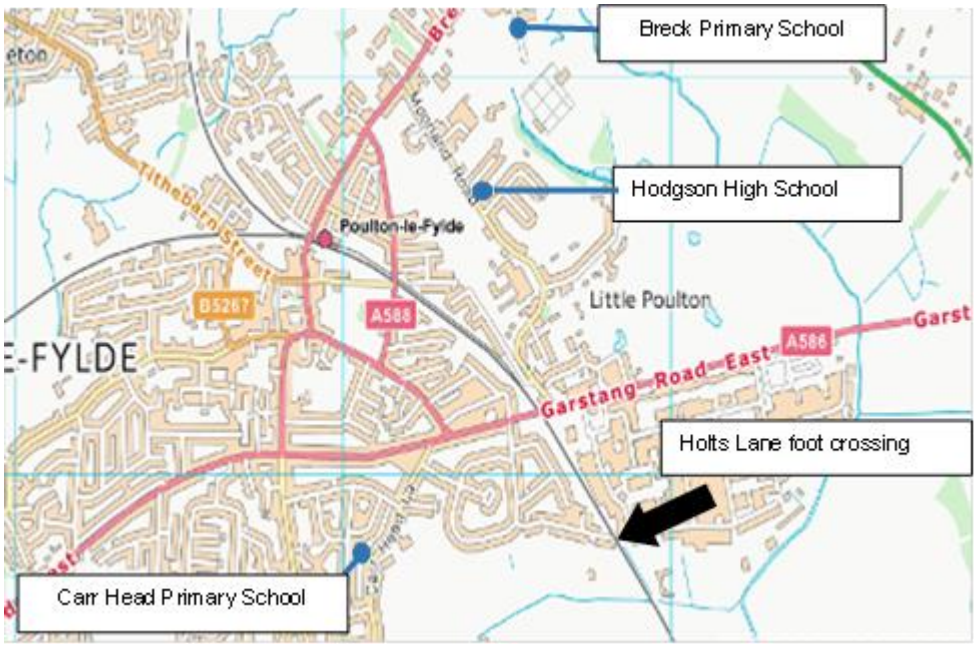


Figure 4 Figure 5 Map to show schools in the closest proximity to the crossing

2.0 ONS Statistics:

ONS data on age, health, ethnicity and access to a car or van have been used to inform this Assessment of how local community needs should be considered in dealing with the closure of Holts Lane level crossing.

Data for the following matters have not been considered:

- Religion or belief: due to the crossing not linking any communities to faith related facilities;
- Gender: due to the location of the crossing, the proposed diversion would not bring persons vulnerable to changes due to gender into a higher risk environment.
- Sexual orientation: due to the location of the crossing, the proposed diversion would not bring persons vulnerable to changes due to sexual orientation into a higher risk environment.
- Marriage/civil partnership: due to the location of the crossing, the proposed diversion would not bring persons vulnerable to changes due to marriage or civil partnership into a higher risk environment.
- Gender reassignment: due to the location of the crossing, the proposed diversion would not bring persons vulnerable to changes due to gender reassignment into a higher risk environment.

Data sourced from ONS and percentage statistics are taken from 2011 Census, the then population of Poulton Le Fylde being 17 430. Area E00129742 has 209 residents and is defined as per figure 6.

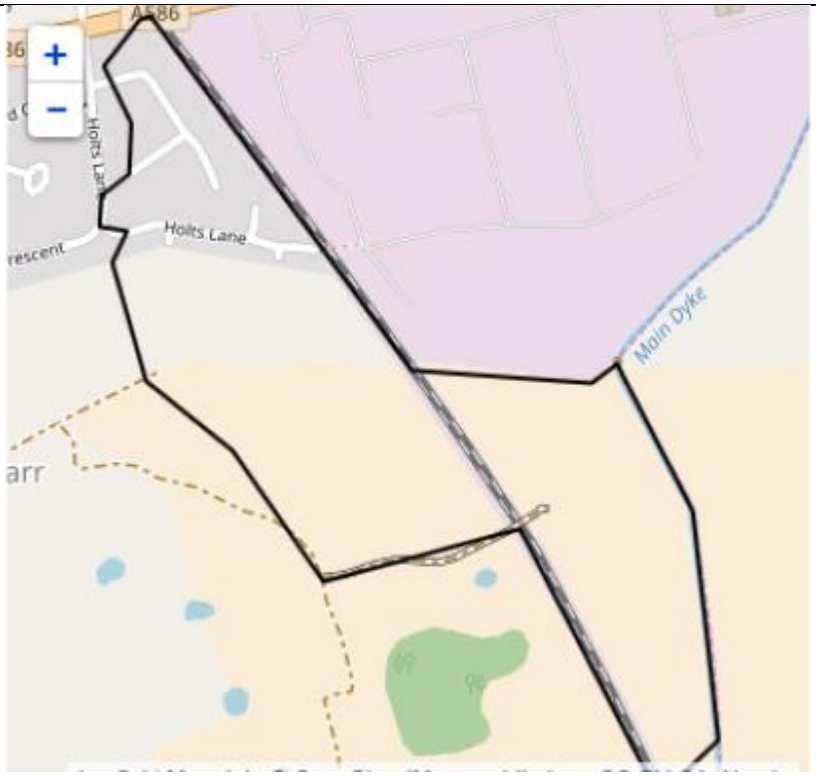


Figure 6 - Area E00129742

3.0 ONS statistics for health and ethnic groups (main language spoken).

Category	Sub-category	Area E00129742	Poulton – Le-Fylde	North West	England	
Age	– 1 house hold member over 65	28.8%	17.1%	12.8%	12.4%	
	- all house hold members over 65	17.1%	13.3%	7.8%	8.1%	
	- Age 60+	56.8%	33.8%	22.8%	22.3%	
	- Retired	40.3%	22%	14.8%	13.7%	
	- Age 0 - 17		16.9%	21.3%	21.4%	
Disability	Long term sickness or disability	4.9%	2.6%	5.6%	4%	12616 residents age 16 - 74
	1 person in house hold with long term health problem or disability	37.8%	27.7%	28.5%	25.7%	
	Day to day activity limited	36.8%	21.5%	20.3%	17.6%	
Car/ Van access	No access to vehicle	22.5%	15.8%	28%	25.8%	
Religion	Christian	73.2%	75.2%	67.3%	59.4%	

	No Religion	15.3%	17.4%	19.8%	24.7%	
Language	English as main language	99.1%	98.4%	94.2%	90.9%	

4.0 Local Planning Allocations:

The Wyre Borough Council Local Plan has designated the land to the south west of the crossing as countryside (Policy SP13). Policy SP13 limits development to certain forms including: uses appropriate to a rural area; requirements for agriculture; and fulfilling local housing needs. The land immediately to the south east of the crossing is designated for employment and economic development, principally for industry (Policy EMP2).

The additional 130 dwellings have the potential to increase the use of the crossing for a range of user groups. This potential increase was considered 'unacceptable' in the 2016 Holts Lane Risk Assessment, as existing risk at the crossing would increase. The location of the proposed development and its proximity to Holts Lane level crossing can be seen on the location plan below (Figure 6). As of July 13th, 2018, this application was still pending approval.

As reference in section 2.1 Cenus. The closest school, nearest place of worship and local amenities are located on the same side of the railway as the residential area to the west. Therefore it is unlikely the new residential development will significantly increase the use of the crossing, given the east side of the crossing is mainly for industrial units.

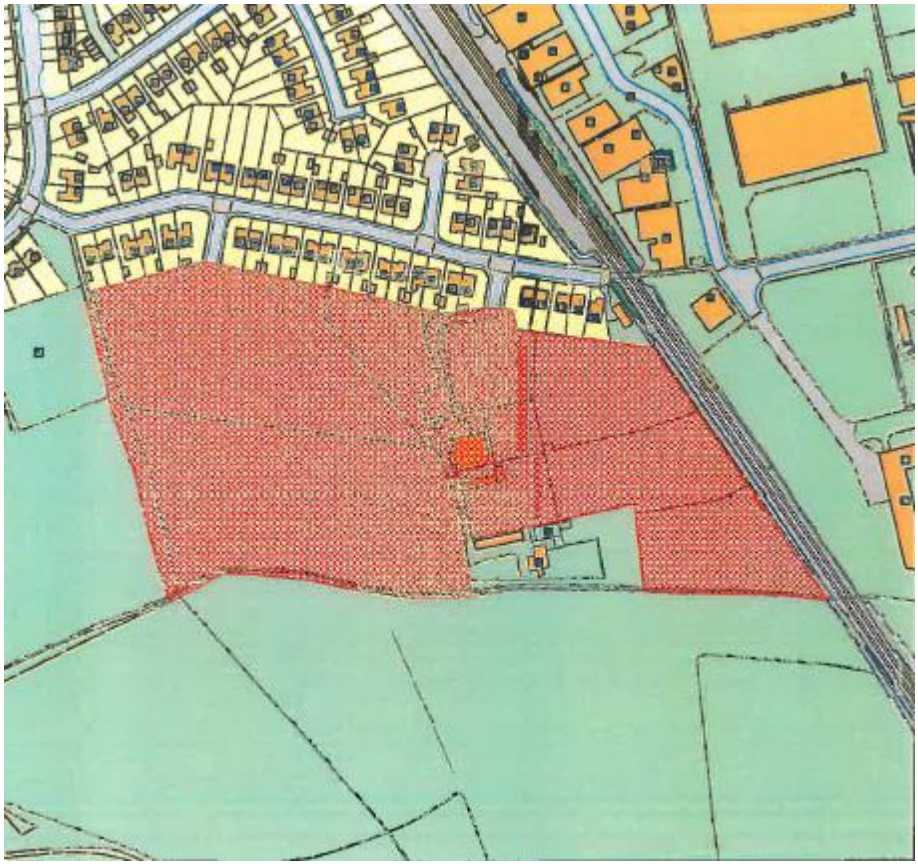


Figure 7 Location plan for application 16/01043/OULMA

Step 3: Impact

Q4. Given the evidence listed at step 2, what potentially negative impacts could this work have on people with protected characteristics?

Protected Characteristic		Explain the potential negative impact
Disability	Y	**Diversion** – Based on 9 day census/ point of origin survey it will add on average 1 km to peoples journey. The diversion from gate to gate is 1.25 km, however the point of origin survey shows majority of people did not start their journey on Holts Lane therefore it is expected the diversion would be significantly shorter than 1km-1.25km. **Stepped Footbridge** - Some persons with this protected characteristic who can currently access the crossing, or would be able to if the kissing gates were removed, may have difficulty using a stepped footbridge. **Ramped footbridge** - The additional length of a ramped footbridge, could deter crossing users, due to the length and the gradient of the diverted route. The proposed construction drawings for a ramped footbridge will result in circa 400m of ramps, approach and crossing distance. Considering this *(please see figure 8 which includes a small-scale bottom right)* a green line has been drawn around the houses that we have identified it would be a shorter distance for the residents to travel across the proposed ramped footbridge (proposed location red box) assuming their destination is right at the landing point on the east side of the railway. As illustrated in the figure, the ramped footbridge would only currently benefit 30 dwellings, assuming their destination is the right of the landing point. Furthermore, the ramped footbridge may provide additional benefits to the residents located in the new housing estate. However, as outlined before there is limited evidence to suggest residents from the new housing estate would use the crossing given the local place of worship and local amenities are on the same side of the railway as the proposed residential areas. This suggests the overall benefit of a ramped footbridge is limited to an individual with a disability.
Age	N	There is no differential impact on people with this protected characteristic has been identified

Pregnancy / maternity	Y	**Stepped footbridge** – deter persons on maternity leave with a pram from using a stepped footbridge. However, on the east side of the footbridge is an industrial estate therefore it extremely unlikely a person who is pregnant to be using the footbridge to access the industrial estate. In addition, the nearest place of worship and nearest school are located on the same side of the railway as the residential houses therefore it is not expected a person who is pregnant or with young children currently use the crossing. Nor was this protected characteristic recorded using the crossing during the 9 day cenus. **Ramped footbridge** - The additional length of a ramped footbridge, could deter crossing users, due to the length and the gradient of the diverted route. The proposed construction drawings for a ramped footbridge will result in circa 400m of ramps, approach and crossing distance. Considering this *(please see figure 8 which includes a small-scale bottom right)* a green line has been drawn around the houses that we have identified it would be a shorter distance for the residents to travel across the proposed ramped footbridge (proposed location red box) assuming their destination is right at the landing point on the east side of the railway. As illustrated in the figure, the ramped footbridge would only currently benefit 30 dwellings, assuming their destination is the right of the landing point. Furthermore, a ramped footbridge may provide additional benefits once the new housing estate is constructed, but as outlined before the is limited evidence to suggest residents from the new housing estate would use the crossing given the local place of worship, local school and local amenities are on the same side of the railway as the proposed residential areas. This suggests the overall benefit of a ramped footbridge is a person who is pregnant is limited as the diversion route on main road via Gastang would be a preferred route.
Race	N	With reference to the ONS data noted in question three for English spoken in the local area, should new signage be introduced, it is not anticipated that any community would be adversely impacted if the signage were in English only. 98.4% of the local population speak English as their first language. However, standard footpath signage tends not to have any text; but instead has a walking symbol.
Religion or belief	N	There is no differential impact on people with this protected characteristic has been identified
Gender	N	There is no differential impact on people with this protected characteristic has been identified

Sexual orientation	N	There is no differential impact on people with this protected characteristic has been identified
Marriage/Civil Partnership	N	There is no differential impact on people with this protected characteristic has been identified
Gender reassignment	N	There is no differential impact on people with this protected characteristic has been identified

Figure 8: Holts Lane Aerial:

Q5. What could you do to ensure your work has a positive impact on diversity and inclusion including by supporting delivery of the Everyone Strategy.

Having reviewed all the options available to the Network Rail project team; Extinguishment, Stepped Footbridge, Ramped Footbridge. The project team have proposed an extinguishment of the crossing to the council, with the option of the project funding additional works such as footpath improvement works, additional seating, installation of drop curbs and other additional measures agreed with the council, along the diversion route to assist any vulnerable members of the public. The additional measures would enable vulnerable members of the public to use the diversion route rather than the use of a ramped footbridge or stepped footbridge.

The project team are of the view that the additional footpath improvement works would have a positive impact on diversity and inclusion to the surrounding area and is in line with Network Rails Everyone strategy.

If an extinguishment is rejected by the local authority. The project team would propose a stepped footbridge as they have demonstrated in Figure 8 (above) that installing a ramped footbridge would only benefit 30 dwelling, due to the circa 400m distance of the ramps, approach and crossing, including gradient an individuals would have to travel to get to the opposite side of the railway. In addition, the census has demonstrated that individual with protected characteristics have no requirements to cross the railway at this point, due to the local schools, places of worship and local amenities all being situated on the same side as the residential properties.

Step 4: Consultation

Q6. How has consultation with those who share a protected characteristic informed your work?

List the groups you have consulted or reference previous relevant consultation?[2]	What issues were raised in relation to one or many of the protected characteristics?
Project Team	Planning drawings for a ramped solution have been prepared as has a stepped solution. Planning drawings for the stepped footbridge are due to be submitted the council for formal decision in October 2018. Meeting with Built Environment Access Panel attended
Wyre Borough Council Lancashire County Council	Meeting with Rights of Way Officer carried out 4th November 2015. Additional meeting April 2018. Requested a further walkout July 2018
Options assessment	Additional options work by Network Rail was undertaken on 8th April 2016.
Meeting with housing developer and Wyre Council	A meeting took place on 2 June 2016 with a Planning Officer and Hollins Strategic Land, the developer of the land where a ramped footbridge could be situated. An overview of the works and considered options was given. Clause built in to planning permission paperwork regrading Network Rail desire to build a footbridge at this location
Meeting With Disability First	A meeting took place with Disability First, a local Blackpool charity on 12th January 2017 in which the plans for a ramped and stepped footbridge were discussed.

[2] This could include our staff networks, the Built Environment Access Panel, local faith leaders etc.

Public	Public drop in session held on the 9th July 2018 to provide residents with opportunity to review options available at the LC. Door knocking session carried out 9th July 2018. Combined results from both sessions provided 18 responses. 7 supported a closure, 11 supported the building of a footbridge

Q7. Where relevant, 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.

N/a

Step 5: Informed Decision-Making

Q8. In light of the assessment above, what is your decision?
Please tick one box and provide a rationale (for most DIAs this will be box 1).

1. Change the work to mitigate against potential negative impacts found	**Fol**lowing a review of all the options, it has been demonstrated that the additional length and gradient of a ramped footbridge could deter crossing users, due to the length of the diverted route. The proposed drawings for a ramped footbridge will result in circa 400m of ramps, approach and crossing distance. In addition, having reviewed the surrounding area it has become apparent there is limited benefit for individuals with protected characteristics to use the crossing as the local school, local places of worship and local amenities are located on the same as the current/new residents housing. The proposed costs for the options are as follows: Footpath extinguishment- 0.50k Stepped Footbridge- £1.5m including land take Ramped Footbridge- £3.5m, including land take Installation of lifts at this location c.£1m on top the stepped access also required. There is a circa £2m difference between a stepped and ramped footbridge, demonstrating there is limited cost/benefit of installing a ramped footbridge over a stepped footbridge, given the minimal impact to protected characterises. Therefore, the project is proposing to apply to extinguish the footbridge as the diversion route is only 1km. If this

	is rejected by the council the project will propose the installation of a stepped footbridge.
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 no obvious ways to mitigate	

Step 6: Action Planning

Q9. What specific actions will be taken to deliver positive impacts and address any potentially negative impacts identified at step 3 or through consultation?

Action	By when	By who
Issue application to the council to extinguish the footpath rights of way over the railway.	September 2019	Helen Hyder
If application is rejected, submit planning application for stepped footbridge.	September 2019	Helen Hyder

Step 7: Sign off

Name	Position	Signed	Date
DIA Owner			
Superuser[3] Lorna Brown-Owens	Access and Inclusion Manager		07.12.2018
Senior Manager[4] John Johnson	Programme Manager		10.12.2018

You will find at list of superusers on the connect page. If you don't have a local superuser or if your project has been to BEAP please send your DIA for quality assurance to DiversityImpactAssessment@networkrail.co.uk

To help us respond more quickly please make sure you have;

1. Sent your DIA as a Word document not a PDF
2. Used this naming convention '**Name of project-Draft DIA'**
3. Used the correct DIA form with no additional pages e.g. 'not for circulation cover-sheets'
4. Included any relevant maps / diagrams needed to understand your project
5. Completed all sections of the DIA in line with guidance and training

Step 8: Publication

Send your final DIAs to DiversityImpactAssessment@networkrail.co.uk. Customer related DIAs will be published on our website**.**

[3] Quality assurance check.
[4] Sign-off should be by someone who can approve policy, programme or budget changes.