

Diversity Impact Assessment

Name of policy, programme or project: LNW DIA Programme

Name: Your job title/position: Senior Project Development Manager

Department: LCDT

Date: 04 January 2015

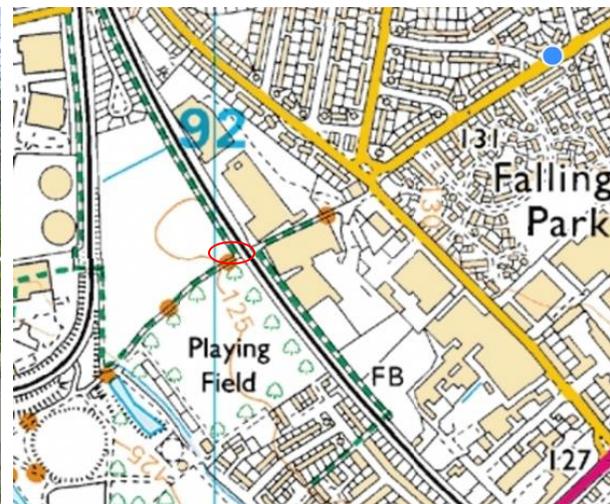
Diversity Impact Assessments (DIA) are the method used by Network Rail to clearly demonstrate that we have paid due regard to our duties within the Equality Act 2010. The DIA is a tool that helps NR confirm that our policies and the way we design, build and operate will work for everyone.

Completed Diversity Impact assessments must be copied to the **Access and Inclusion Manager**

DiversityandInclusion@networkrail.co.uk



(Picture 1)¹



(Map 1)²

Introduction:

Fowlers Park is public footpath level crossing located off of Park Lane, Wolverhampton (WV10 9 QE). Access to the crossing from Park Lane is via a footpath (approx. 150m in length) between 2 industrial units. The approach to the crossing is ramped (Picture 1) allowing for inclusive access and provides connectivity between Fallings Park (residential and commercial/industrial) and Dunstall Hill (residential and commercial/industrial). The departure from the level crossing is also ramped with a mild decline that is accessible to all level crossing users.

Map 1 above shows that this is the principal link between these two areas. The approach to the north and departure to the south (Footpath 78) is a cycle track. The Public Right of Way (PRoW) to the northwest is only partially accessible and stops at the boundary of Showells Road traveller's site and the PRoW to the southeast of the crossings is not accessible with the access point on Prosser Street being fenced off.

This level crossing provides an urban to urban link to all level crossing users included those with protected characteristics.

¹ <http://www.networkrail.co.uk/transparency/level-crossings/>

² <http://www.bing.com/mapspreview?FORM=Z9LH3>

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Step 1: Clarifying Aims

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

1. The aim of this project is to mitigate the risk of accident of a level crossing user by removing the conflict between trains and level crossing users. The project will aim to provide safer access for level crossing users including protected user groups
2. The National Level Crossing Risk Reduction Programme (NLCRRP) is a required output from the Office of Rail Regulation (ORR) with a target to achieve a 25% reduction in level crossing system risk (Fatality and Weighted Injuries (FWI)).
3. Should Fowlers Park Level Crossing remain open the risk level is D3, with an FWI score of 0.00513506565 (see Appendix A for explanation of risk scoring).
4. Fowlers Park is on a route of a public right-of-way (PRoW) and has been identified for closure based on the FWI score.
5. The project aims to achieve a solution through collaborative relationships with community based groups and key local stakeholders so that Network Rail is better able to meet their needs.
6. Main risk drivers at Fowlers Park are:³
 - i. Large number of users
 - ii. User misuse (2 between Sep 2013-14)
 - iii. Low sighting time

Q2. Could this work impact on people? If yes, explain how.

Fowlers Park is a footpath crossing located in Falling Park (Ward of Wolverhampton City Council), Wolverhampton and acts as an urban to urban link.

To the immediate north/north east of the railway are industrial units (ACS&T Logistics, National Express West Mids. and Wolverhampton Cold Stores), these industrial units are surrounded by residential housing and small commercial businesses (Falling Park). Within Falling Park are a number of local amenities including New Cross Hospital, Low Hill Post Office & Fallings Park Primary School.

To the northwest is a small field used for grazing wild horses, it is accessible from the footpath and has steps leading to a hidden cobbled footpath that runs parallel with the railway and stops at built up fence that is the boundary fence of a travellers site (ordnance survey maps indicate a PRoW exists along the railway to Showell Lane but this was not evident on site visits).

³ <http://www.networkrail.co.uk/transparency/level-crossings/>

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To the south/southeast of the railway is residential housing and a recreational park including swings and football pitches.

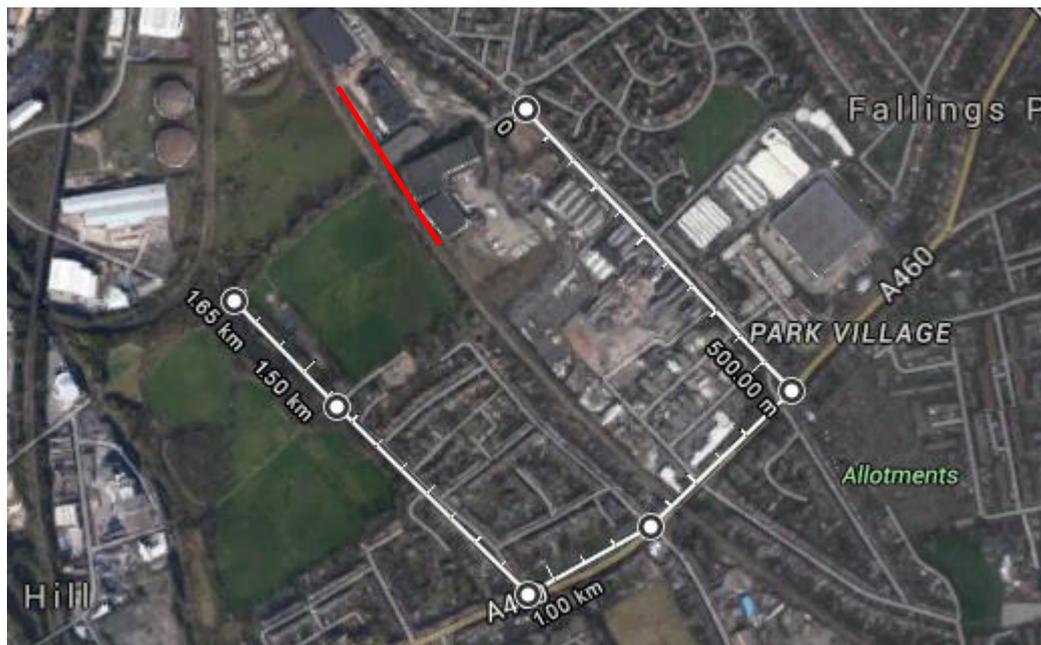
East of the railway is Dunstall Hill (St Peters Ward) which has a number of commercial business, residential housing, Molineux Stadium (home of Wolverhampton Wanderers Football Club) and Wolverhampton train station. There are a number of amenities including Woden Primary School and Wolverhampton Mosque Trust.

The level crossing is a link between Fallings Park and Dunstall Hill and in its current state provides an inclusive way of crossing the railway. The surrounding area is densely populated by dwellings, commercial/industrial businesses & schools. Total level crossing usage over a 9 day census was 3338, with 541 being cyclists and 2797 being pedestrians.

Both approaches to the crossing are footpaths with ramped access to wicket gates.

Any proposed engineering solution will be constrained by the close proximity of industrial units on the north of the railway boundary (see Map 2 (highlighted in red)).

There are possible diversion opportunities to the east of the crossing, this would involve a diversion approximately 1.65km long utilising current footpath provision along Park Lane, Cannock Road, Nine Elms Lane and across Fowlers Park. The actual length of the diversion would be approximately 1.2 km with the removal of the 400m required to currently cross the level crossing.



(Map 2)⁴

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<https://www.google.co.uk/maps/place/Park+Ln,+Wolverhampton,+West+Midlands+WV10+9QE/@52.6007264,-2.1246495,1636m/data=!3m1!1e3!4m2!3m1!1s0x48709c0a18f0ada5:0x2dbdb3573bae4cb>

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OUTLINE/OPTION	DESCRIPTION	CONSTRAINTS/VIABILITY	Impact
1. Construction of stepped footbridge	Provision of stepped footbridge to facilitate safe crossing of the railway.	There is space for a stepped footbridge utilising the current footpath approach from Park Lane and land to the south of the railway.	<p>Positive: Would achieve level crossing closure and FWI reduction.</p> <p>Create an accessible level crossing solution (ramped footbridge)</p> <p>Contributes to national level crossing closure target.</p> <p>Remove a critical decision point for level crossing user.</p> <p>The provision of grade separation with the railway eliminates the risk posed by train strikes.</p> <p>Removal of LC asset and reduction of ongoing maintenance of the level crossing.</p> <p>The only lineside neighbours impacted are industrial businesses so objection based on invasion of privacy would be minimal.</p> <p>3338 users traversed the level crossing over a 9 day period indicating that there is significant usage which may support development of a bridge option.</p> <p>Negative: Could be seen as a downgrade when compared with the current accessibility the level crossing affords all users.</p> <p>Significant cost and WLC to maintain the bridge.</p> <p>Discriminates against users with protected characteristics requiring them to use a diversionary route; reasonable to assume that all users should use the diversionary route.</p> <p>Could sever access to Mosque south of the level</p>

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			crossing for users with protected characteristics.
2. Construction of a ramped footbridge	Provision of a ramped footbridge utilising the approach from Park Lane and the waste land to the west for the footprint of the bridge.	<p>The footpath approach from Park Lane is approximately 150m in length could be used to house the ramped approach. There is adequate land on the south of the crossing to house the bridge but would not be on NR land and would require stakeholder consultation.</p> <p>If there is a requirement for the bridge to achieve a 7m clearance (due to railway being slightly raised from the footpath level) achieving a 1:20 gradient would leave only 10m for landing/resting places on the proposed footbridge. There may be a requirement to negotiate with the Local Authority and Local Access groups to increase the gradient e.g. 1:18 would require a ramp length of 126m leaving 24m for landings and resting places.</p>	<p>Positive: Would achieve level crossing closure and FWI reduction.</p> <p>Retains accessibility of the level crossing with no risk.</p> <p>Contributes to national level crossing closure target.</p> <p>Remove a critical decision point for level crossing user.</p> <p>The provision of grade separation with the railway eliminates the risk posed by train strikes.</p> <p>Removal of LC asset and reduction of ongoing maintenance of the level crossing.</p> <p>The only lineside neighbours impacted are industrial businesses so objection based on invasion of privacy would be minimal.</p> <p>Opportunity to have steps on at least one side of the crossing to accommodate users who do not wish to use ramps.</p> <p>3338 users traversed the level crossing over a 9 day period indicating that there is significant usage which may support development of a bridge option.</p> <p>Negative: Significant construction cost and WLC to maintain the bridge.</p> <p>May require gradient to be greater than 1:20 to accommodate appropriate landing/resting places.</p> <p>Access for bridge maintenance would be difficult and may require access from industrial units bordering the railway.</p> <p>Change to current landscape to the south of the</p>

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			crossing which may be challenged by stakeholders.
3. Footpath diversion (utilise current routes)	Footpath diversion utilising Park Lane, Cannock Road, Nine Elms Lane and footpath across Fowlers Park	Diversion distance from Park Lane to footpath south of crossing is 1.2km (1.65km diversion route – 0.4km current walking route).	<p>Positive: Would achieve level crossing closure and FWI reduction.</p> <p>Positive: Would achieve level crossing closure and FWI reduction.</p> <p>Reduced asset portfolio and removal of WLC of level crossing.</p> <p>Contributes to national level crossing closure target.</p> <p>Remove a critical decision point for level crossing user.</p> <p>The provision of grade separation with the railway eliminates the risk posed by train strikes.</p> <p>Removal of LC asset and reduction of ongoing maintenance of the level crossing.</p> <p>There are bus routes on the proposed diversionary route.</p> <p>The proposed diversion has footpath provision in place with appropriate crossing places at all road junctions.</p> <p>Cost effective solution when compared with option 1&2</p> <p>Negative: Diversion length adds significant time and distance to user's current route across the level crossing.</p> <p>There will be a requirement to cross several roads along the diversion; a Road Safety Audit may be required to assess the viability and risk of this proposal.</p> <p>Due to the length of the proposed diversion this</p>

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			<p>could impact on users with mobility issues, wheelchair/mobility scooter users, older people, young children and pregnant/expectant mothers. Due to the complexity of the local amenities and their distribution around the crossing serious consideration should be made to severing protected user groups from these amenities.</p> <p>Put cyclists and other users together on footpaths bordering busy roads and introduces a risk to these users due to the lack of available space.</p>
4. Enhancements	Consider enhancement of current level crossing.	<p>Level of risk at the level crossing remains.</p> <p>There is little evidence to support the requirement of an upgrade. Misuse has been nil since 2014.</p>	<p>Positive: Could achieve FWI reduction.</p> <p>Contributes to National FWI reduction target.</p> <p>Negative: Level crossing remains open.</p> <p>Significant cost and WLC to maintain the asset.</p> <p>3338 users traversed the railway over a 9 day period indicating that there would still be significant risk associated to the level crossing.</p>

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1. Closure of the level crossing and construction of a stepped footbridge. There appears to be sufficient space available for the construction of a stepped footbridge utilising the current footpath approach to the north of the crossing and the non-arable land to the southeast on the opposite side of the crossing.

If a stepped footbridge was constructed then it would significantly reduce the accessibility for user groups with protected characteristics, specifically people with mobility issues, wheelchair/mobility scooter users, older people and pregnant/expectant mothers. The only viable alternative would be to walk along Park Lane and Cannock Road, which is approx. 1.2km further.

Census data⁵ indicates that 3338 users traversed the level crossing over a 9 day period which would appear to support removing the requirement to cross the railway at this site if a suitable alternative option can be achieved.

2. Closure of the level crossing and construction of a ramped footbridge. The viability of a ramped footbridge will depend on the required height of the bridge and whether the footpath from Park Lane is sufficient length to accommodate the required length, height and appropriate landing/resting places. Landing the bridge on the opposite side of the crossing presents far fewer challenges as there is open land that could accommodate the bridge, specifically waste land to the southwest.

If the Park Lane approach could not accommodate a gradient of 1:20, key stakeholder engagement would need to take place to achieve a viable solution.

Consideration should be given to local objection to the building of a ramped footbridge, it is not deemed a significant risk as there are no residential properties that would be overlooked by the structure but the nature of changing the local landscape should still be considered.

Provision of a ramped footbridge would retain the current level of accessibility and remove the risk associated with crossing the railway on the level crossing.

Census data indicates that 3338 users traversed the level crossing over a 9 day period which would appear to support removing the requirement to cross the railway at this site if a suitable alternative option can be achieved.

3. Closure of the level crossing and a diversion along Park Lane, Cannock Road, Nine Elms Road and footpath network in Fowlers Park. This proposed diversion has full footpath provision along the entire route and retain accessibility for all level crossing users.

The diversion length is 1.65km however a distance of approximately 400m has been removed. This covers from Park Lane across the level crossing and to the point where the diversion re-joins Fowlers Park footpath network which the user will no longer be required to walk. The additional distance of 1.2km could present difficulty for groups with protected characteristics, specifically people with mobility issues, wheelchair/mobility scooter users, older people, young children and

⁵ Census supplied by TRACSIS Ltd
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pregnant/expectant mothers. There are bus routes along the proposed diversion and while no specific resting places are in place the relatively flat route has appropriate opportunities to accommodate frequent stops. The complexity of the local amenities in and around the crossing adds significant difficulty to severing users with protected characteristics.

Alternative diversion routes were considered, specifically along Showells Road, however this route was over 2.2km in length and required users to cross under a bridge with provision for one vehicle only and no delineated footpath. Given the alternative option presented this route was discounted due to the distance and increased risk putting users on to the road.

A further consideration of the diversion is the provision for cyclists along any diversion. Whilst it is recognised that cyclists do not form a group with protected characteristics the risk that putting cyclists and user groups with protected characteristics together on a diversionary route that runs parallel with main roads does present a risk that should be considered in any future option development.

Census data indicates that 3338 users traversed the level crossing over a 9 day period which would appear to support removing the requirement to cross the railway at this site if a suitable alternative option can be achieved.

4. Level crossing remains open and Network Rail develops a suitable enhancement option at the level crossing. This would retain the current level of accessibility but would retain a level of risk.

At the time of writing no enhancement options have been developed for Fowlers Park Level Crossing and it is unknown what if any enhancements would deliver a cost effective reduction of FWI score.

Any enhancement such as Miniature Stop Lights would require signalling re-work at the level crossing and it is not known what if any FWI reduction would be achieved. New technologies are being developed such as Covtech and consideration could be given to implementing these if the level crossing meets the strict requirements remit.

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Step 2: The Evidence Base

Q3. Summarise what data we have about the diversity of the people potentially impacted by this work and any research on the issues effecting their inclusion.

National Census data (2011)⁶

The total population of England is 53,012,456. Over half of the population is female (50.8%) and 8.3% of the population have activity limitations.

Age Group	England 2011 %
0-4	6.3%
5-9	5.6%
10-15	7.0%
16-24	11.9%
25-44	27.5%
45-64	25.4%
65-84	14.1%
85+	2.2%
Total	100%

Religion	England 2011 %
Christian	59.4%
Buddhist	0.5%
Hindu	1.5%
Jewish	0.5%
Muslim	5.0%
Sikh	0.8%
Other religion	0.4%
No religion	24.7%
Religion not stated	7.2%

Ethnic Background		%
White	English/Welsh/Scottish/N Irish/British	79.8%
	Irish	1.0%
	Gypsy or Irish Traveller	0.1%
	Any other White background	4.6%
Total white		85.4%
Mixed / multiple ethnic groups	White and Black Caribbean	0.8%
	White and Black African	0.3%
	White and Asian	0.6%
	Any other Mixed / multiple background	0.5%
Total Mixed/Multiple		2.3%
Asian/Asian British	Indian	2.6%
	Pakistani	2.1%
	Bangladeshi	0.8%
	Chinese	0.7%
	Any Other Asian Background	1.5%
Total Asian/Asian British		7.8%
Black/African/Caribbean/Black British	African	1.8%
	Caribbean	1.1%
	Any other Black/African/Caribbean background	0.5%
Total Black/African/Caribbean/Black British		3.5%
Other ethnic group	Arab	0.4%
	Any other ethnic group	0.6%
Total Other ethnic group		1.0%
All BME		20.3%
Total Population		100.0%

⁶ <http://www.ukcensusdata.com/>

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Local Census data for Wolverhampton City:

The total population is 249 470 with 50.6% being females.

64.5% of the population are white with 35.5% being Black, Asian and Minority Ethnic.

Religion	Wolverhampton 2011 %
Christian	55.5%
Buddhist	0.4%
Hindu	3.7%
Jewish	0.0%
Muslim	1.7%
Sikh	9.1%
Other religion	1.2%
No religion	20.0%
Religion not stated	6.4%

The average percentage of Muslims in Wolverhampton is below the national average; Fowlers Park level crossing houses the only Mosque in Wolverhampton to the south and the accessibility of the crossing could be seen as critical to visitors to the Mosque.

Local amenities within 1.6km are listed below:⁷

Schools/Day care (Nurseries):

Fallings Park Primary School (FP)

Whitegreave Infant School (FP)

White Greave Junior School (FP)

Avenues Family Centre (FP)

Bushbury Nursery School (FP)

Our Lady and St Chad Catholic Academy (FP)

St Marys Catholic Primary School (FP)

Woden Primary School (DH)

West Park Primary School (DH)

Dunstall Hill Primary School (DH)

Broadmead Special School (DH)

University of Wolverhampton (DH)

Post offices:

⁷ <https://www.yell.com/>

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Low Hill Post office (FP)

Hospitals/Doctors:

New Cross Hospital (FP)

Cannock Road Surgery (FP)

Raynor Rd Medical Centre (FP)

Waterloo Medical Centre (DH)

Leicester St Medical Centre (DH)

Pharmacies:

Co-operative Pharmacy (FP)

Fallings Park Pharmacy (FP)

Lloyds Pharmacy (DH)

Stavelly Pharmacy (DH)

Places of worship:

The Church of the Good Shepherd (FP)

Old Fallings Reformed Church (FP)

Catholic Church of Our Lady of Perpetual Succour (FP)

Fallings Park Methodist church (FP)

Wolverhampton Mosque trust (DH)

Parish Church of St Stephen the Martyr (DH)

Church of God of Prophecy (DH)

Tabernacle Baptist Church (DH)

Supermarkets/Convenience stores:

Priorways Convenience store(FP)

ML Convenience Store (FP)

Costcutter (FP)

Co-operative (DH)

Asda Superstore (DH)

Recreational/Sports facilities:

Low Hill Library (FP)

Fallings Park (FP)

Molineux Football stadium (DH)

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Other:

Low Hill Community Centre (FP)

Low Hill Citizens Advice Bureau (FP)

Newcross Care Home (FP)

Wolverhampton Train Station (DH)

Dunstall Hill Community Centre (DH)

From the data gathered regarding the local communities, Fallings Park (FP) and Dunstall Hill (DH), it appears that each community has within it sufficient amenities to not require crossing the railway.

There are several exceptions to this and they are as follows:

- Molineux Football Stadium situated in Dunstall Hill; on match days may attract footfall from the surrounding areas including Fallings Park.
- Wolverhampton Mosque Trust in Dunstall Hill; being the only place of worship for Muslims in the local area may attract footfall from Fallings Park on a daily basis (the specific demographics are unknown).
- Fallings Park on the Dunstall Hill side of the level crossing will attract footfall from Fallings Park this may well increase in the summer months with longer days and extended school holidays.
- There are schools on both sides of the level crossing that will cater for the local populace, it should not be assumed that there is no cross over with pupils living in Fallings Park attending schools in Dunstall Hill and vice versa.
- New Cross Hospital is situated to the east of the level crossing and can be accessed by residents of Dunstall Hill and Fallings Park without a requirement to cross the railway.

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Census⁸

Vehicles

Car	Lgv	Mcl	Hgv	Tractor & Trailers	Bus	Horse Riders	Pcl	Herded Animals & Horses	Large / Slow Vehicles	Total
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Saturday	6/2/2016	0	0	0	0	0	0	46	0	0	46
Sunday	7/2/2016	0	0	0	0	0	0	45	0	0	45
Monday	8/2/2016	0	0	0	0	0	0	52	0	0	52
Tuesday	9/2/2016	0	0	0	0	0	0	75	0	0	75
Wednesday	10/2/2016	0	0	0	0	0	0	85	0	0	85
Thursday	11/2/2016	0	0	0	0	0	0	57	0	0	57
Friday	12/2/2016	0	0	0	0	0	0	68	0	0	68
Saturday	13/2/2016	0	0	0	0	0	0	55	0	0	55
Sunday	14/2/2016	0	0	0	0	0	0	58	0	0	58
		0	0	0	0	0	0	541	0	0	541

Pedestrians

Adult	Acc. Child	Unacc. Child	Elderly	Impaired	Wheelchair	Pushchair / Pram*	Mobility Scooter	Railway Personnel	Total
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Saturday	6/2/2016	150	5	6	2	0	1	0	0	164
Sunday	7/2/2016	253	14	15	2	1	6	0	2	293
Monday	8/2/2016	227	8	6	2	0	4	0	2	249
Tuesday	9/2/2016	355	17	2	2	0	19	0	0	395
Wednesday	10/2/2016	330	21	1	2	0	8	0	4	366
Thursday	11/2/2016	283	17	8	1	0	8	0	0	317
Friday	12/2/2016	298	18	1	1	0	8	0	0	326
Saturday	13/2/2016	303	22	9	4	2	8	0	0	348
Sunday	14/2/2016	301	31	0	2	0	4	0	1	339
		2500	153	48	18	3	66	0	9	2797

⁸ Census data provided by TRACSIS Ltd
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*Please note – Pushchairs/Prams may or may not contain a child. As it is often difficult to see into prams, in order to ensure consistency the children will not be counted separately.

Table 1&2

Census Summary

The data in Table 1&2 was gathered between the 6th February 2016 and the 14th February 2016.

- Total users 3329 (Inc. 541 pedal cycles)
- Average daily use 369.8 (Inc. pedal cycles)
- Saturday 6th February 2016 had the least user crossings – 228 users (Inc. pedal cycles)
- Tuesday 9th February 2016 had the most user crossings – 470 users (Inc. pedal cycles)
- 541 pedal cycles crossed the railway
- User groups with a protected characteristic were children totalling 153 accompanied 48 unaccompanied, Elderly 18, 4 impaired users and 66 users with a pushchair or pram.

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<p>Consider evidence in relation to;</p> <ul style="list-style-type: none"> • Disability (including evidence relating to access and inclusive design) • Age • Pregnancy/maternity • Race • Religion or belief • Gender • Sexual orientation • Marriage/Civil Partnership • Gender reassignment

Step 3: Impact

Q4. Given the evidence listed at step 2, what potentially negative impact could this work have on people who share protected characteristics?		
Protected Characteristic	Y/N	Explain the potential impact
Disability	Y	<p>The level crossing in its current state makes provision for all users to access and cross the railway although those with sight and hearing impairments may be much less safe and the gates make access for those with mobility issues more difficult.</p> <p>Should an engineering solution be developed to close the crossing it will be incumbent on Network Rail to consult and collaborate with local stakeholders to provide an appropriate level of access.</p> <p>Development of a stepped footbridge will prevent users with mobility issues, wheelchair/mobility scooter users, from using this crossing point and will present them with 3 options.</p> <ol style="list-style-type: none"> I. Use the diversion proposed in the option table. II. Find alternative methods of crossing the railway (bus, taxi etc.). III. No longer cross the railway. <p>If the stepped footbridge is stated as the preferred closure option and the impact on disabled people is accepted there is a valid argument to ask why all users should not be made to use the diversion and to not develop the stepped footbridge.</p> <p>Development of a ramped footbridge would retain the current level of accessibility that the crossing affords all users. Due to space limitations there is potential for the desired gradient of 1:20 for the footbridge being unachievable. If Network Rail are to deviate from this desired gradient then there will need to be an engineering</p>

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		<p>constraint that drives the requirement and consultation with key stakeholders to achieve a viable solution.</p> <p>Closure and development of a diversion would see significant distance added to the journey and the impact on this user group could see the severance of access to key local amenities. Guidance from Network Rails Access and Inclusion Manager has intimated that disabled users may only be able to travel approx. 50 metres before requiring a rest and any diversion over 400 metres would present significant limitations to utilising the diversion. There would also be a requirement to cross several roads; and while there are dropped kerbs to aid crossing the nature of this protected characteristic means that the crossing times may be slower than other users and a Road Safety Audit may be required to assess the impact of the putting additional users over a road. Consideration for the provision of seating along the diversion route may make this option more desirable to users.</p> <p>The current approach and departure to the level crossing (Footpath 78) are cycle paths so any diversion will need to cater for this user group and the potential risk that putting them on a footpath with certain protected characteristics running parallel with main roads presents.</p> <p>Focus should be on maintaining the current level of accessibility; this lends itself to development of a ramped footbridge or an enhancement of the level crossing. A diversion is viable in terms of the infrastructure however the impact on this protected characteristic may mean that it reduces accessibility across the railway due to the increased distance that the diversion would add to journeys.</p>
<p>Age (Older/Young)</p>	<p>Y</p>	<p>The level crossing in its current state makes provision for all users to access and cross the railway.</p> <p>For older people a proposed engineering solution may maintain accessibility across the railway. There would not be a significant increase in the distance required to travel but appropriate provision of resting places/seating would be required to allow older people to fully utilise the proposed engineering solution. Whether a ramped or stepped bridge is proposed as the preferred option there will be a requirement to walk up a gradient of 1:20 (possibly steeper) or climb stairs, this will increase the level of effort required by this protected characteristic.</p> <p>For young children the distance required to cross the railway will not be significantly increased but the requirement to walk up a gradient of 1:20 (possibly steeper) or climb stairs will require an increased level of effort.</p> <p>Closure and development of a diversion would see significant distance added to the journey and the impact on this user group could see the severance of access to key local amenities. Walking speeds of this user group are slower than other users and while this does not preclude them walking the length of the diversion the risk at road crossings would need to be suitably assessed (Road Safety Audit). Given the length of the proposed diversion consideration should be given to the ability of this user group to undertake the return leg of the journey. The minimum overall length of a round trip</p>

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		<p>is 2.4km (this is from PRow on the north of the crossing to the PRow on the south and does not include any distance walked to reach the PRow). If the diversion is proposed as the preferred option consideration should be given to how users with protected characteristics can be assisted to fully utilise the diversion.</p> <p>The current approach and departure to the level crossing (Footpath 78) are cycle paths so any diversion will need to cater for this user group and the potential risk that putting them on a footpath with certain protected characteristics running parallel with main roads presents.</p> <p>Given the level crossings current accessibility it is incumbent on Network Rail to work with key stakeholders and the local community to develop a solution that maintains the current level of access.</p> <p>Focus should be on maintaining the current level of accessibility; this lends itself to development of a ramped footbridge or an enhancement of the level crossing. A diversion is viable in terms of the infrastructure however the impact on this protected characteristic may mean that it reduces accessibility across the railway.</p>
Pregnancy /maternity	Y	<p>The level crossing in its current state makes provision for all users to access and cross the railway.</p> <p>Development of a stepped footbridge may prevent young children and pregnant/maternity users from using this crossing point and will present them with 3 options.</p> <ol style="list-style-type: none"> I. Use the diversion proposed in the option table. II. Find alternative methods of crossing the railway (bus, taxi etc.). III. No longer cross the railway. <p>For pregnant/maternity users a stepped footbridge solution may maintain accessibility across the railway. For those users on maternity leave an assumption can be made that they will have a baby with them in a pushchair/buggy and a stepped footbridge would preclude them from crossing the railway.</p> <p>Development of a ramped footbridge would not see a significant increase in the distance required to travel across the railway but appropriate provision of resting places would be required to allow this user group to fully utilise the proposed engineering solution.</p> <p>Whether a ramped or stepped bridge is proposed as the preferred option there will be a requirement to walk up a gradient of 1:20 (possibly steeper) or climb stairs, this will increase the level of effort required by this protected characteristic.</p> <p>Closure and development of a diversion would see significant distance added to the journey and the impact on this user group could see the severance of access to key local amenities. Walking speeds of this user group are slower than other users and while this does not preclude them walking the length of the diversion the risk at road crossings would need to be suitably assessed (Road Safety Audit). Given the length of the proposed diversion consideration should be given to the ability of this user group to undertake the return leg of the journey. The minimum overall length of a round trip is 2.4km (this is from PRow on the north of the crossing to the PRow on the south and does not include any distance walked to</p>

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		<p>reach the PRow). If the diversion is proposed as the preferred option consideration should be given to how users with protected characteristics can be assisted to fully utilise the diversion.</p> <p>The current approach and departure to the level crossing (Footpath 78) are cycle paths so any diversion will need to cater for this user group and the potential risk that putting them on a footpath with certain protected characteristics running parallel with main roads presents.</p> <p>Given the level crossings current accessibility it is incumbent on Network Rail to work with key stakeholders and the local community to develop a solution that maintains the current level of access.</p> <p>Focus should be on maintaining the current level of accessibility; this lends itself to development of a ramped footbridge or an enhancement of the level crossing. A diversion is viable in terms of the infrastructure however the impact on this protected characteristic may mean that it reduces accessibility across the railway.</p>
Race	N	<p>Apart from the identified risks associated with the proposed diversion route and the requirement to cross several roads there does not appear to be an impact on this protected characteristic. There are no known community tensions within this area of Wolverhampton but further consultation with local police could identify if this was an issue and the impact that a diversion could have on the is protected characteristic.</p>
Religion or belief	Y	<p>The level crossing in its current state makes provision for all users to access and cross the railway.</p> <p>Due to the dispersal of places of worship in and around the level crossing it can be assumed that any user of Christian faith will have access to a place of worship that does not require the crossing of the railway.</p> <p>For any Muslims who live on the north of the level crossing the only Mosque in a 1.6km radius of the level crossing is in Dunstall Hill and users attending the Mosque may currently utilise the level crossing to access the Mosque. Looking at this protected characteristic in isolation any of the proposed closure options does not prevent access to the Mosque; however an assumption can be made that at any given moment in time this protected characteristic will dovetail with disability/age/pregnant/maternity. In any of these instances the decision to close the level crossing will need to be weighed against the potential impact on Article 9 of the Human Rights Act freedom of Religion and whether Network Rails actions are impacting the freedom of the user to practice their religion.</p> <p>Given the level crossings current accessibility it is incumbent on Network Rail to work with key stakeholders and the local community to develop a solution that maintains the current level of access.</p> <p>Focus should be on maintaining the current level of accessibility; this lends itself to development of a ramped footbridge or an enhancement of the level crossing. A diversion is viable in terms of the infrastructure however the impact on this protected characteristic may mean that it reduces accessibility across the railway and impacts on Article 9 of the Human Rights Act.</p>

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Gender	N	Apart from the identified risks associated with the proposed diversion route and the requirement to cross several roads there does not appear to be an impact on this protected characteristic. Lighting provision on the diversion appeared to be good (street lighting in place) and the nature of the diversion means that any user would always be in close proximity to residential properties and commercial properties.
Sexual orientation	N	Apart from the identified risks associated with the proposed diversion route and the requirement to cross several roads there does not appear to be an impact on this protected characteristic.
Marriage/Civil Partnership	N	Apart from the identified risks associated with the proposed diversion route and the requirement to cross several roads there does not appear to be an impact on this protected characteristic.
Gender reassignment	N	Apart from the identified risks associated with the proposed diversion route and the requirement to cross several roads there does not appear to be an impact on this protected characteristic.
Q5. What extra will you do to have a positive impact on diversity and inclusion?		
<p>Network Rail will need to undertake consultation with key local stakeholders to better understand the local community's requirements and develop options that reduce or remove risk for level crossing users while retaining the connectivity that residents in Fallings Park and Dunstall Hill currently enjoy.</p>		

Step 4: Consultation

Q6. How has consultation with those who share a protected characteristic informed your work?	
Who was consulted?	Changes made as a result of consultation
TO BE CONSULTED Highways Authority	Still to be done Consider requirement for Road Safety Audit.
TO BE CONSULTED Councils (County/parish)	Still to be done Future development plans. Planning permission for engineering solutions. Consultation on proposed diversions and WLC of diverting cyclists and pedestrians via another route.
TO BE CONSULTED Local Access forums	Still to be done Consultation to better understand the local populace and the requirements.
TO BE CONSULTED	Still to be done Discuss impact of potential level crossing closure specifically if a diversion is proposed. Provision of bus services.

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Key local stakeholders	
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Step 5: Informed Decision-Making

Q7. In light of the assessment above, what is your decision? Please tick and provide a rationale	
Continue the work	
Justify and continue the work	<p>This version of the draft DIA is designed to inform LNW Routes decision as to whether to progress with closure, enhancement or no further action at this time.</p> <p>It is recommended that a review of the DIA takes place and a rationale for any further progress is provided.</p>
Change the work	
Stop the work	

Step 6: Action Planning

Q8. What actions will be taken to address any potential negative impacts and deliver positive impacts?		
Action	By when	By who
Review of Draft DIA by LNW Level Crossing Sponsor team	TBC	
Contact Local Authority to discuss proposed option/s.	TBC	LNW sponsor/project delivery team.
Discuss proposed option with LCM	TBC	LNW sponsor/project delivery team.

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If diversion is proposed then west Midland police should be consulted to identify any community tensions.	TBC	LNW sponsor/project delivery team.
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Step 7: Sign off

Name	Position ⁱ	Signed	Date

Step 8: Action Plan for monitoring DIA

Add an action to your plan setting out how you will monitor this DIA

Revision Date:

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Appendix A: ALCRM risk score

ALCRM provides an estimate of both the individual and collective risks at a level crossing.

The individual and collective risk is expressed in Fatalities and Weighted Injuries (FWI). The following values help to explain this:

- **1** = 1 fatality per year or 10 major injuries or 200 minor RIDDOR events or 1000 minor non-RIDDOR events
- **0.1** = 20 minor RIDDOR events or 100 minor non-RIDDOR events
- **0.005** = 5 minor non-RIDDOR events

INDIVIDUAL RISK

This is the annualised probability of fatality to a 'regular user'. *NOTE: A regular user is taken as a person making a daily return trip over the crossing; assumed 500 traverses per year.*

Individual risk:

- Applies only to crossing users. It is not used for train staff and passengers
- Does not increase with the number of users.
- Is presented as a simplified ranking:
 - Allocates individual risk into rankings A to M (A is highest, L is lowest, and M is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines)
 - Allows comparison of individual risk to average users across any crossings on the network

Individual Risk Ranking	Upper Value (Probability)	Lower Value (Probability)	Upper Value (FWI)	Lower Value (FW)
A	1 in 1	Greater than 1 in 1,000	1	0.001000000
B	1 in 1,000	1 in 5,000	0.001000000	0.000200000
C	1 in 5,000	1 in 25,000	0.000200000	0.000040000
D	1 in 25,000	1 in 125,000	0.000040000	0.000008000
E	1 in 125,000	1 in 250,000	0.000008000	0.000004000
F	1 in 250,000	1 in 500,000	0.000004000	0.000002000
G	1 in 500,000	1 in 1,000,000	0.000002000	0.000001000
H	1 in 1,000,000	1 in 2,000,000	0.000001000	0.000000500
I	1 in 2,000,000	1 in 4,000,000	0.000000500	0.000000250
J	1 in 4,000,000	1 in 10,000,000	0.000000250	0.000000100
K	1 in 10,000,000	1 in 20,000,000	0.000000100	0.000000050
L	Less than 1 in 20,000,000	Greater than 0	0.000000050	Greater than 0
M	0	0	0	0

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COLLECTIVE RISK

This is the total risk for the crossing and includes the risk to users (pedestrian and vehicle), train staff and passengers.

Collective risk:

- Is presented as a simplified ranking:
 - Allocates collective risk into rankings 1 to 13 (1 is highest, 12 is lowest, and 13 is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines)
 - Can easily compare collective risk between any two crossings on the network

Collective Risk Ranking	Upper Value (FWI)	Lower Value (FW)
1	Theoretically infinite	Greater than 5.00E-02
2	0.050000000	0.010000000
3	0.010000000	0.005000000
4	0.005000000	0.001000000
5	0.001000000	0.000500000
6	0.000500000	0.000100000
7	0.000100000	0.000050000
8	0.000050000	0.000010000
9	0.000010000	0.000005000
10	0.000005000	0.000001000
11	0.000001000	0.000000500
12	0.0000005	0
13	0.00E+00	0.00E+00

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Appendix B: Fowlers Park Census Report (embedded document)



3093-LON 7666 site
15 Fowler's Park Rep

ⁱ A DIA should be signed by someone can approve policy, programme or budget changes when required.