

Impact Assessment



Assessment of: Okehampton Parkway Railway Station and Transport Hub

Service: Planning, Transportation and Environment

Head of Service: Dave Black

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

The planning and delivery of Okehampton Parkway railway station, and an associated 'Transport Hub', including facilities for car and cycle parking, electric vehicle charging and rail/bus interchange.

2. Reason for change / review

The delivery of a parkway station east of Okehampton has been a long-term aspiration for Devon County Council, but has been dependent on the re-opening of the Okehampton-Exeter railway line to regular weekday services. Following the announcement of funding to re-open said line in

March 2021¹, a project to plan and deliver Okehampton Parkway station has been initiated, with a view to applying to the Government's Levelling Up Fund² in summer 2021.

3. Aims / objectives, limitations and options going forwards (summary)

Aims/Objectives

The aims of this project are to:

- Provide an alternative to private car journeys between Exeter and the station catchment, which comprises of:
 - The town of Okehampton, particularly its eastern edge, from which the existing Okehampton (Town) station is less easily accessible
 - Parts of West Devon, Torridge and North Cornwall, for which the station will become the most accessible railhead
- Facilitate local housing and employment development, as allocated in the Plymouth and South West Devon Joint Local Plan³
- Improve access to Dartmoor National Park, especially for those without access to a car
- Maximise the use of sustainable modes of transport for onward travel from the proposed station
- Improve public health by encouraging use of more active forms of transport than the private car, "enabling people to live healthier lives", in line with Devon's *Joint Health and Wellbeing Strategy 2020-25*⁴
- Encourage shifts from petrol/diesel vehicles to electric vehicles (EVs), by providing EV charging facilities
- Address the Climate Emergency, by encouraging modal shift away from private vehicles and thus reduce total greenhouse gas emissions from transport
- Reduce deprivation in West Devon, Torridge and North Cornwall, by removing transport-related barriers to education, employment and services, and supporting the Government's Levelling Up agenda
- Maximise patronage on the Exeter-Okehampton railway line, ensuring the commercial viability of these services, and facilitating further service enhancements

¹ <https://www.gov.uk/government/news/dartmoor-line-rail-services-will-be-restored-for-first-time-in-half-a-century>

² <https://www.gov.uk/government/publications/levelling-up-fund-prospectus>

³ <https://www.plymouth.gov.uk/planningandbuildingcontrol/plymouthandsouthwestdevonjointlocalplan>

⁴ <https://www.devonhealthandwellbeing.org.uk/strategies/>

Limitations

A significant limitation on the project's deliverability is the fact that it is currently unfunded. Therefore, if the bid to the Levelling Up Fund is unsuccessful, delivery of the project may be delayed, whilst alternative funding options are explored.

Additionally, at this stage it is difficult to predict what impacts, if any, the delivery of the station may have on existing public transport services, particularly Stagecoach bus route 6/6A (Exeter-Okehampton-Bude/Launceston). For instance, it is possible that the opening of the station may boost patronage on the bus route, if the opening of the station generates new trips between Bude and Exeter using a combination of bus and rail, but it is also possible that people previously using the bus between Okehampton and Exeter will switch to rail, reducing bus patronage.

Detailed design work and surveys (e.g. geotechnical and ecological surveys) are yet to be conducted. There is therefore scope for cost increases and programme delays.

Alternative options going forward

One option would be to reduce the scope of this project, for instance by proposing a basic halt without the facilities proposed for incorporation in the Transport Hub. However, this would likely reduce the attractiveness of the proposed station, particularly for those accessing it from further afield (e.g. from North Cornwall), thus reducing potential patronage and reducing the project's benefits (e.g. in terms of modal shift).

4. People affected and their diversity profile

There are considered to be three main groups of people potentially affected by the project:

- Potential users of the new station and transport hub, i.e. those living within the station's catchment (West Devon, Torridge and North Cornwall⁵);
- Those living close to the proposed station site⁶, who may be temporarily impacted by the construction works and associated noise etc.;

⁵ 'West Devon' and 'Torridge' were defined as the West Devon and Torridge borough/district council areas, respectively, and 'North Cornwall' was defined as the North Cornwall parliamentary constituency, following the abolition of the North Cornwall district council area in 2009.

⁶ This was defined as those living in the West Devon 002A Lower-Layer Super Output Area (LSOA), an LSOA on the eastern edge of Cornwall; though the proposed station site is actually within the West Devon 001C, this geography was not used, as this LSOA covered a sparsely-populated rural area, and hence its demographics are likely to be different

- Those living on the existing Stagecoach bus route 6/6A, but outside settlements directly served by the proposed rail services, who may be impacted by bus service changes resulting from changes in bus patronage arising from this project (e.g. if abstraction from bus to rail causes the bus route to become less commercially viable, necessitating service reductions)⁷.

As these groups may be impacted in distinct ways, their diversity profiles are analysed separately below, as if there were significant differences in proportions of people with a protected characteristic between the groups, this may give rise to implicit advantages or disadvantages to those with the protected characteristic. Data from the 2019 National Travel Survey (NTS)⁸ has also been analysed, to understand the demographics of users of different transport modes. However, it should be noted that said data was collected prior to the COVID-19 pandemic, so may not reflect post-COVID-19 travel habits.

Age

As shown below⁹, the populations of all three geographies considered were all somewhat older than the national average at the 2011 Census, with 21-22% in the child/teenage age range (0-19), compared to a national average of 24%, and 23-24% in the 65+ age range, compared to 16% in England as a whole. Furthermore, the proportion of people in older age groups is likely to have increased since the census, as Devon’s Joint Health and Wellbeing Strategy⁴ identifies “an ageing and growing population” as a significant challenge, and forecasts nearly 100% increase in people aged 85 and over in the next 20 years.

	Station Catchment	Station Site	Bus Catchment	England
Total population	204,954	1,808	27,329	53,012,456
% Age 0-19	21%	21%	22%	24%

to those living within the town of Okehampton, albeit on its eastern edge.

⁷ This area was defined as the civil parishes of Bridestowe, Bude-Stratton, Cheriton Bishop, Halwill (which includes the settlement of Halwill Junction), Holsworthy, Launceston, Lewtrenchard (including Lewdown), Lifton, Sticklepath and Tedburn St. Mary.

⁸ <https://www.gov.uk/government/statistics/national-travel-survey-2019>

⁹ In this and subsequent tables, percentages may not sum to exactly 100%, due to rounding errors.

% Age 20-64	56%	55%	55%	60%
% Age 65+	23%	24%	24%	16%

Younger and older people tend to be more reliant on local buses (outside London), making 5% and 4% of trips by this mode, respectively, than those aged 21-59, who make, on average, 2% of their trips by bus. However, surface rail is used for 3% of trips by 21-59 year olds, compared to just 1% for both younger and older people.

Health and disability

In terms of health and disability, the population around the station site was largely in line with the national average, with some 5% of people being in 'bad' or 'very bad' health, and 18% of people reporting their day-to-day activities as being limited. For the wider station catchment and the bus route catchment, these figures were slightly above the national average, indicating higher levels of poor health and disability.

	Station Catchment	Station Site	Bus Catchment	England
Total population	204,954	1,808	27,329	53,012,456
% Activities limited (a little/a lot)	21%	18%	21%	18%
% Activities not limited	79%	82%	79%	82%
% (Very) bad health	6%	5%	6%	5%
% Fair health	15%	13%	15%	13%
% (Very) good health	79%	82%	78%	81%

Though disabled people and people with long-term illnesses (illnesses expected to last more than a year) on average make fewer total trips (~850 per person per year) than non-disabled people (~1,000 trips per person per year), the former make more trips by local bus outside London (41 per person per year) than the latter (29%). Therefore, the proportion of trips made by bus by disabled people (5%) is significantly higher than that for non-disabled people (3%).

The proportions of trips by other modes are approximately the same for disabled and non-disabled people, albeit non-disabled people make a somewhat greater proportion of trips by surface rail (3%) than disabled people (2%). Among people saying their disability or illness limits them ‘a lot’ in their day-to-day activities, the proportion of trips by surface rail is even lower, at less than 1%.

Ethnicity

The three bespoke geographies considered here (station catchment, vicinity of station site and bus catchment) were all significantly lower in ethnic diversity than England as a whole, with 99% of the population being white in the station catchment and around the station site, and 98% being white in the bus catchment, compared to a national average of 85%. Those with non-white ethnicities within the geographies considered were predominantly from mixed/multiple ethnic groups and Asian/Asian British. Within the station catchment, the non-white population was somewhat higher in West Devon and North Cornwall (2%) than Torridge (1%), and the civil parish within the bus catchment with the greatest ethnic diversity was Launceston (3% non-white).

	Station Catchment	Station Site	Bus Catchment	England
Total population	204,954	1,808	27,329	53,012,456
% White	99%	99%	98%	85%
% Mixed/multiple ethnic groups	1%	0%	1%	2%
% Asian/Asian British	1%	1%	1%	8%
% Black/African/Caribbean/Black British	0%	0%	0%	3%

% Other ethnic group	0%	0%	0%	1%
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White adults are significantly more likely to live in a household with a car/van (83%) than either Black/African/Caribbean/Black British adults (61%) or those from mixed/multiple ethnic groups (62%). The proportions of Asian/Asian British adults and those from other ethnic groups living in households with a car/van are closer to the corresponding figure for White adults, at 78% and 82%, respectively, but the proportions of people from these ethnic groups who are non-drivers in households with cars/vans (22% and 26%, respectively) is more than double the proportion of White people who are non-drivers in households with cars/vans (10%). Thus even among Asian/Asian British adults and those from other ethnic groups there is likely to be greater reliance on alternative modes of transport to the private car than among White adults, to satisfy their mobility needs when the driver(s) in the household are unavailable.

Gender

As in England overall, there were slightly more females than males in the geographies considered here at the 2011 Census. Information about other gender identities was not collected at the 2011 Census.

On average, females make slightly fewer trips in total than males, at 734 per person per year versus 878 per person per year. The modal splits for these trips are mostly similar between the genders, except for local buses outside London, which are used for 7% of females' trips, compared to just 4% for males.

Socio-economic status

Those in the lowest income quintile make significantly fewer total trips (~850 trips per person per year) than those in the upper two quintiles (~1,000 trips per person per year). The proportions of trips made by foot/cycle and local bus (outside London) decline from 37% and 6%, respectively, for those in the lowest income quintile, to 24% and 2%, respectively, for those in the highest income quintile. Conversely, moving up through the income quintiles, the proportions of trips by private transport (e.g. car/van) and surface rail increase from 50% and 1%, respectively, to 65% and 4%, respectively.

5. Stakeholders, their interest and potential impacts

Stakeholders within the transport industry include:

- Network Rail – the prospective owner and party responsible for the upkeep of rail infrastructure at Okehampton Parkway.
- Great Western Railway – the prospective operator of trains to Okehampton Parkway, who would lease the station from Network Rail. They would stand to benefit from increased patronage on the Dartmoor Line railway following the station’s opening.
- Stagecoach South West – the operator of the main bus route between Exeter and Okehampton, the 6/6A (Exeter-Okehampton-Bude/Launceston). They could therefore stand to benefit from passengers using their bus route to access Okehampton Parkway station, but could also be negatively impacted if the opening of the station abstracts existing bus trips between Exeter and Okehampton.
- Sustrans – the custodians of the National Cycle Network (NCN), route NCN 279 of which passes close to the station site. As the plans to improve cycling and walking links between the proposed station and Okehampton town centre could include upgrades to this route, the usage and profile of the NCN could be enhanced by this project.
- Shared cycle/car operators, who could stand to benefit if docks/parking spaces for such services are provided within the Transport Hub at Okehampton Parkway.
- The OkeRail Forum¹⁰ – a group campaigning for the reintroduction of regular services between Okehampton and Exeter. As the proposed Okehampton Parkway station would be likely to boost patronage and increase fare revenues on the Dartmoor Line, this proposal would likely improve long-term prospects for these services and thus be aligned with the Forum’s goals.
- The Dartmoor Railway Supporters’ Association¹¹ – a volunteer organisation supporting the section of railway between Meldon Viaduct (approximately 2 miles west of Okehampton) and the former Coleford Junction (where the Dartmoor Line meets the existing Exeter-Barnstaple line¹²). As with the OkeRail Forum, as the proposal would likely boost patronage on this section of railway, the proposal is considered to be aligned with the Association’s goals.

¹⁰ <https://okerail.2day.uk/>

¹¹ <https://www.dartmoor-railway-sa.org/>

¹² Coleford Junction is no longer a true junction, as there is no physical connection between the Dartmoor Line and Exeter-Barnstaple line (Tarka Line) tracks until Crediton, several miles east of Coleford Junction.

Political stakeholders include:

- Devon County Council – the local transport authority. The delivery of the station would be aligned with the authority's aims of encouraging modal shift to sustainable modes of transport and tackling the Climate Emergency. It could also reduce traffic on the local road network, and thus reduce maintenance costs and reduce/negate the need for infrastructure improvements to accommodate traffic from local developments.
- West Devon Borough Council – the local planning authority. They may be able to deliver housing and employment development more quickly if Okehampton Parkway is delivered, as it would be expected to reduce the impact of local development on the road network, by offering an alternative to the private car.
- Okehampton Hamlets Parish Council and Okehampton Town Council – the parish council within whose boundaries the station site falls, and the neighbouring town council (covering Okehampton town centre). Residents of these town/parish council areas would be expected to particularly benefit from the proposals.
- Dartmoor National Park Authority – the authority responsible for conserving the Dartmoor National Park, and for promoting opportunities for enjoyment of the park by the public. As the proposed station and Transport Hub could enhance access to the National Park by sustainable modes of transport, the project is considered to be aligned with the National Park Authority's duties.
- Torridge District Council and Cornwall Council – neighbouring local planning authorities. Many of their residents are expected to fall within the catchment of Okehampton Parkway station, due to its proximity to the A30, the principal route to locations west of Okehampton.
- Members of Devon County Council and Members of Parliament – some local politicians have made the re-opening of and improvements to the Dartmoor Line central to their electoral campaigns, so could stand to gain increased popularity if Okehampton Parkway is delivered.

Aggregate Industries – the owners of Meldon Quarry, located at the western end of the Dartmoor Line – are another key stakeholder. As the proposed station would likely boost patronage on passenger services on the line, it may improve the prospects of the retention and enhancement of these services, which would in turn reduce the paths available for freight trains to serve the quarry. However, as central government has agreed to fund infrastructure enhancements to facilitate the restoration of freight services in the event of the quarry being re-opened, the impacts of the passenger services are expected to be immaterial.

Additionally, owners of local businesses could stand to benefit from the station generating additional trips to the Okehampton area, and local employers could gain access to a wider pool of labour, due to the proposal removing transport-related barriers to employment.

6. Research used to inform this assessment

Demographic data for the geographies affected by the proposal has been sourced from the 2011 Census, using the Nomis website¹³, whilst data on the demographics of users of particular modes of transport was sourced from the 2019 National Travel Survey⁸.

7. Description of consultation process and outcomes

No formal public consultation has yet been conducted in relation to Okehampton Parkway and the Transport Hub, although the plans are being developed in partnership with key stakeholders, including Network Rail, Great Western Railway and West Devon Borough Council. If the scheme is successful in securing funding from the Levelling Up Fund², the design will be refined further, following which the proposals will be put to public consultation.

8. Equality analysis

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

¹³ <https://www.nomisweb.co.uk/>

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:
 - Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
 - Proportionate (negative impacts are proportionate to the aims of the policy decision)
 - Fair
 - Necessary
 - Reasonable, and
 - Those affected have been adequately consulted.

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
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<p>All residents (include generic equality provisions)</p>	<p>Work to construct the station may have short-term negative consequences for residents living in the immediate vicinity of the station, as noise, dust etc. may be generated.</p> <p>Abstraction of patronage from bus services operating along similar corridors (principally Stagecoach South West route 6/6A) could lead to service reductions, adversely impacting those reliant on the services.</p>	<p>The provision of the station and Transport Hub would advance equality by removing transport-related barriers to accessing education, employment, services etc., and enabling greater participation in society (for example, attending community events held near the station site).</p> <p>In particular, the proposal would improve access to the Dartmoor National Park for those without access to a car, meaning the health and wellbeing impacts of recreational activities within the National Park would be available to a greater proportion of Devon residents, reducing inequalities between those with and without access to a car.</p> <p>Users of the local road network near the station site would be expected to benefit from reductions in traffic congestion due to modal shift from car to rail, meaning the time and monetary costs associated with travel would be expected to reduce, making it more feasible for these road users to access opportunities.</p> <p>The impacts of the construction works are considered to be proportionate, insofar as any residents negatively impacted in the short-term would be expected to significantly benefit in the longer term, due to their improved access to the national rail network. The proposed station site is adjacent to an industrial estate, which likely generates significant noise and traffic, the impacts of the construction works are likely to be less perceptible than works in less urbanised/industrialised locations.</p> <p>The impacts on bus services will be reduced as far as practicable by seeking to enhance integration between bus and rail during the development of this project. Any residual impacts are therefore expected to be proportionate to the significant potential benefits of the project, including improving access to rail for a wide catchment within West Devon, Torridge and North Cornwall,</p>
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<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
		<p>and tackling the Climate Emergency – not proceeding with the scheme on this basis would likely have a greater negative impact on advancing equality, as the opportunity to improve access to education, employment, services etc. would be lost.</p>

Age	<p>Younger (aged 0-20) and older (aged 60+) people are typically more reliant on bus services than those aged 21-59, as evidenced in Section 4 above. Furthermore, the proportion of older people in the catchment of the Stagecoach South West 6/6A bus route is significantly higher than the national average. Therefore, the potential service reductions due to abstraction from bus to rail may have particularly adverse impacts on younger people and (most significantly) older people.</p>	<p>The provision of the station and Transport Hub would advance equality by removing transport-related barriers to opportunities people of certain ages are particularly in need of. For instance, the station would make it easier to access both Exeter College and the University of Exeter from West Devon, Torridge and North Cornwall, which would likely particularly benefit those of typical college/university-attending ages (i.e. those aged approximately 16-25).</p> <p>According to NTS data, people aged 21-59 are typically more reliant on surface rail than younger (aged 0-20) and older (aged 60+) people, so could be expected to particularly benefit from enhanced access to opportunities arising from the delivery of the station.</p> <p>The prevalence of many chronic health conditions increases with age, so older people may benefit especially from the health and wellbeing-related benefits of the improved access to the Dartmoor National Park facilitated by the scheme.</p> <p>The impacts on bus services will be reduced as far as practicable by seeking to enhance integration between bus and rail during the development of this project. Any residual impacts are therefore expected to be proportionate to the significant potential benefits of the project, including improving access to rail for a wide catchment within West Devon, Torridge and North Cornwall, and tackling the Climate Emergency – not proceeding with the scheme on this basis would likely have a greater negative impact on advancing equality, as the opportunity to improve access to education, employment, services etc. would be lost.</p>
Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term)	<p>Disabled people are typically more reliant on bus services than non-disabled people, as evidenced in Section 4 above. Furthermore, the</p>	<p>The provision of the station and Transport Hub would advance equality by removing transport-related barriers to opportunities disabled people and people with long term ill health are particularly in need of. For instance, the station would make it easier to access the Royal Devon and Exeter Hospital</p>

<p>ill health) and carers of disabled people</p>	<p>proportion of disabled people in the catchment of the Stagecoach South West 6/6A bus route is higher than the national average. Therefore, the potential service reductions due to abstraction from bus to rail may have particularly adverse impacts on disabled people.</p> <p>Disabled people typically make less than half the amount of trips by rail that non-disabled individuals make, so disabled people may receive a lower proportion of the scheme's benefits than the proportion they make up of the overall population.</p>	<p>from West Devon, Torridge and North Cornwall, which would likely particularly benefit requiring treatments due to chronic health conditions.</p> <p>As Okehampton Parkway station will have step-free access to its single platform, it will be a 'Category A' station according to GWR's accessibility categories, in contrast to the station immediately to the east, Crediton, which is 'Category B', with a "degree of step-free access to the platform, which may be in both directions or in one direction only"¹⁴. Therefore, it will improve access to the rail network for people with mobility difficulties, and consequently enable them to access the various opportunities available via the rail network.</p> <p>People with chronic health conditions may benefit especially from the health and wellbeing-related benefits of the improved access to the Dartmoor National Park facilitated by the scheme.</p> <p>The impacts on bus services will be reduced as far as practicable by seeking to enhance integration between bus and rail during the development of this project. Any residual impacts are therefore expected to be proportionate to the significant potential benefits of the project, including improving access to rail for a wide catchment within West Devon, Torridge and North Cornwall, and tackling the Climate Emergency – not proceeding with the scheme on this basis would likely have a greater negative impact on advancing equality, as the opportunity to improve access to education, employment, services etc. would be lost.</p>
<p>Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief</p>	<p>People of Black/African/Caribbean/Black British ethnicities and people from mixed/multiple ethnic groups are significantly more likely to live in a</p>	<p>The provision of the station and Transport Hub would advance equality by removing transport-related barriers to opportunities people of certain cultures, ethnicities and religions are particularly in need of. For instance, the station would make it easier to access Exeter Cathedral and the Mosque and Islamic Centre for the South West from West Devon, Torridge and North Cornwall,</p>

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
	<p>household without a car or van than White people. They are therefore more likely to be reliant on bus and other public transport.</p>	<p>which would particularly benefit those identifying as Christian and Muslim, respectively.</p> <p>The station will be lit, thus enhancing the security of users who belong to minority ethnicities, cultures or religions, and reducing the potential for harassment of or hate crimes directed at such individuals.</p>

¹⁴ GWR Network and Accessibility Map, available from <https://www.gwr.com/plan-journey/stations-and-routes>

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	Females are typically more reliant on bus services than males, as evidenced in Section 4 above. Therefore, the potential service reductions due to abstraction from bus to rail may have particularly adverse impacts on females.	<p>The provision of the station and Transport Hub would advance equality by removing transport-related barriers to opportunities people of certain genders and pregnant people are particularly in need of. For instance, the station would make it easier to access the Centre for Women's Health, which includes the maternity and obstetrics service, at the Royal Devon and Exeter Hospital from West Devon, Torridge and North Cornwall.</p> <p>The station will be lit, thus enhancing the security of users who are female, non-binary or transgender, or pregnant or breastfeeding, and reducing the potential for harassment of or hate crimes directed at such individuals.</p>
Sexual orientation and marriage/civil partnership	It is not thought that there will be any negative impacts specifically affecting people due to their sexual orientation or marital/civil partnership status.	The station will be lit, thus enhancing the security of users who are lesbian, gay or bisexual, and reducing the potential for harassment of or hate crimes directed at such individuals.

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban</p>	<p>People in lower income quintiles are typically more reliant on bus services than those in higher income quintiles, as evidenced in Section 4 above. Therefore, the potential service reductions due to abstraction from bus to rail may have particularly adverse impacts on those in lower income quintiles.</p>	<p>People in lower income quintiles are less likely to have access to a car than those in higher quintiles, hence providing a means of accessing Okehampton and the Dartmoor National Park not dependent on the private car may especially benefit those in these quintiles.</p> <p>The impacts on bus services will be reduced as far as practicable by seeking to enhance integration between bus and rail during the development of this project. Any residual impacts are therefore expected to be proportionate to the significant potential benefits of the project, including improving access to rail for a wide catchment within West Devon, Torridge and North Cornwall, and tackling the Climate Emergency – not proceeding with the scheme on this basis would likely have a greater negative impact on advancing equality, as the opportunity to improve access to education, employment, services etc. would be lost.</p>

9. Human rights considerations:

It is not thought that there are any relevant human rights considerations

10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

The proposed project would improve access to Exeter, Okehampton and the Dartmoor National Park for those without access to a car and enabling them to travel independently. As those without access to a car are disproportionately from lower-income groups and minority ethnic groups, this would be expected to particularly benefit individuals in those groups.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

This project would improve access to areas commonly used for outdoor recreation, such as the Dartmoor National Park, thus facilitating increased physical exercise levels and improving physical and mental wellbeing. This would be expected to particularly benefit those with existing health conditions and disabilities.

In what way can you help people to be connected, and involved in community activities?

The proposed project would make it easier for people to attend community events and visit friends and family in the Exeter and Okehampton areas, particularly for those without access to a car. As those without access to a car are disproportionately from lower-income groups and minority ethnic groups, this would be expected to particularly benefit individuals in those groups.

11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

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

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:	N/A	N/A
Conserve and enhance wildlife:	The construction works required to deliver this project could impact wildlife, but these will be mitigated and compensated for as far as practicable.	N/A
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	N/A	By improving access to landscapes with special qualities, e.g. the Dartmoor National Park, the project may increase public appreciation of these landscapes, and increase the likelihood of them being safeguarded for future generations.
Conserve and enhance Devon's cultural and historic heritage:	N/A	By improving access to places of cultural and historic interest, e.g. the various antiquities located on Dartmoor, the project may increase public appreciation of these sites, and increase the likelihood of them being safeguarded for future generations.

Minimise greenhouse gas emissions:	The construction works required to deliver this project will generate greenhouse gas emissions. These could be reduced through engagement with the contractor(s) responsible for the works, or through the use of relevant criteria in the procurement process.	Modal shift from car to a lower-carbon mode of transport (rail) would be expected to reduce net greenhouse gas emissions from transport.
Minimise pollution (including air, land, water, light and noise):	The construction works required to deliver this project will generate pollution. These could be reduced through engagement with the contractor(s) responsible for the works, or through the use of relevant criteria in the procurement process. Additionally, the lighting to be permanently installed at the station could increase light pollution. This will be addressed as far as practicable during the design of the station lighting, e.g. by using lighting systems which minimise spillage into the surrounding environment.	Modal shift from car to rail would be expected to reduce pollution on the road corridors previously used by these trips, e.g. the A30 between Exeter and Okehampton, and the A377 Alphington Road.
Contribute to reducing water consumption:	N/A	N/A
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	N/A	N/A

Other (please state below):	N/A	N/A
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12. Economic analysis

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	Potential bus service reductions due to abstraction from bus to rail could make it more difficult to access educational establishments from certain locations served by existing bus routes but not served by the proposed rail service. The likelihood of this occurring will be reduced as far as practicable by seeking to enhance integration between bus and rail during the development of this project.	The proposed station should make it easier to access various educational establishments, such as Exeter College and the University of Exeter, from West Devon, Torridge and North Cornwall. This would enhance the opportunities for residents of these areas to improve their knowledge and skills.
Impact on employment levels:	Potential bus service reductions due to abstraction from bus to rail could make it more difficult to access employment sites from certain locations served by existing bus routes but not served by the proposed rail service. The likelihood of this occurring will be reduced as far as practicable by seeking to enhance integration between bus and rail during the development of this project.	The proposed station should make it easier to access various employment sites, such as the Royal Devon & Exeter Hospital and (Devon) County Hall from West Devon, Torridge and North Cornwall. By removing transport-related barriers to employment, it would be expected that the project would increase total employment, and enable individuals already in employment to gain better-paying employment.

<p>Impact on local business:</p>	<p>Certain local businesses may see a slight reduction in passing trade due to travellers changing routes/modes of transport as a result of the project.</p>	<p>The proposed station should give employers access to a wider pool of labour, increasing their productivity. It should also reduce congestion on the local road network, reducing the transport-related time and monetary costs incurred by local businesses.</p> <p>Additionally, the station may generate new trips to the Okehampton area, including the Dartmoor National Park, and it would be expected that those making such trips would spend money at e.g. local shops and cafes, increasing their revenues.</p>
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13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

Improving access to Exeter, Okehampton and the surrounding areas by modes of transport other than the private car should deliver benefits on social, environmental and economic fronts, by:

- Making it easier for people without access to a car to access opportunities, such as education, and employment – the social impact of the scheme;
- Encouraging modal shift from car to rail, reducing net greenhouse gas emissions from transport – the environmental impact of the scheme; and
- Giving employers and businesses access to a wider pool of potential employees and customers – the economic impact of the scheme.

However, a potential conflict arises due to the fact that the rail service may abstract patronage from bus routes along similar corridors, with adverse social impacts on populations along the bus routes. The likelihood of this occurring will be reduced as far as practicable by seeking to enhance integration between bus and rail during the development of this project.

14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

The economic wellbeing of the area will be improved due to the project enhancing access to local businesses and employers, likely increasing sales and employment levels, and reducing transport-related monetary and time costs. The environmental wellbeing will be enhanced by people switching from the car to rail, reducing air and noise pollution from traffic on local roads. The social wellbeing benefits of the scheme include facilitating easier journeys to visit friends and family and engage in community events, giving Devon residents (including those with mobility difficulties) improved access to outdoor amenities such as the Dartmoor National Park, and making the rail network more accessible.

15. How will impacts and actions be monitored?

The project is being developed in collaboration with stakeholders including Great Western Railway, Network Rail and West Devon Borough Council, and this dialogue will be continued during and after the delivery of this scheme, to ensure any issues can be addressed where possible.

A key indicator of the impact of the overall project will be the level of patronage at Okehampton Parkway station, which will be monitored using annual data releases by the Office of Rail and Road¹⁵. Impacts on the wider transport network, e.g. the extent to which the delivery of the station reduces vehicular traffic, will be monitored using journey time data and traffic count data.

¹⁵ <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/>