

1. Topic of assessment

EIA title:	Guildford Town Centre Transport Package
-------------------	---

EIA author:	Paul Fishwick / Jeffrey Wilson
--------------------	--------------------------------

2. Approval

	Name	Date approved
Approved by¹	Jason Russell	03/11/16

3. Quality control

Version number	1	EIA completed	16/09/16
Date saved	25/10/16	EIA published	04/11/16

4. EIA team

Name	Job title (if applicable)	Organisation	Role
Jeffrey Wilson	Graduate Transport Planner	SCC (E&I)	Contributor
Paul Fishwick	Transport Policy Programme Manager	SCC (E&I)	Contributor
Lisa Creaye-Griffin	Equalities Group (DEG) - Chair	SCC (E&I)	Support, acting as critical friend and EAI approver

¹ Refer to earlier guidance for details on getting approval for your EIA.

5. Explaining the matter being assessed

<p>What policy, function or service is being introduced or reviewed?</p>	<p>This assessment is of the of the Guildford Town Centre Transport Package (TCTP), a package consisting of a series of pedestrian and cycle improvements throughout the Guildford Town Centre aiming at improving accessibility and linkages for cyclists and decreasing congestion, particularly around the Guildford Gyratory. The scheme aims to improve congestion and its associated cost to local businesses; to make buses more reliable through reduced traffic and improved accessibility; and to encourage walking, cycling, bus and rail travel within the area.</p> <p>The experimental closure of Walnut Tree Close to vehicular traffic is recommended to be carried out for 18 months in order to determine the impact on the surrounding network.</p>
<p>What proposals are you assessing?</p>	<p>This assessment looks at the equalities issues in relation to seven schemes which form the TCTP, which are comprised of two main elements:</p> <p>Pedestrians and cyclists</p> <p>The package aims to make it easier for people to travel to/from Guildford rail station and between areas of commerce or education on bicycle or foot. This is achieved by constructing new off-road shared use pedestrian cycle/paths and upgrading existing pathways to current standards or installing new toucan crossing points, enabling safer crossing for pedestrians and cycles. Relevant schemes include:</p> <ul style="list-style-type: none"> • Walnut Bridge replacement (scheme 2): to improve access for cyclists, pedestrians and disabled users over the River Wey between the rail station, Bedford Wharf and the town centre beyond. • Guildford College Link+ (scheme 3): to provide a new safer cycle route from Walnut Bridge to Guildford College. • A25 cycle corridor (scheme 5): to fill in the gaps in the existing strategic cycle corridor. • A25/A320 Stoke cross roads (scheme 6): to provide safe pedestrian/cycle surface crossing across all four arms of the junction. • A3100 London Road (scheme 7): to provide a widened route for pedestrians/cyclists along the corridor and a new crossing point. <p>Vehicular Network Improvements</p> <p>The package also aims to ease congestion through by improving the flow of traffic and reducing the need for orbital and through traffic to</p>

	<p>enter Guildford Gyratory. Relevant schemes include:</p> <ul style="list-style-type: none"> • Walnut Tree Close experimental closure (scheme 1): to decrease traffic along this popular route encouraging more cyclists and pedestrians to journey into the town centre; thereby easing the congestion at the Guildford Gyratory • Millbrook Car Park junction improvements (scheme 4): allowing vehicles to turn right out of the car park via a new set of traffic signals, reducing the number of vehicles being forced to enter Guildford Gyratory to return South, thereby easing congestion. • A25/A320 Stoke cross roads (scheme 5): using intelligent traffic signals to: improve the flow of traffic; and prioritise approaching buses to maintain service reliability.
<p>Who is affected by the proposals outlined above?</p>	<p>The proposals could potentially affect anyone living or travelling in or around the Wider Guildford Area, including:</p> <p>Individuals</p> <ul style="list-style-type: none"> • Anyone who travels through the Guildford area (any and all modes). • Visitors to and residents of Guildford. • Anyone who currently cycles for transport, leisure or sport. • Anyone who currently walks for transport, leisure or sport. • Individuals who use the bus on a regular basis for transport, or leisure. • Other road users including motorists. <p>Organisations</p> <ul style="list-style-type: none"> • Businesses located in Guildford, and those within close proximity to the town centre. • Bus operators who operate in or around Guildford, particularly those serving areas in and around the town centre. • Businesses that transport goods through or near Guildford. • Train operators who operate services through Guildford Rail Station. • Event organisers <p>The above list includes all groups with protected characteristics.</p>

6. Sources of information

Engagement carried out
<p>Engagement carried out included:</p> <ul style="list-style-type: none"> • Local Committee (September 2015) • Member Task Group (September 2015) • Public consultation (05 October June – 15 November 2015) – six week statutory online consultation, using the Local Transport Plan list of consultees, and inviting feedback via an online survey • Public exhibition at Guildford Library, located within the scheme geography (16 October, 23 October & 6 November 2015); staffed by 3-5 officers. Display materials were exhibited unmanned for a further week from Saturday 7 November. • A public webpage was created as a centralised source of information for the scheme; also providing a link to the questionnaire (SurveyMonkey), pdf versions of the exhibition panels and promoting the exhibition date and time. • The event was advertised frequently on social media channels, including the council's Surrey Matters Facebook and Twitter platforms, as illustrated right. Guildford Dragon, Guildford Local Committee and Guildford Borough Council were among those who retweeted and helped to advertise the consultation. • Notification of the public engagement was sent to local interest groups, including business forums, resident association groups, cycle groups and environmental groups. Schools in Guildford were also notified of the consultation; some of these advertised the consultation to parents via ParentMail communications • Wider engagement was carried out with specific groups including the Guildford Cycle Forum (15 October 2015) and South West Surrey Disability Alliance Network where it was discussed at their meeting in Godalming on the 11 November 2015. • Approximately 350 flyers were distributed to commuters entering/exiting Guildford and station during the PM peak travel period on Thursday 22 October to raise awareness of the scheme amongst users of the station. • Throughout the development of the scheme, both borough and county officers have been regularly consulted. <p>Details of the six week public consultation carried out can be found in a Consultation Report which was produced by SCC. This report details the feedback received via the consultation and the demographics who responded. 5% of those who responded to the question of disability considered themselves to have a disability, whilst 4% preferred not to say. 38% of respondents were aged sixty-five or over whilst 4% preferred not to say.</p>
Data used
<p>Data and information used in the TCTP has been sourced from:</p> <ul style="list-style-type: none"> • Census (Surrey-i, 2011) • Guildford Town Centre and Hinterland Masterplan Report (draft October 2015)

- Surrey Economic Partnership, Local Economic Assessment (2010)
- Surrey Future: Congestion Programme (Surrey Future, 2014)
- Guildford Borough Draft Local Transport Strategy and Forward Programme: Part A (Guildford Borough Council, draft November 2014)
- Guildford Town and Approaches Movement Study (GTAMS): Scenario analysis and appraisal of interventions report (ARUP, March 2015); and Strategy Report (ARUP, March 2015)
- Guildford Town Centre Highway Assessment Programme (GOTCHA): Technical Note 1 Assessment of the performance of preliminary highway options (WSP Parsons Brinckerhoff, September 2015)
- Congestion Journey Time and Acquisition Monitoring System (CJAMS) (2008)
- Surrey County Council Accident Data (2015)
- Surrey County Highway Model (SINTRAM)
- Strategic Economic Plan (Enterprise M3, 2014)
- WebTAG Unit A5.1 (Department for Transport, 2014)
- OffPAT/HCA and Driver Jonas Deloitte (2010): Employment Densities Guide, 2nd Ed.
- Index of Multiple Deprivation (2010)

Officer Engagement

- SCC Road Safety team
- SCC Sustainability Group
- SCC passenger transport team
- SCC transport studies team
- SCC Travel SMART team
- Guildford Borough Council Planning Officers

Wider engagement

- South West Surrey Disability Alliance Network
- Guildford Cycle Forum
- Local residents

7. Impact of the new/amended policy, service or function

7a. Impact of the proposals on residents and service users with protected characteristics

Protected characteristic ²	Potential positive impacts	Potential negative impacts	Evidence
Age	<p>The package of measures has the potential to deliver the following positive impacts:</p> <ul style="list-style-type: none"> • Easier, more convenient route between business areas of Guildford, for all ages • Improved safety at pedestrian crossings for older, younger and vulnerable users • Improved access between economic centres and railway station thereby decreasing isolation within older residents • Children using the bus services or cycle routes within Guildford will have a safer and more accessible route, including off-road cycle paths and more reliable bus facilities in the form of RTP1 and bus service punctuality. • Adolescent and mature students using Guildford College will have a safer direct cycle route from the railway station. <p>The proportion of Surrey's population</p>	<p>During the construction of transport infrastructure improvements, age groups that rely on public and sustainable transport may experience reduced accessibility and increased vulnerability as works disrupt normal routes and services. Steps will be taken to minimise disruption.</p> <p>Shared cycle and pedestrian routes may increase the vulnerability of older and younger people using these facilities.</p>	<p>Evidence is sourced from:</p> <p>Issues identified through engagement with local committee</p> <p>National Child Management Programme (NCMP) 2011/2012 results for obese and overweight children by borough/district</p> <p>Compliance with Safe Routes to School initiatives - FPH Transport and Health Briefing statement</p> <p>Issues identified through engagement with the Local Committee, borough and county officers and action groups (cycling feedback 27/06)</p> <p>Vulnerability factors of older people taken from AgeUK – What makes older people vulnerable.</p> <p>Data for the population growth of older people is sourced from the 2011 Census data on population estimates</p>

² More information on the definitions of these groups can be found [here](#).

	<p>aged 65 years and over is projected to increase from around 16.5% 23% of the population by 2033, and the proportion of the population aged 85 years and over is projected to increase from around 2.5% to 5.25%. Older people may be more likely to be affected by physical, sensory or cognitive impairments that may affect their ability to drive. The transport needs of older people, and other vulnerable populations experiencing disability and/or impairment need to be considered and prioritised.</p> <p>Improved bus stop infrastructure is expected to have positive impacts for youth and elderly groups, as concessionary journeys made up 34% of all bus journeys in 2014/15. Lack of transport options can affect independence and social isolation, which may impact on health and social care needs. Additionally, the improvements to walking facilities are expected to beneficially affect access to and from bus stops for this protected characteristic group.</p> <p>Active travel has a significant impact on physical activity, which in turn impacts on the prevalence of obesity and overweight. Over a quarter of Surrey's children are overweight or obese by the time they are 10-11 years old. More than 1 in 5 adults are obese.</p>		<p>Concessionary bus journey statistics - Annual Bus Statistics 2014/15</p> <p>Statistics on the method of travel to education for secondary school children - National Travel Survey of 2014</p> <p>1 in 3 children would like to cycle to school - BikeHub</p>
--	---	--	--

<p>Disability</p>	<p>The scheme seeks to support all sustainable movements within the area. A greater modal shift away from the private car would benefit those with a disability by improving public transport reliability, minimising congestion and delivering a greater space allocated to off-road movements. The provision of surface road crossings at A25 Stoke Crossroads (scheme 6) to substitute for the existing stepped footbridge crossing, enables safe crossing for wheelchair users and those with mobility impairments.</p> <p>Cycling is the third most popular sport among disabled people, with just under 10% of cycling participants having a disability. Therefore actions to enable more and safer cycling through encouraging modal shift will have positive impacts for this group.</p> <p>Improved bus stop infrastructure and accessibility is expected to have a direct positive impact for disabled users as per the concessionary statistics quoted in Section 7a - Age.</p> <p>Improving sustainable travel options and reducing the number of vehicles within Guildford would improve the overall Air Quality within the town centre, benefiting those who suffer from chronic respiratory illnesses.</p>	<p>Those with disabilities may be negatively impacted whilst works are ongoing to deliver some of the infrastructure improvements proposed in the forward programme. This might include diverted access routes. Steps would be taken to ensure the lowest inconvenience possible as part of the construction process.</p> <p>Some disabled users, such as those with visual impairments, may find a stepped footbridge easier to use than a surface crossing at Stoke Crossroads due to the reduced interaction with road traffic.</p>	<p>Evidence is sourced from:</p> <p>Figures on disabled people taking part in cycling from Active Surrey³.</p> <p>Issues identified through engagement with the Local Committee and borough and county officers.</p> <p>2011 ONS Census data</p> <p>National research shows that cycling is the third most popular sport among disabled people, with approximately 10% taking part in cycling.</p> <p>Estimating local mortality burdens associated with particulate air pollution, PHE April 2014</p> <p>Poor air quality is a significant public health issue. The burden of particulate air pollution in the UK in 2008 was estimated to be equivalent to nearly 29,000 deaths at typical ages and an associated loss of population life of 340,000 life years lost. – Committee on the Medical Effects of Air Pollution December 2010.</p>
--------------------------	---	--	---

³ Active Surrey / British Cycling: Creating a legacy of cycling participation in Surrey

Gender reassignment	No impact	No impact	The objectives and preferred measures of the scheme are unlikely to either advantage or disadvantage any person who has undergone gender reassignment any more than it may affect any person who has not.
Pregnancy and maternity	<p>Pregnant women and parents with young children on bike seats may have particular safety or access concerns when sharing the highway with vehicles. Therefore seeking successful delivery of this scheme which aims to provide off-road cycle paths and improve accessibility for all users should be beneficial.</p> <p>Increasing journey time reliability throughout the bus network in the area may result in more parents considering public transport options, rather than private vehicles, for regular journeys (i.e. school run, sports activities).</p> <p>Improving sustainable travel options within Guildford Town Centre would improve the overall air quality.</p>	While works are ongoing to deliver improvements, pedestrian/pram access may be restricted. Steps would be taken to ensure the lowest inconvenience possible as part of the construction process.	<p>Research, published in The Lancet Respiratory Medicine journal, found that exposure to air pollutants increased the risk of babies being born weighing less than 2.5kg, and reduced their average head circumference.</p> <p>The Transport for London, 2009, Smoothing the Traffic Flow paper found that school runs are often mentioned as contributing greatly to the amount of traffic on the roads and that the implementation of school buses or dedicated public transport, similar to the USA, could improve traffic flow.</p>
Race	No impact	No impact	The objectives and preferred measures of the scheme are unlikely to either advantage or disadvantage people according to their race.
Religion and belief	No impact	No impact	The objectives and preferred measures of the scheme are unlikely to either advantage or disadvantage people of one belief or faith anymore than any persons of any other faith or belief.

Sex	Female safety issues	No impact	The objectives and preferred measures of the scheme are unlikely to either advantage or disadvantage people according to their sex.
Sexual orientation	No impact	No impact	The objectives and preferred measures of the scheme are unlikely to either advantage or disadvantage people according to their sexual orientation.
Marriage and civil partnerships	No impact	No impact	The objectives and preferred measures of the scheme are unlikely to either advantage or disadvantage people according to their marital status.
Carers⁴	It is possible that the scheme may improve accessibility for carers. Increased accessibility through pedestrian, cycle and bus network improvements should make travel for carers easier, and certainly should not disadvantage this protected group.	While works are ongoing to deliver improvements, pedestrian/wheel chair access may be restricted. Steps would be taken to ensure the lowest inconvenience possible as part of the construction process.	Carers are currently able to claim back their travel costs through the NHS if a doctor can confirm the person being looked after needs someone to travel with them.

7b. Impact of the proposals on staff with protected characteristics

Protected characteristic	Potential positive impacts	Potential negative impacts	Evidence
--------------------------	----------------------------	----------------------------	----------

⁴ Carers are not a protected characteristic under the Public Sector Equality Duty, however we need to consider the potential impact on this group to ensure that there is no associative discrimination (i.e. discrimination against them because they are associated with people with protected characteristics). The definition of carers developed by Carers UK is that 'carers look after family, partners or friends in need of help because they are ill, frail or have a disability. The care they provide is unpaid. This includes adults looking after other adults, parent carers looking after disabled children and young carers under 18 years of age.'

Age	The scheme does not propose any changes to staff work. No impacts are foreseen at this time.	The scheme does not propose any changes to staff work. No impacts are foreseen at this time.	The proposals are not expected to have any specific impacts on staff from any protected group.
Disability	See above	See above	The proposals are not expected to have any specific impacts on staff from any protected group.
Gender reassignment	See above	See above	The proposals are not expected to have any specific impacts on staff from any protected group.
Pregnancy and maternity	See above	See above	The proposals are not expected to have any specific impacts on staff from any protected group.
Race	See above	See above	The proposals are not expected to have any specific impacts on staff from any protected group.
Religion and belief	See above	See above	The proposals are not expected to have any specific impacts on staff from any protected group.
Sex	See above	See above	The proposals are not expected to have any specific impacts on staff from any protected group.
Sexual orientation	See above	See above	The proposals are not expected to have any specific impacts on staff from any protected group.
Marriage and civil partnerships	See above	See above	The proposals are not expected to have any specific impacts on staff from any protected group.
Carers	See above	See above	The proposals are not expected to have any specific impacts on staff from any protected group.

8. Amendments to the proposals

Change	Reason for change
<p>No changes have been made to the Guildford Town Centre Transport Package as a result of the Equalities Impact Assessment.</p> <p>All protected characteristics have been considered from the start of the development of the scheme.</p>	<p>Overall, the proposals are expected to have a positive impact on the protected groups.</p>

9. Action plan

Potential impact (positive or negative)	Action needed to maximise positive impact or mitigate negative impact	By when	Owner
<p>Improve safety and accessibility for young people, older people, those with disabilities, pregnant women and those with young children.</p>	<p>Ensure standards for new cycling, pedestrian and bus infrastructure is of sufficient quality that they will feel safe for use by all, including young children.</p>	<p>During the design and delivery of an individual scheme.</p>	<p>Project manager / Works delivery</p>
<p>Conflict between pedestrians and cyclists</p>	<p>Consider as part of the scheme design – consider referencing within cycling infrastructure</p>	<p>During the design and delivery of an individual scheme.</p>	<p>Project Manager</p>
<p>While works are ongoing to deliver improvements, pedestrian/pram access may be restricted.</p> <p>During the construction of transport infrastructure improvements, there may be disruption to routes and services for users.</p>	<p>During the delivery of individual schemes, steps will be taken to minimise the impacts of works on routes by providing, where possible, additional signage and alternative routes</p>	<p>During the delivery of an individual scheme.</p>	<p>Works delivery / contractor</p>
<p>Some disabled users, such as those with visual impairments, may find a stepped footbridge easier to use than a surface crossing at Stoke Crossroads due to the reduced interaction with road traffic.</p>	<p>The new surface crossing facilities should be fitted with appropriate sensory equipment to enable their ease of use by users with visual impairments.</p>	<p>During the design and delivery of an individual scheme.</p>	<p>Project manager / Works delivery</p>

10. Potential negative impacts that cannot be mitigated

Potential negative impact	Protected characteristic(s) that could be affected
The replacement of Walnut Bridge does not solve issues for users who find it difficult to use the existing stepped access between Walnut Tree Close and the River Wey towpath. Consideration was given to the provision of a lift or access ramp by Guildford Borough Council (the responsible authority), however both options were considered to be inappropriate in this location.	Disability groups and some older people.

11. Summary of key impacts and actions

<p>Information and engagement underpinning equalities analysis</p>	<p>Our analysis is underpinned by working with officers and protected characteristic representation groups to determine the needs of minority groups. Our public consultation also informed our assessment of the scheme by analysing the views of the public.</p>
<p>Key impacts (positive and/or negative) on people with protected characteristics</p>	<p>In general the impact of the scheme is anticipated to be positive for the majority of the users of the routes and services in question and the residents of Guildford and the wider area.</p> <p>There are specific positive impacts as follows:</p> <ul style="list-style-type: none"> • Improved safety and accessibility for young people, older people, those with disabilities, pregnant women and those with young children. • Increase independence for young, older and disabled people who can not/ may no longer drive. • A reduction in the number of casualties amongst young people. • Encourage modal shift across all age ranges freeing up the road network. • Improved air quality, through reduced congestion, will improve the overall health of the community • Improved journey time reliability allowing for quicker journeys to desired destinations on public transport (e.g. hospital appointments) <p>Negative impacts are as follows:</p> <ul style="list-style-type: none"> • Temporary disruption of current routes during the construction of the scheme. • Conflict between pedestrians and cyclists (shared use pathways)

<p>Changes you have made to the proposal as a result of the EIA</p>	<ul style="list-style-type: none"> • We have ensured that equalities issues are considered in every part of the scheme, engaging with groups such as the South West Surrey Disability Alliance Network. We will continue to do so in future phases of the scheme. • Our principles for commissioning designing and delivering potential infrastructure schemes include considering the needs of older, younger and disabled people. • Imagery used in the scheme and all communication or advertising material avoids stereotyping.
<p>Key mitigating actions planned to address any outstanding negative impacts</p>	<p>To mitigate the negative impacts outlined above: Where appropriate we will conduct a feasibility assessment, endeavour to advertise any disruption from construction works well in advance and implement a Construction Management Plan. We will also carry out appropriate consultation for future phases of the scheme.</p>
<p>Potential negative impacts that cannot be mitigated</p>	<p>There are no potential negative impacts which cannot be mitigated.</p>