

1. Topic of assessment

EIA title:	Dorking Sustainable Transport Package (Phase 1)
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EIA author:	Paul Fishwick / Caroline Prince
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2. Approval

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

3. Quality control

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4. EIA team

Name	Job title (if applicable)	Organisation	Role
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Lisa Creaye-Griffin	Equalities Group (DEG) - Chair	SCC	Support, 'critical friend', prior approval

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 first phase of the Dorking Sustainable Transport Package, a package of sustainable transport measures centred on Dorking Deepdene station. The scheme aims to improve access to the station, inter-connectivity between this station and Dorking main station, improve road safety and support modal shift away from the private car.</p>
<p>What proposals are you assessing?</p>	<p>This assessment looks at the equalities issues in relation to the first phase of the scheme, which is comprised of three main elements:</p> <p>Pedestrians and cyclists</p> <ul style="list-style-type: none"> • Improving walking and cycling links between Dorking Main and Dorking Deepdene station, along the A24 London Road and Station Approach, improving access for all; improving facilities for bus users, specifically those using Bus Stops A, stops at Dorking Main railway station and at selected locations in Dorking town centre. • Improving pedestrian wayfinding capability between Dorking Main railway station and Dorking Deepdene and the town centre by installing a network of wayfinding totems and finger posts, highlighting key destinations and the most convenient routes for pedestrians to access them. • RTPI signs at passenger entrances to Dorking Deepdene station, detailing local bus information and rail service information for services departing Dorking Main and Dorking Deepdene. <p>Bus network improvements</p> <ul style="list-style-type: none"> • Providing Real Time Passenger Information (RTPI) at Bus Stop A. • Providing RTPI at Dorking Main railway station. • Potential re-design of Bus Stop A to reduce conflict between waiting bus passengers and cyclists using the off-highway cycle route but deviating onto the footway due to the unattractive and inconvenient existing layout of the cycleway at that point. <p>On-station improvements at Dorking Deepdene</p> <ul style="list-style-type: none"> • Replacement of waiting shelters. • Removal of vegetation. • Installation of acoustic and privacy screening. • Lighting improvements. • Installation of CCTV.

	<ul style="list-style-type: none"> • Improvements to the stairs accessing the station platforms. • New cycle facilities. • Installation of a new Ticket Vending Machine (TVM) at the north entrance to the station.
<p>Who is affected by the proposals outlined above?</p>	<p>The proposals could potentially affect anyone living or travelling in or around Dorking, including:</p> <p>Individuals</p> <ul style="list-style-type: none"> • Anyone who travels through or in Dorking (any and all modes). • Visitors to and residents of Dorking. • Anyone who currently cycles for transport, leisure or sport. • Other road users including motorists, pedestrians. <p>Organisations</p> <ul style="list-style-type: none"> • Businesses located in Dorking, and those within close proximity. • Bus operators who operate in or around Dorking, particularly those serving the stations. • Businesses that transport goods through or near Dorking. • Train operators who operate services through Dorking Deepdene or Dorking Main. • 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 (17 June 2015). • Public consultation (19 June – 31 July 2015) – six week statutory online consultation, using the Local Transport Plan list of consultees, and inviting feedback via an online survey. • Public exhibition at The Lincoln Arms on Station Approach, located within the scheme geography (26 & 27 June 2015). • Site meetings with members of Mole Valley Cycle Forum, Dorking Town Centre Forum, the Dorking Access Forum, and the Executive Member for Planning. • A briefing was given to the Mid Surrey Disability Alliance Network on 12 July 2015. • A number of organisations responded to the public consultation including Metrobus, and the Mole Valley Cycle Forum. • Formal Committee (9 September 2015). • 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. 14% of those who responded to the question of disability considered themselves to have a disability, whilst 4% preferred not to say. 28% of respondents were aged sixty or over whilst 5% preferred not to say. The comments received during the public consultation were varied, and there were some comments relating to impacts on physically impaired users of Dorking Deepdene station. These were primarily in relation to the fact that this phase of the scheme does not propose installing lifts or ramps at Dorking Deepdene station, it will therefore remain non-DDA compliant until this can be rectified with a larger budget under a future phase of the scheme (Phase 2). There were no other comments related to any protected group, or any negative impacts on equality.</p>
Data used
<p>Data and information used in the sustainable transport package has been sourced from:</p> <ul style="list-style-type: none"> • Office of Rail Regulation station usage figures (passenger entry, exit and interchange data) (2013). • Census (2011). • Mole Valley Core Strategy (2009). • Mole Valley Employment Land Review (2013). • Horsham District Council Planning Framework (2014). • Living Streets 'Making the case for investment in the walking environment' (2011). • Coast to Capital Draft Strategic Economic Plan (2013). • Coast to Capital Strategic Economic Plan (2014). • Surrey Rail Strategy (2013).

- Dorking Town Area Action Plan.
- Dorking Pedestrian Wayfinding Strategy.

Officer Engagement

- SCC Road Safety team.
- SCC Sustainability Group.
- SCC Travel & Transport Group.
- SCC transport studies team.
- Mole Valley District Council Planning Officers.

Wider engagement

- Disability Alliance Network.
- Tom Pierpoint, First Great Western.
- Paul Best, Southern Trains/Govia Thameslink.
- Local residents.
- Mole Valley Cycle Forum.
- Dorking Town Centre Access Forum.
- Dorking Town Centre Forum.

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 Dorking Main and Deepdene stations, for all ages. • Improved safety and security for older, younger and vulnerable users, both on-station and travelling between stations • Children using the stations, bus services or route between the stations to access schools in the areas, e.g. The Ashcombe School, will have a safer more attractive route, and safer, more reliable facilities in the form of RTPI, new waiting shelters, secure cycle storage facilities. • People of working age who commute from/through the Dorking stations may benefit in particular as a result of the interchange and accessibility improvements. <p>The proportion of Surrey's population aged 65 years and over is projected to</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 perceived vulnerability of older and younger people using these facilities.</p>	<p>Evidence is sourced from:</p> <p>National Child Management Programme (NCMP) 2011/2012 results for obese and overweight children by borough/district.</p> <p>FPH Transport and Health Briefing statement Compliancy with Safe Routes to School initiatives.</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> <p>2012/13 concessionary statistics of bus journeys sourced from the Annual Bus Statistics 2012/13.</p>

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

	<p>increase from around 16.5% to 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. Lack of transport options can affect independence and social isolation, which may impact on health and social care needs.</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>Statistics on the method of travel to education for secondary school children sourced from the National Travel Survey of 2010.</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 between the stations. 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.</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.</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>

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

	<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>Visually impaired users have been considered, for example, in the design of the wayfinding totems. When first developing the design of the totems and fingerposts, SCC worked with the RNIB to ensure that the colour contrast of the maps was the most optimum possible to allow as many visually impaired to use the facility as possible. The height of the totems has been accounted for by using font that increases in size the higher up the infrastructure it is sited i.e. the font at the top of the totems is larger than that lower down the sign, in order that it may be read with ease.</p> <p>Improvements to the surface quality of footways will aid movement for wheelchair and mobility scooter users.</p>	<p>Steps would be taken to ensure the lowest inconvenience possible as part of the construction process.</p> <p>Shared use facilities, if used in inappropriate ways, can create risks for the visually or audibly impaired.</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>It is estimated that 44 deaths in those age 25 years and over are attributable to levels of air pollutants in Mole Valley each year (Estimating local mortality burdens associated with particulate air pollution 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.</p> <p>Effects of air quality on public health sourced from the Committee on the Medical Effects of Air Pollution.</p>
<p>Gender reassignment</p>	<p>No impact.</p>	<p>No impact.</p>	<p>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.</p>
<p>Pregnancy and maternity</p>	<p>Pregnant women and parents with young children on bike seats may have</p>	<p>While works are ongoing to deliver improvements, pedestrian/pram access may be</p>	<p>The research, published in The Lancet</p>

	<p>particular safety or access concerns. Therefore seeking successful delivery of this scheme which aims to improve accessibility for all users should be beneficial.</p> <p>Parents pushing prams will benefit from widened, better surfaced footpaths.</p> <p>Encouraging greater use of sustainable modes will help lower levels of air pollutants in the local area, benefitting health.</p>	restricted. Steps would be taken to ensure the lowest inconvenience possible as part of the construction process.	Respiratory Medicine journal , found that exposure to air pollutants increased the risk of babies being born weighing less than 2.5kg, and reduced average head circumference.
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	No impact.	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 safety at Dorking Deepdene and improved access to and between the stations through pedestrian, cycle and bus network improvements should make travel for carers easier, and certainly should not disadvantage this protected group.	No impact.	N/A.
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7b. Impact of the proposals on staff with protected characteristics

Protected characteristic	Potential positive impacts	Potential negative impacts	Evidence
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.

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.'

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 first phase of the Dorking Sustainable Transport Package as a result of the Equalities Impact Assessment.</p> <p>Changes to the design and colour pallet of the mapping used on the wayfinding signs were amended as a result of discussions with various disability groups including RNIB, part of previous wayfinding projects.</p> <p>The main issue identified from the EqIA had been identified in the public consultation, that of no step-free access at Dorking Deepdene station. This is recognised but is outside of the scope of the cost of the scheme; it is an aspiration of the train operating company First Great Western, to provide step-free access either by lifts or ramps, under a future phase of the scheme.</p> <p>All protected characteristics have been considered from the start of the development of the scheme and every effort has been made to engage with protected groups. These issues will continue to be a principal consideration in future revisions and phases of the scheme. Surrey County Council will continue to support the goal of making Dorking Deepdene a fully accessible station and will continue to work with First Great Western as appropriate in this aim.</p>	<p>Overall, the proposals are expected to have a positive impact on the protected groups.</p> <p>Whilst it is recognised that Dorking Deepdene will not be made fully DDA compliant by this first phase of the scheme, and this can be seen as a negative, the ambition to install lifts or ramps at the station is supported and will be included in future phases of the scheme. Future phases are subject to funding and feasibility.</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 and bus infrastructure are of sufficient quality that they will feel safe for use by all, including young children.</p>	<p>During the delivery of the scheme.</p>	<p>Project Manager</p>

Conflict between pedestrians and cyclists	Consider as part of the scheme design – consider referencing within cycling infrastructure. Whilst the scheme is not changing the route cyclists should take on the northbound side of the A24, it does seek to reduce conflict through better signage, directing cyclists away from Bus Stop A.	During the delivery of the scheme.	Project Manager
While works are ongoing to deliver improvements, pedestrian/pram access may be restricted. During the construction of transport infrastructure improvements, there may be disruption to routes and services for users.	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	During the delivery of an individual scheme.	Project Manager

10. Potential negative impacts that cannot be mitigated

Potential negative impact	Protected characteristic(s) that could be affected
Whilst the lack of lifts or ramps available at Dorking Deepdene station were highlighted by the public consultation on the scheme, mitigation for this is currently beyond the financial scope of the scheme. There are no potential negative impacts of the measures within the scope of the scheme which cannot be mitigated.	N/A.

11. Summary of key impacts and actions

Information and engagement underpinning equalities analysis	Our analysis is underpinned by working with officers to determine the needs of minority groups and through a public consultation which informed our assessment of the strategy by analysing the views of the public.
Key impacts (positive and/or negative) on people with protected characteristics	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 Dorking and the wider area. There are specific positive impacts as follows: <ul style="list-style-type: none"> Improved safety and accessibility for young people, older people, those with disabilities, pregnant women

	<p>and those with young children.</p> <ul style="list-style-type: none"> • Increased independence for young, older and disabled people who cannot/ 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. <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.
<p>Changes you have made to the proposal as a result of the EIA</p>	<p>We have ensured that equalities issues are considered in every part of the scheme, engaging with groups such as the Mole Valley Access Forum and the Mid Surrey Disability Alliance Network. We will continue to do so in future phases of the scheme.</p> <ul style="list-style-type: none"> • 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>