


## 1. Topic of assessment

<b>EIA title:</b>	A320 Woking Town Centre HIF
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<b>EIA author:</b>	Andy Stokes
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## 2. Approval

	<b>Name</b>	<b>Date approved</b>
<b>Approved by<sup>1</sup></b>	Lisa Creaye-Griffin 	29 November 2018

## 3. Quality control

<b>Version number</b>	1.3	<b>EIA completed</b>	21/11/2018
<b>Date saved</b>	21/11/2018	<b>EIA published</b>	

## 4. EIA team

<b>Name</b>	<b>Job title (if applicable)</b>	<b>Organisation</b>	<b>Role</b>
Andy Stokes	West Team Manager	SCC (HT&E)	Author
Dominic Forbes	Planning Group Manager	SCC (HT&E)	Contributor
Tony Otterson	Project Manager – Woking Town Centre	SCC (HT&E)	Contributor
Lisa Creaye-Griffin (H&T Directorate Equalities Group)	Countryside Group Manager	SCC (HT&E)	Support, acting as critical friend and EAI approver

<sup>1</sup> Refer to earlier guidance for details on getting approval for your EIA.

## 5. Explaining the matter being assessed

<p><b>What policy, function or service is being introduced or reviewed?</b></p>	<p>This assessment is of the Guildford Road/ Victoria Arch/ Station Approach improvements forming part of the A320 Woking Town Centre HIF. The package comprises increased road space and capacity for all pedestrians, cyclists and vehicular traffic through the 'Victoria Arch' rail bridge, improvements to provide junction capacity, plus enhanced and additional walking and cycle route facilities.</p> <p>The specific objectives of the scheme are:</p> <ol style="list-style-type: none"> <li>1. Remove the network capacity restrictions currently experienced around the A320 Guildford Road to the south of the Railway, facilitating future residential development within the town centre.</li> <li>2. Improved quality and extent of sustainable travel options to Woking town centre and the rail station.</li> <li>3. Increased travel via sustainable modes into Woking town centre from its suburbs to the south of the town.</li> </ol>
<p><b>What proposals are you assessing?</b></p>	<p>This assessment looks at the equality issues in relation to the following vehicular, pedestrian and cycle and passenger transport measures:</p> <ul style="list-style-type: none"> <li>• Victoria Arch: The widening of Victoria Arch, the railway bridge over Victoria Way, allowing: <ul style="list-style-type: none"> <li>- an increase in the number of vehicular traffic lanes from 2 to 4 (2 northbound and 2 southbound); and</li> <li>- The provision of a 5m wide footway / cycleway on both sides of the carriageway.</li> </ul> </li> <li>• Station Approach: The control of traffic from Station Approach by means of traffic signal control, allowing traffic to turn right directly towards the town centre without the need to negotiate the gyratory.</li> <li>• Guildford Road: The provision of a new traffic signal controlled junction at Guildford Road and Victoria Road (currently leading to Station Approach), allowing pedestrian and cycle crossing facilities across both Guildford Road and Victoria Road, and the closure of Station Approach to vehicular traffic between Victoria Road and Heathside Road.</li> <li>• Pedestrian and Cycle Improvements: The provision of shared pedestrian / cycle links on both sides of A320 Guildford Road, on the western side between Victoria Arch and the access to The Sovereign public house and on the eastern side between</li> </ul>

	<p>Victoria Arch and the Woking Park access in Constitution Hill. The scheme also provides a new Toucan crossing on Guildford Road adjacent to its junction with Heathside Road together with an improved uncontrolled pedestrian crossing south to the junction with York Road.</p> <p>The outcomes of the improvements are expected to include:</p> <ul style="list-style-type: none"> <li>• Facilitating increased residential development within Woking Town Centre, close to its existing wide range of public transport and leisure facilities, and employment areas.</li> <li>• Reduced and more reliable vehicle journey times to and from Woking Town Centre, including the existing bus services accessing to and from the south.</li> <li>• Additional road crossing options for pedestrians and cyclists without the need to dismount.</li> <li>• New cycle and pedestrian links to and from Woking station and the town centre, connecting to Woking Park, the suburbs of Woking to the south and other amenities, including Woking Leisure Centre and Pool in the Park.</li> <li>• An increase the availability of sustainable transport options, leading to a greater number of people walking and cycling, encouraging healthier living.</li> </ul> <p>Other long-term outcomes sought from the project are:</p> <ul style="list-style-type: none"> <li>• The regeneration of land within the existing gyratory, enabling the delivery of an accessible high quality sustainable development site.</li> <li>• A more resilient highway network and reduced congestion giving rise to improved air quality.</li> </ul>
<p><b>Who is affected by the proposals outlined above?</b></p>	<p>The proposals could potentially affect anyone living or travelling in or around the Woking area, including:</p> <p>Individuals</p> <ul style="list-style-type: none"> <li>• Anyone who travels through the Woking area (any and all modes).</li> <li>• Visitors to, and residents of, Woking.</li> <li>• Anyone who currently cycles for transport, leisure or sport.</li> <li>• Anyone who currently walks for transport, leisure or sport.</li> <li>• Individuals who use the bus or train.</li> <li>• Other road users including motorists.</li> </ul>

### Organisations

- Businesses located in Woking, and those within close proximity to the town centre.
- Bus operators who operate in or around Woking, particularly those serving areas in and around the town centre.
- Businesses that transport goods through or near Woking.
- Train operators who operate services through Woking Rail Station.
- Event organisers.

The above list includes all protected characteristics groups. The impact of the proposals on groups with protected characteristics have been considered at a high level. The procedure for engaging with protected characteristics groups in the lead up to and during construction is considered by the Surrey Highways Customer and Stakeholder Engagement Plan (CSEP). However, specific aspects that should be taken into account during the design of the measures that make up the HIF are considered as part of this impact assessment.

## 6. Sources of information

### Engagement carried out

Engagement carried out included:

- Update reports provided to Woking Joint Committee (March and June 2018)
- The scheme has been developed by the Officer Project Board, through workshops and consultations with both Borough and County officers.
- A public consultation was carried out during September and October 2018 in conjunction with other related Woking transport schemes in plan for delivery across the same timeframe.

Officer Engagement has included:

- Woking Borough Council Officers
- SCC Road Safety team
- SCC Passenger Transport team
- SCC Transport Studies team
- SCC Traffic Operations Team
- SCC Transport Development Planning
- SCC Local Area Highways officers
- SCC Highways Design & Delivery team

## Data used

Data and information used in the Woking HIF has been sourced from:

- Information from review of Cycle Woking cycle demonstration towns
- Census (Surrey-i, 2011)
- Surrey Economic Partnership, Local Economic Assessment (2010)
- Woking Borough Draft Local Transport Strategy and Forward Programme (2014)
- Woking Borough Core Strategy (2012) / Local Development Framework
- Woking Borough Economic Development Strategy (2017)
- Surrey County Council Accident Data (2016)
- Modelling data for cycle concept design work on Oriental Road (2018)
- Woking Integrated Transport Project (ITP) EM3 business case submission (2016)
- Strategic Economic Plan - published (Enterprise M3, 2014)
- Draft Strategic Economic Plan – for consultation (Enterprise M3, 2018)
- WebTAG Unit A5.1 (Department for Transport, 2014)
- Feedback gathered from previous public consultations on bus improvement schemes and the Local Transport Review.
- SCC Customer and Stakeholder Engagement Plan (CSEP).

## 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 <sup>2</sup>	Potential positive impacts	Potential negative impacts	Evidence
<p style="text-align: center;"><b>Age</b></p>	<p>The package of measures has the potential to deliver the following positive impacts:</p> <ul style="list-style-type: none"> <li>• Easier and more convenient walking and cycling routes to and from Woking town centre, its suburbs and the railway station, for all ages.</li> <li>• A safer road environment is likely to be of particular benefit for vulnerable older and younger users.</li> <li>• Improved access between homes, the town centre and rail station, thereby decreasing isolation within older residents.</li> <li>• Improved network management and reliability will help to ensure more reliable bus journeys for all ages.</li> </ul> <p>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</p>	<p>During the construction of the improvements, the works may disrupt existing pedestrian and cycling routes, leading to a temporary reduction in sustainable travel use. Measures will be taken to minimise disruption and ensure optimum levels of accessibility to and from the town and the rail station is maintained.</p> <p>Shared cycle and pedestrian routes may increase the vulnerability of older and younger people using these facilities.</p> <p>A significant change in the arrangement of the highway network may create initial uncertainty amongst road users upon completion of the works as they learn the new highway layout.</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>Compliance with Safe Routes to School initiatives - FPH <a href="#">Transport and Health Briefing statement</a></p> <p>Issues identified through engagement with the Local Committee, borough and county officers.</p> <p>Vulnerability factors of older people taken from <a href="#">AgeUK – What makes older people vulnerable.</a></p> <p>Data for the population growth of older people is sourced from the <a href="#">2011 Census data on population estimates</a></p> <p>Concessionary bus journey statistics - <a href="#">Annual Bus Statistics 2014/15</a></p>

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

	<p>experiencing disability and/or impairment need to be considered and prioritised.</p> <p>The lack of transport options can affect independence and social isolation, which may impact on health and social care needs.</p> <p>Without careful planning and good design a heavily trafficked town centre environment can be intimidating to vulnerable users and limit the growth in sustainable travel modes. The creation of enhanced and additional pedestrian/cycle routes separate from the carriageway in combination with the other highway network improvements will increase the likelihood of all ages choosing walking and cycling as a viable and attractive mode of travel.</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 - <a href="#">National Travel Survey of 2014</a></p> <p>1 in 3 children would like to cycle to school - <a href="#">BikeHub</a></p>
<p><b>Disability</b></p>	<p>The scheme seeks to support sustainable travel movements within the area</p> <p>The new cycle and pedestrian routes into the town centre and rail station will also</p>	<p>Those with disabilities may be negatively impacted whilst works are ongoing to deliver some of the infrastructure improvements. This might</p>	<p>Evidence is sourced from:</p> <p>Figures on disabled people taking part in cycling from Active Surrey<sup>3</sup>.</p>

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



	<p>benefit those in wheelchairs or with mobility problems though improved footways, enhanced and new pedestrian and cycle crossings and a considerably enhanced environment for non-motorists road users.</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>Improving sustainable travel options and reducing the number of vehicles on this particular approach to Woking would help improve the overall Air Quality within the town centre, benefiting those who suffer from chronic respiratory illnesses.</p>	<p>include diverted access routes or reduced width of available routes. Measures would be taken to ensure the lowest inconvenience possible as part of the construction process.</p> <p>There are differing views on the impact of shared use pedestrian cycle paths and disability groups have expressed concern that these can lead to conflict. The routes provided are compliant with relevant guidance and provided at a minimum width of 3m increasing to 5m through Victoria Arch where usage and therefore potential for conflict is greater.</p> <p>A significant change in the arrangement of the highway network may create initial uncertainty amongst road users upon completion of the works as they learn the new highway layout.</p>	<p>Issues identified through engagement with the Local Committee and borough and county officers.</p> <p><a href="#">2011 ONS Census data</a></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><a href="#">Estimating local mortality burdens associated with particulate air pollution</a>, 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. – <a href="#">Committee on the Medical Effects of Air Pollution</a> December 2010.</p>
<p><b>Gender reassignment</b></p>	<p>No impact</p>	<p>No impact</p>	<p>The proposed improvements are not anticipated to advantage/disadvantage users with this protected characteristic any more than users without it.</p>
<p><b>Pregnancy and maternity</b></p>	<p>Pregnant women and parents with young children on bike seats may have particular safety or access concerns</p>	<p>While works are ongoing to deliver improvements, pedestrian/pram access may be restricted. Measures would be</p>	<p>Research, published in <a href="#">The Lancet Respiratory Medicine journal</a>, found that exposure to air pollutants increased the risk of babies being</p>



	<p>when sharing the highway with vehicles. Therefore the provision of new safer cycle routes should be beneficial to this group.</p> <p>Improving sustainable travel options within Woking Town Centre and its approaches would improve the overall air quality which in particular would benefit pregnant women and babies.</p>	<p>taken to ensure the lowest inconvenience possible as part of the construction process.</p>	<p>born weighing less than 2.5kg, and reduced their average head circumference.</p> <p>The <a href="#">Transport for London, 2009, Smoothing the Traffic Flow</a> 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>
<b>Race</b>	No impact	No impact	The proposed improvements are not anticipated to advantage/disadvantage users with this protected characteristic any more than users without it.
<b>Religion and belief</b>	No impact	No impact	The proposed improvements are not anticipated to advantage/disadvantage users with this protected characteristic any more than users without it.
<b>Sex</b>	Female safety issues	No impact	The proposed improvements are not anticipated to advantage/disadvantage users with this protected characteristic any more than users without it.
<b>Sexual orientation</b>	No impact	No impact	The proposed improvements are not anticipated to advantage/disadvantage users with this protected characteristic any more than users without it.
<b>Marriage and civil partnerships</b>	No impact	No impact	The proposed improvements are not anticipated to advantage/disadvantage users with

			this protected characteristic any more than users without it.
<b>Carers<sup>4</sup></b>	It is possible that the scheme may improve accessibility for carers. Increased accessibility through pedestrian, cycle and network improvements will make journeys and travel for carers easier and more reliable, and certainly should not disadvantage this protected group.	While works are ongoing to deliver improvements, pedestrian/wheelchair access may be restricted at certain times during construction. Measures will be taken to ensure the lowest possible level of inconvenience as part of the construction process.	Carers are currently able to claim back their <a href="#">travel costs through the NHS</a> 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

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Protected characteristic	Potential positive impacts	Potential negative impacts	Evidence
<b>Age</b>	SCC staff that work at Quadrant Court will benefit from an enhanced transport work, which will offer increased opportunities to travel to work by sustainable travel modes and benefit from more reliable journey times, benefitting the employee and the organisation.	During the height of construction, the presence of traffic management measures may create short periods of disruption, creating journey delays and inconvenience to staff working at Quadrant Court. Traffic Management measures will be implemented to ensure the safe construction of the works, whilst minimising disruption to all users as far as is reasonably practicable.	Other than those positive and negative impacts described, the proposals are not expected to have any specific other impacts on staff from any protected group.

<sup>4</sup> 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.’

		A significant change in the arrangement of the highway network may create initial uncertainty amongst road users upon completion of the works as they learn the new highway layout.	
<b>Disability</b>	See above	See above	See above.
<b>Gender reassignment</b>	See above	See above	See above.
<b>Pregnancy and maternity</b>	See above	See above	See above.
<b>Race</b>	See above	See above	See above.
<b>Religion and belief</b>	See above	See above	See above.
<b>Sex</b>	See above	See above	See above.
<b>Sexual orientation</b>	See above	See above	See above.
<b>Marriage and civil partnerships</b>	See above	See above	See above.
<b>Carers</b>	See above	See above	See above.

## 8. Amendments to the proposals

Change	Reason for change
<p>No changes have been made to the Woking Town Centre HIF scheme 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>Whilst limited short term impacts will arise as described under the heading of each protected characteristic, the implementation of the works will be actively managed to ensure that the negative impacts are addressed during the evolution of the scheme design, through construction and upon completion.</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 vehicular infrastructure is of sufficient quality that all users will feel safe and are able to use the facilities safely both during construction and upon completion.</p>	<p>During the design and delivery of the relevant part of the works.</p>	<p>Project manager</p>
<p>Conflict between pedestrians and cyclists</p>	<p>Consider as part of the scheme design and evolution. Ensure that designs standards are met and where unachievable, measures are taken to mitigate any consequential impacts.</p> <p>Undertake and action (where it is reasonably practicable) the appropriate Stage 1, Stage 2 and Stage</p>	<p>During the design and delivery of the relevant part of the works.</p>	<p>Project Manager</p>

	3 Road Safety Audit Process.		
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, measures will be taken to minimise the impact of works on routes by providing where possible, additional signage, maximised available footway and cycleway widths, safe crossing points and/or alternative routes and provisions.	During the delivery of an individual scheme.	Project Manager/ contractor
During the scheme construction, bus users from this protected group may experience short term inconvenience as works disrupt normal routes and services (e.g. bus stop suspensions).	Communications to mitigate any potential impact to be coordinated via the Surrey County Council Customer and Stakeholder Engagement Plan.	Pre and during construction	Works Communications Team
Disability groups have expressed concern that shared footway/cycleways can be dangerous.	Shared footway cycleways will be constructed to a minimum width of 3.0m will be provided and increased to a width of 5.0m where the level of usage and potential impact is high.  Undertake and action (where it is reasonably practicable and feasible) the appropriate Stage 1, Stage 2 and Stage 3 Road Safety Audit Process.	Design stage	Project Manager
A significant change in the arrangement of the highway network may create initial uncertainty amongst road users upon completion of the works as they learn the new highway layout.	Communications will be held locally to provide advance warning of the new road layout coming into effect. This will be supplemented by 'new road layout ahead' signage and other appropriate road signage to be agreed between the SCC/WBC and the Contractor.	During and post construction.	Works Communications Team and Project Manager.

## 10. Potential negative impacts that cannot be mitigated

Potential negative impact	Protected characteristic(s) that could be affected
There are no negative impacts identified within this analysis that cannot be mitigated.	N/A

## 11. Summary of key impacts and actions

<b>Information and engagement underpinning equalities analysis</b>	<p>Our analysis is underpinned by working with officers and protected characteristic representation groups to determine the needs of minority groups.</p> <p>The public consultation has also informed our assessment of the scheme by analysing the views of the public.</p>
<b>Key impacts (positive and/or negative) on people with protected characteristics</b>	<p>The impact of the scheme is anticipated to be positive for the significant majority of the network, its users and the residents of Woking and the wider area.</p> <p><b>Specific positive impacts as follows:</b></p> <ul style="list-style-type: none"> <li>• Improved safety and accessibility for young people, older people, those with disabilities, pregnant women and those with young children.</li> <li>• Increased independence for young, older and disabled people who feel more confident and able to negotiate the redesigned highway network.</li> <li>• A reduction in the number of casualties amongst young people.</li> <li>• Encourage modal shift across all age ranges freeing up the road network.</li> <li>• Improved air quality, through reduced congestion, will improve the overall health of the community.</li> <li>• Improved journey time reliability and more resilient highway network.</li> </ul> <p><b>Negative impacts are as follows:</b></p> <ul style="list-style-type: none"> <li>• Temporary disruption of current infrastructure and facilities during the construction of the scheme.</li> <li>• Possible conflict between pedestrians and cyclists on shared use paths.</li> </ul>
<b>Changes you have made to the proposal as a result of the EIA</b>	<ul style="list-style-type: none"> <li>• We have ensured that equalities issues are considered in every part of the scheme. We will continue to do so as the scheme design evolves.</li> <li>• Our principles for commissioning designing and delivering infrastructure schemes includes</li> </ul>

	<p>considering the needs of all vulnerable users, specifically, older, younger and disabled people.</p>
<p><b>Key mitigating actions planned to address any outstanding negative impacts</b></p>	<p>To mitigate the negative impacts outlined above:</p> <p>The proposed works will be advertised and communicated locally in accordance with the County Council's CESP (Customer and Stakeholder Engagement Plan); communications will be held locally and with key stakeholders in advance of the works and upon completion to provide clarity of the new highway layout. Appropriate signage will be used to advise accordingly.</p> <p>The Traffic Management required to enable the construction of the works will be implemented to ensure the efficient and safe delivery of the works in accordance with the requirements of the County Councils Streetworks Team. This will assist in minimising journey delays and maximising road safety for all highway users.</p> <p>Implementation of best practice and minimum width design standards where possible when implementing pedestrian and cycle improvements to reduce conflict.</p> <p>The County Council's Road Safety Auditing process will consider the works against national and local guidance and policy to ensure that good design principles are implemented. Where Road Safety Audit recommendations cannot be met, these will either be mitigated through other road safety engineering options or where appropriate shall be the subject of a robust Exception Report.</p>
<p><b>Potential negative impacts that cannot be mitigated</b></p>	<p>There are no anticipated negative impacts that cannot be mitigated.</p> <p>This EIA has been based upon the works outlined on drawing 70018229-SK-28 F titled 'GUILDFORD ROAD IMPROVEMENTS NORTHERN JUNCTION GENERAL ARRANGEMENT'. Any changes to the proposed highway layout that exacerbate any existing negative impacts or create additional negative impacts may require an updated EIA.</p>



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