

## 1. Topic of assessment

<b>EIA title:</b>	Surrey Rail Strategy
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<b>EIA author:</b>	Lee McQuade, Economy Manager
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## 2. Approval

	<b>Name</b>	<b>Date approved</b>
<b>Approved by<sup>1</sup></b>	Iain Reeve	June 2013

## 3. Quality control

<b>Version number</b>	v0.3	<b>EIA completed</b>	
<b>Date saved</b>		<b>EIA published</b>	

## 4. EIA team

<b>Name</b>	<b>Job title (if applicable)</b>	<b>Organisation</b>	<b>Role</b>
Lee McQuade	Economy Manager	SCC	Project Manager
Paul Millin	Group Manager, Travel and Transport	SCC	Project Sponsor
Stephen Bennett	Associate	Arup	External Consultant
Scott Clyne	Planner	Arup	External Consultant

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

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## 5. Explaining the matter being assessed

<p><b>What policy, function or service is being introduced or reviewed?</b></p>	<p>The Surrey Rail Strategy is a work stream of Surrey Future. Surrey Future brings together Surrey's local authorities and business leaders to agree the investment priorities to support the county's economy over the next few decades and establish a list of long-term infrastructure priorities.</p> <p>The Surrey Rail Strategy provides Surrey with:</p> <ul style="list-style-type: none"> <li>• A long term programme of deliverable investment in rail infrastructure that is fully integrated with spatial priorities for growth and supports existing and emerging plans and strategies;</li> <li>• A strong basis from which to lobby for and bid effectively for funding to deliver rail infrastructure and other economic initiatives; and</li> <li>• A means for public bodies to be able to demonstrate that they have met the requirements of the duty to co-operate set out in the Localism Act 2011 on strategic priorities.</li> </ul>
<p><b>What proposals are you assessing?</b></p>	<p>The county council does not have an up-to-date policy on the provision of rail services in Surrey. The Surrey Rail Strategy will remedy this by articulating the council's priorities for rail and providing supporting evidence. The Surrey Rail Strategy will be part of the Local Transport Plan (LTP3).</p> <p>The Surrey Rail Strategy will provide a programme of investment in rail improvements that will benefit Surrey. Improvement options will be classified as either short, medium or long-term. A delivery plan will accompany the Surrey Rail Strategy to provide guidance on the practical steps the county council should take to ensure that the recommended rail improvements will be carried out.</p> <p>One of the actions in the strategy concerns a Station Facilities Improvement Programme, with the support of local partners, particularly borough and district councils and the rail industry. This reflects on evidence which suggests that some stations are not fit for purpose in terms of the quality of the facilities provided.</p>
<p><b>Who is affected by the proposals outlined above?</b></p>	<p>The groups most likely to be affected by the Surrey Rail Strategy are:</p> <ul style="list-style-type: none"> <li>• Surrey businesses or residents who use, or may want to use in future, rail services. Commuters to London will represent a large proportion of this group.</li> <li>• Residents of adjacent local authorities that could be affected by changes to rail services or infrastructure in Surrey.</li> <li>• Local residents who may be affected (either positively or negatively) by the construction of new rail infrastructure that would otherwise not be undertaken in the absence of the Surrey Rail Strategy.</li> <li>• Network Rail, the organisation responsible for the provision of rail infrastructure.</li> </ul>

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	<ul style="list-style-type: none"><li>• Train Operating Companies responsible for the provision of rail services within Surrey.</li></ul> <p>Separate EIAs will need to be undertaken on specific projects and initiatives as they are brought forward in partnership with the rail industry.</p>
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## 6. Sources of information

### Engagement carried out

As the strategy has been developed consultation has taken place with a number of partners, not least with relevant partners in the rail industry.

A Task and Finish Group was created with representation from Surrey County Council and Surrey districts and boroughs. Nominations for this group were sought from Surrey Planning Working Group.

At the start of the process Arup held several one-on-one sessions with members and officers. These sessions included meetings with:

- All Surrey boroughs and districts (planning and transport officers).
- The Chairman of Environment and Transport Select Committee
- The Cabinet Member for Environment and Transport
- Councillor Simon Gimson (Formerly of South West Trains and a member of the Environment and Transport Select Committee)
- The Chief Executive of Surrey Connects and Chairman of the Transport for Surrey Partnership.

A Member Seminar was held in January 2013. 29 members received a presentation on the rail issues identified and discussed early options to address those issues.

Two workshops have been held to inform the strategy. An Options workshop (January) included representatives from Surrey districts and boroughs, Surrey County Council, the Train Operating Companies, Network Rail, BAA Heathrow and the LEPs.

A further draft Surrey Rail Strategy workshop (March) included neighbouring local authorities.

### Public consultation

There was a 14 week public consultation on the rail strategy.

Five local committees and the local committee chairmen received an item on the strategy.

The draft Surrey Rail Strategy and/ or Executive Summary was sent by post to:

- Surrey Residents Associations
- Surrey Parish and Town Councils
- Surrey MPs
- All Elected Members
- Surrey libraries
- District and borough portfolio holders.

Information was also sent electronically to:

- Members of the Transport for Surrey Partnership
- A Local Transport Plan distribution list including walking, cycling and other public transport bodies
- Mencap, Age UK, Action for Blind People, Gay Surrey, the Disabled Citizens' Advice and Support Service, Guide Dogs for the Blind, Surrey Association for

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Visual Impairment (SAVI), Raise, North West Surrey Association for Disabled People (NWSADP), South East Surrey Faith Forum, and others.

- Business contacts:
  - Business representative groups such as Surrey Chambers of Commerce, the Institute of Directors and Federation of Small Businesses.
  - Surrey Connects business contacts.

Neighbouring transport authorities, the Train Operating Companies and several other groups and bodies had the opportunity to comment on the Surrey Rail Strategy.

Consultation responses were received from the Five Local Empowerment Boards in Surrey, the Surrey Access Forum and The Surrey Coalition of Disabled People. These supported the strategy and in particular the action to lead the development of a Station Facilities Improvement Programme.

## Data used

Data reviewed for the Strategy include:

- Surrey Local Transport Plans (LTP1 2001/02-2005/06 (including the Rail Services Strategy), LTP2 2006/07-2010/11, LTP3 2011-2026)
- Surrey Strategic Partnership Plan 2010-2020
- Rail Line Improvements in Surrey (South West 1995 and South Central 1996)
- Relevant documents from Surrey Future and Surrey Connects
- London and South East Route Utilisation Strategy (Network Rail 2011)
- Published passenger demand forecasts for the Surrey area
- Future franchise plans for rail franchises in Surrey (South West, Thameslink, Great Western) evidenced through DfT consultation or published specifications / ITTs
- South West Rail Corridor Plan (2007) and other relevant rail strategy documents prepared by Transport for London
- Airport master plans (particularly Heathrow and Gatwick)
- Delivering a Sustainable Transport System (DfT 2008)
- Local Transport White Paper (DfT 2011)
- High Level Output Statement (DfT 2012)
- Aviation policy documents (DfT)
- Periodic Reviews (Network Rail 2008 and 2013)

Data used specifically for completing the EIA include:

- Agenda for Later Life 2012: Policy priorities for active ageing, Age UK, 2012
- Railways for All: The Accessibility Strategy for Great Britain's Railways, Department for Transport, 2006
- Tube trials "Baby on board" badges for mums-to-be, TfL Press Release, Transport for London, 2005

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## 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
Age	Improvements to public transport brought about by the Surrey Rail Strategy will benefit both the young and old lacking access to private car transport.	None identified	The charity Age UK's report <i>Agenda for Later Life 2012: Policy priorities for active ageing</i> states that "for many older people, accessible, affordable public transport is a lifeline and vital to leading an active and independent life."
Disability	There will be benefits for disabled people where station improvements are made that increase accessibility (e.g. lifts, ramps, accessible toilets etc.). Disabled people benefit particularly from public transport improvements due to lower-than-average levels of access to private car transport.	None identified	The 2006 DfT <i>Accessibility Strategy for Great Britain's Railways</i> states that "Transport is essential for providing access to employment, health services, education and leisure pursuits. Disabled people are particularly dependent on public transport with 60 per cent of disabled people having no car in the household, compared with 27 per cent of the general population."
Gender reassignment	None identified	None identified	N/A
Pregnancy and maternity	Reduced overcrowding on trains during peak times would make their use more attractive for pregnant women.	None identified	In 2005 TfL carried out a survey on the issue of pregnant women and seats on London Underground services. The research showed: <ul style="list-style-type: none"> <li>• 92% of respondents thought that people sitting down should offer the seat to a pregnant woman without having to be asked;</li> <li>• 85% think pregnant women should ask for a seat if she needs one;</li> <li>• 78% of currently pregnant women stated that they never ask for a seat when they need one.</li> </ul>

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

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			This research highlights the importance of seat availability for pregnant women using public transport.
<b>Race</b>	None identified	None identified	N/A
<b>Religion and belief</b>	None identified	None identified	N/A
<b>Sex</b>	None identified	None identified	N/A
<b>Sexual orientation</b>	None identified	None identified	N/A
<b>Marriage and civil partnerships</b>	None identified	None identified	N/A

Page 127 **7b. Impact of the proposals on staff with protected characteristics**

<b>Protected characteristic</b>	<b>Potential positive impacts</b>	<b>Potential negative impacts</b>	<b>Evidence</b>
<b>Age</b>	None identified	None identified	N/A
<b>Disability</b>	None identified	None identified	N/A
<b>Gender reassignment</b>	None identified	None identified	N/A
<b>Pregnancy and maternity</b>	None identified	None identified	N/A
<b>Race</b>	None identified	None identified	N/A
<b>Religion and belief</b>	None identified	None identified	N/A
<b>Sex</b>	None identified	None identified	N/A

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<b>Sexual orientation</b>	None identified	None identified	N/A
<b>Marriage and civil partnerships</b>	None identified	None identified	N/A



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## 8. Amendments to the proposals

Change	Reason for change
None	N/A
None	N/A

## 9. Action plan

Potential impact (positive or negative)	Action needed to maximise positive impact or mitigate negative impact	By when	Owner
N/A	I think it would improve the EIA if there were one or two actions. For the Age, Disability and Pregnancy characteristics could you make provision for monitoring the benefits as the Strategy is rolled out. Perhaps a survey of these people's experiences as the improvements are implemented (Les Andrews)	N/A	N/A
N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A

## 10. Potential negative impacts that cannot be mitigated

Potential negative impact	Protected characteristic(s) that could be affected
N/A	N/A
N/A	N/A

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## 11. Summary of key impacts and actions

<b>Information and engagement underpinning equalities analysis</b>	<p>This EIA was carried out on the basis of a desktop study with reference to research carried out by national charities, the Department for Transport and Transport for London.</p> <p>Wide engagement with stakeholders and a 14 week public consultation as part of the process of developing the Surrey Rail Strategy has ensured that the views of those that will be affected by the Rail Strategy have been taken into account.</p>
<b>Key impacts (positive and/or negative) on people with protected characteristics</b>	<p>The EIA identified that the Surrey Rail Strategy would have positive impacts on groups of people with the following protected characteristics:</p> <ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy/Maternity</li> </ul> <p>No negative impacts on any protected characteristic groups were identified.</p>
<b>Changes you have made to the proposal as a result of the EIA</b>	<p>No changes have been made to the proposal as a result of the EIA.</p>
<b>Key mitigating actions planned to address any outstanding negative impacts</b>	<p>No mitigating actions necessary as no negative impacts have been identified.</p>
<b>Potential negative impacts that cannot be mitigated</b>	<p>N/A</p>