

1. Context of the Service or Policy

Service or Policy being assessed: **Transportation Development Control**

Assessor: **Andy Stokes**

Date: **February 2009**

What are the aims of the service or policy? If this assessment is part of a project it is important to focus on the service or policy the project aims to review/improve.

Transportation Development Control (TDC) advises Surrey's planning authorities on the transport considerations of all planning matters in Surrey. It also advises applicants, prior to submission of a planning application, on the likely transportation requirements of their proposals.

Having assessed new development proposals where necessary Transportation Development Control will enter into planning and highway legal Agreements with developers to secure transport mitigation in the form of financial contributions, works on the highway and/or development related travel plans. TDC also ensures that new adoptable roads are built to acceptable standards.

Vehicle Operator Licenses, which are granted by the Traffic Commissioner, allow individuals and companies to operate heavy goods vehicles from their premises. Transportation Development Control can make objections to such applications on highway safety and environmental grounds.

Who are the beneficiaries /users of this service or policy?

The residents of Surrey are all ultimately affected by TDC, but our main customers are:

- The 11 Local Planning Authorities and the County Planning Service on highway and transport related planning matters;
- Planning and Transport Consultants on behalf of developers and house builders in relation to transport planning and implementation;
- Residents wishing to seek advice on smaller scale planning issues
- Traffic Commissioner's Office and Vehicle Goods Vehicle Operators

The major barriers to TDC providing its services or functions are:

- the financial viability of a development,
- the need for local planning authorities to balance competing interest, and
- the need to "retro-fit" current standards into existing situations/layouts.

What is the existing situation in relation to minority, disadvantaged and excluded groups in which this service/policy operates?

(including age, belief/faith, disability, Gender/transgender, sexual orientation, race and other general equality strands or issues that might make people vulnerable. NB this will require declaring what information is currently captured with respect to equality & diversity monitoring) of this service or policy. It is also important to show the relevance of capturing this data.

TDC's main functions are:

1. Providing highway and transport advice on transport planning matters.
2. Entering into legal agreements for the provision and implementation of development related highway works.
3. Providing advice on the highway and environmental impacts of Vehicle Operator Licences.
4. Securing development related Travel Plans through the planning process.

Transport Planning Matters

The highways advice given in respect of planning matters relates to the technical suitability of a development or to its sustainability credentials such as its location. In respect of the technical issues, development is assessed primarily against 'Surrey Design' produced on behalf on the Surrey Local Government Association comprising all 11 districts in Surrey and the County Council. Its production was a collaborative effort with the House Builders federation, the Royal Institute of British Architects, the Landscape Institute, the Surrey Access Forum and Surrey Police. The guidance draws upon national and regional planning guidance and guides the implementation of SCC's Structure Plan. Surrey Design's supporting document, the Surrey Design Technical Appendix contains technical guidance for a wide range of highway design standards, again drawing upon national and regional technical guidance. Development is also assessed against 'Manual for Streets' produced by the Department for Transport.

The advice offered affects all users of surreys transport infrastructure and all of the equality strands, but primarily affects the mobility impaired and elderly. In terms of technical suitability, it is common for a proposal to affect existing or require new transport infrastructure and in these instances, developers are required to adhere to current highway design standard. For example a development that requires a new access may be required to provide a pedestrian crossing point together with tactile paving to promote pedestrian movement and assisting the partially sighted. Where development is assessed in terms of its location, access to local services and reducing the need to travel, such assessments are based upon the proximity of the likely end user to local facilities.

Development Related Highway Works

Development related highways works are undertaken by a developer, usually by way of Section 38 adoption Agreements, or a Section 278 Agreements for works on existing highway. Both are assessed against documents such as the Surrey Design Technical Appendix, the Department for Transport's Manual for Roads and Bridges, technical advisory and design notes produced by the DFT and publications produced by professional institutions such as the Institute of Highways & Transportation. All of these documents require all highways works to be inclusive in their design requiring safe access and movement for all users. In respect of S278 Agreements, the County Council's Road Safety

team carries out 3 separate Safety Audits at feasibility, design and post construction stages to ensure that works are safe for all users. Assessment is always judged against the impact on all road users (including pedestrians and cyclists) as the worse case scenario.

Vehicle Operator Licences

VOLs are assessed primarily against visibility standards as set out in the Department for Transport’s Manual for Roads and Bridges to ensure the safe ingress and egress of HGVs. Assessment also includes the need to ensure that any vehicle being operated is able to enter and leave the site without the need to reverse onto or from the adjoining highway. Any negative safety issues will impact all road users especially the disabled or mobility impaired, children and the elderly. Assessment is always judged against the impact on all road users, but particularly on these groups as the worse case scenario. Environmental considerations are also key to the assessment of any application, and a typical example might be the environmental impact on Common Land, or on land that carries specific designation, such as Sites of Special Scientific Interest and Special Protection Areas. Where there are applications in rural areas, there are often conflicts with bridleway and public footpath users.

Securing Travel Plans

The County Council has produced guidance on the production of Travel Plans called ‘Travel Plans Good Practice Guide’. Revised in January 2009, it provides guidance on the required content of a Plan and how it should aim to reduce reliance on single occupancy car use. The guidance applies to all equality strands in equal measure.

2. **Given what you already know, what is the potential for this service/policy to have a negative or differential impact on minority, disadvantaged, vulnerable and excluded groups or on race relations and community cohesion?**

Transport Planning Matters

Age	There is very little negative impact from any advice given in relation to this strand. There may be instances where a development impacts upon children or the elderly, if say for example the proposed development is located next to or close proximity to nurseries, schools, care homes or sheltered housing. TDC would object to any development that is considered unsafe, but where a development is considered acceptable, the application must provide safe movement for all road users where it is practical and feasible to do so. This will not create a negative impact.
Belief / Faith	None. There are no issues relating to highways and transport considerations that affect this strand
Disability	New development often results in the need for new vehicle crossovers, junctions or other works to the existing highway to facilitate the new traffic brought about by a development. TDC would object to any development that is considered unsafe, but where a development is considered acceptable, the application must provide safe movement for all road users where it is practical and feasible to do so. This will not create a negative impact.

Gender	A key aim of new development is to promote sustainability and therefore encourage walking, cycling and the use of public transport. The Office for National Statistics suggests that women carry out more trips than men for shopping and the school run, where as for commuting and business this pattern is reversed; (Focus on gender – September 2008). For other types of trips the percentage split is broadly similar. Encouraging travel to or from a proposed development by sustainable modes will marginally have a greater impact on women for trips relating to the school run or for shopping purposes. Similarly encouraging sustainable forms of travel would have a greater impact on men for business or commuting trips. Notwithstanding it is not expected that these differential impacts will have a negative impact.
Sexual Orientation	None. There are no issues relating to highways and transport considerations that affect this strand.
Race	None. There are no issues relating to highways and transport considerations that affect this strand.
Trans Gender/ Sexual	None. There are no issues relating to highways and transport considerations that affect this strand.
HR issues only:	None. There are no issues relating to highways and transport considerations that affect this strand.

Development Related Highway Works

Age	All works on existing highway or works which will become highway are the subject of technical assessment which includes the need to ensure safe access for all road users, including all equality strands. Where it is practical and feasible to do so any new works are required to be compliant with the Disable Discriminations Act and therefore any impacts are positive, rather than negative.
Belief / Faith	None. There are no issues relating to highways and transport considerations that affect this strand
Disability	New development often results in the need for new vehicle crossovers, junctions or other works to the existing highway to facilitate the new traffic brought about by the development. Any new highway infrastructure would have a positive impact on this strand. There would be no negative impacts providing appropriate care is taken to ensure the safe movement and access for all users through the detailed design.
Gender	The Office for National Statistics suggests that women carry out more trips than men for shopping and the school run, where as for commuting and business this pattern is reversed; (Focus on gender – September 2008). For other types of trips the percentage split is broadly similar. Encouraging travel to or from a proposed development by sustainable modes will marginally have a greater impact on women for trips relating to the school run or for shopping purposes. Similarly encouraging sustainable forms of travel would have a greater impact on men for business or commuting trips. Notwithstanding it is not expected that these differential impacts will have a negative impact.

Sexual Orientation	None. There are no issues relating to highways and transport considerations that affect this strand.
Race	None. There are no issues relating to highways and transport considerations that affect this strand.
Trans Gender/ Sexual	None. There are no issues relating to highways and transport considerations that affect this strand.
HR issues only:	None. There are no issues relating to highways and transport considerations that affect this strand.

Vehicle Operator Licences

Age	The permission sought to increase the number of HGVs being operated would impact all users of the highway. In particular it would negatively impact this strand.
Belief / Faith	None. There are no issues relating to highways and transport considerations that affect this strand
Disability	An increase in vehicular traffic of any type (cars, m/c's, vans, buses, HGVs) could impact on disabled users, particularly pedestrians. However, an increase in HGV movement could have an added negative impact for disabled users, particularly the partially sighted or deaf.
Gender	None. There are no issues relating to highways and transport considerations that affect this strand.
Sexual Orientation	None. There are no issues relating to highways and transport considerations that affect this strand.
Race	None. There are no issues relating to highways and transport considerations that affect this strand.
Trans Gender/ Sexual	None. There are no issues relating to highways and transport considerations that affect this strand.
HR issues only:	None. There are no issues relating to highways and transport considerations that affect this strand.

Travel Plans

Age	Travel Plans are produced in their final form once the end user of a development is known. The aim of a travel plan is to reduce the need to travel and to reduce single occupancy car journeys. The Plan would be tailored specifically to the nature of the occupant and therefore there is unlikely to be any negative impact. For example a Travel Plan for a school, care home, or sheltered housing would contain different initiatives and targets to each other than it would for say a Travel Plan for an office building.
Belief / Faith	None. There are no issues relating to highways and transport considerations that affect this strand.
Disability	Please see commentary under 'Age' strand.
Gender	The Office for National Statistics suggests that women carry out more trips than men for shopping and the school run, where as for commuting and business this pattern is reversed; (Focus on gender – September 2008). For other types of trips the percentage split is broadly similar. Encouraging travel to or from a proposed development by sustainable modes will marginally have a greater impact on women for trips relating to the school run or for shopping purposes. Similarly encouraging sustainable forms of travel would have a greater impact on men for business or commuting trips. Notwithstanding it is not expected that these differential impacts will have a negative impact.
Sexual Orientation	None. There are no issues relating to highways and transport considerations that affect this strand.
Race	None. There are no issues relating to highways and transport considerations that affect this strand.
Trans Gender/ Sexual	None. There are no issues relating to highways and transport considerations that affect this strand.
HR issues only:	None. There are no issues relating to highways and transport considerations that affect this strand.

3. Given what you already know, what is the potential for this service/policy to have a positive impact, such as tackling discrimination, promoting equality of opportunity and / or promoting good community relations, for minority, disadvantaged and excluded groups?

Transport Planning Matters

Age	A positive impact may result from this strand. For example any impact from an intensified land use may require new or upgraded highway infrastructure leading to a benefit not only to this strand, but for all equality strands and users.
Belief / Faith	None. There are no issues relating to highways and transport considerations that affect this strand
Disability	New development often results in the need for new vehicle crossovers, junctions or other works to the existing highway to facilitate the new traffic brought about by the development. Any new highway infrastructure would positively impact on this strand because the detailed design would ensure, the safe movement and access for all road users, (including pedestrians and cyclists) as far as practically possible.
Gender	The Office for National Statistics suggests that women carry out more trips than men for shopping and the school run, where as for commuting and business this pattern is reversed; (Focus on gender – September 2008). For other types of trips the percentage split is broadly similar. Encouraging travel to or from a proposed development by sustainable modes will marginally have a greater impact on women for trips relating to the school run or for shopping purposes. Similarly encouraging sustainable forms of travel would have a greater impact on men for business or commuting trips. Promoting development in easily accessible locations with good access to local services will have a positive impact on both sexes as well as all of the other equality strands.
Sexual Orientation	None. There are no issues relating to highways and transport considerations that affect this strand.
Race	None. There are no issues relating to highways and transport considerations that affect this strand.
Trans Gender/ Sexual	None. There are no issues relating to highways and transport considerations that affect this strand.
HR issues only:	None. There are no issues relating to highways and transport considerations that affect this strand.

Development Related Highway Works

Age	All works on existing highway or works which will become highway are the subject of technical assessment which includes the need to ensure safe access for all road users, including all equality strands. Where there are works next to or in close proximity to nurseries, schools, care homes or sheltered housing, there might be impacts to this strand, that are not being amplified elsewhere. Notwithstanding all works must provide modern well-equipped facilities for all users wherever practically possible, leading to a positive impact for all equality strands.
Belief / Faith	None. There are no issues relating to highways and transport considerations that affect this strand.
Disability	New development often results in the need for new vehicle crossovers, junctions or other works to the existing highway to facilitate the new traffic brought about by the development. Any new highway infrastructure would have a positive impact on this strand because the detailed design would ensure, the safe movement and access for all road users, (including pedestrians and cyclists) as far as practically possible.
Gender	The Office for National Statistics suggests that women carry out more trips than men for shopping and the school run, where as for commuting and business this pattern is reversed; (Focus on gender – September 2008). For other types of trips the percentage split is broadly similar. Encouraging travel to or from a proposed development by sustainable modes will marginally have a greater impact on women for trips relating to the school run or for shopping purposes. In implementing development works, they are required as far as is reasonably practical to provide for the safe movement of all road users, including pedestrians and cyclists, thereby positively impacting all equality strands.
Sexual Orientation	None. There are no issues relating to highways and transport considerations that affect this strand.
Race	None. There are no issues relating to highways and transport considerations that affect this strand.
Trans Gender/ Sexual	None. There are no issues relating to highways and transport considerations that affect this strand.
HR issues only:	None. There are no issues relating to highways and transport considerations that affect this strand.

Vehicle Operator Licences

Age	The permission sought to increase the number of HGVs being operated could turn a negative impact into a positive impact if the proposal leads to conditions upon the use of the site, or improved highway infrastructure. If a negative impact is being created, it is likely that TDC would object to an application.
Belief / Faith	None. There are no issues relating to highways and transport considerations that affect this strand.
Disability	The permission sought to increase the number of HGVs being operated could turn a negative impact into a positive impact if the proposal leads to conditions upon the use of the site, or improved highway infrastructure. If a negative impact is being created, it is likely that TDC would object to an application.
Gender	None. There are no issues relating to highways and transport considerations that affect this strand.
Sexual Orientation	None. There are no issues relating to highways and transport considerations that affect this strand.
Race	None. There are no issues relating to highways and transport considerations that affect this strand.
Trans Gender/ Sexual	None. There are no issues relating to highways and transport considerations that affect this strand.
HR issues only:	None. There are no issues relating to highways and transport considerations that affect this strand.

Travel Plans

Age	Travel Plans are produced in their final form once the end user of a development is known. The aim of a travel plan is to reduce the need to travel and to reduce single occupancy car journeys. The Plan would be tailored specifically to the nature of the occupant. A Travel Plan for a school, care home, or sheltered housing would contain different initiatives and targets to each other than it would say, for a Travel Plan for an office building. It is highly likely that any proposed travel plan measure would equally benefit other equality strands, resulting in a positive impact.
Belief / Faith	None. There are no issues relating to highways and transport considerations that affect this strand.
Disability	Please see commentary under 'Age' strand.
Gender	The Office for National Statistics suggests that women carry out more trips than men for shopping and the school run, where as for commuting and business this pattern is reversed; (Focus on gender – September 2008). For other types of trips the percentage split is broadly similar. Encouraging travel to or from a proposed development by sustainable modes will marginally have a greater impact on women for trips relating to the school run or for shopping purposes. In developing Travel Plans, they are required as far as is reasonably practical encourage sustainable travel, thereby positively impacting all equality strands.
Sexual Orientation	None. There are no issues relating to highways and transport considerations that affect this strand.
Race	None. There are no issues relating to highways and transport considerations that affect this strand.
Trans Gender/ Sexual	None. There are no issues relating to highways and transport considerations that affect this strand.
HR issues only:	None. There are no issues relating to highways and transport considerations that affect this strand.

4. Give details of involvement, consultation and or research undertaken for each relevant equality and diversity grouping, upon which this policy/service has had an impact either internally or externally.

What is the research telling you in relation to age, belief/faith, disability, race gender/transgender, sexual orientation and other equality issues?

Transport Planning Matters

Age	TDC uses SCC’s own technical guidance, as well as local, regional and national guidance in the assessment of Planning Applications. All of this guidance has been prepared taking into account the needs and safety of all roads users, particularly the disabled, the young and the elderly.
Belief / Faith	In working on the Horley project TDC, has engaged with the local access for the disabled group. This has resulted in improving the subway by taking out the barriers so that disabled users can get through. A disabled access ramp has also been provided to the elderly persons flats in. The new public realm works in the Town Centre include many of the suggestions that the access for the disabled group has put forward.
Disability	
Gender	In Camberley TDC has managed the off site highway works as part of The Atrium development. The works have been implemented by a developer, and consist of the removal of a subway to aid pedestrian movement and improve the perception of safety, a positive impact for the Age and Disability Strands, whilst also to the benefit of all strands. TDC has also been engaged with local residents and businesses in the implementation of the works accommodating their suggestions where possible. The developer has also engaged with the local disabled access group in order to address their concerns.
Sexual Orientation	
Race	TDC meets with local Engineers and SCC colleagues on a regular basis in order to take on board local issues when responding to planning applications. These issues stem from concerns and matters raised by local residents and often from disabled access user groups and resident societies. On larger projects such as Horley and Camberley, TDC will refer to any existing town centre accessibility studies, incorporating recommendations from these studies wherever possible into the development proposals.
Trans Gender/ Sexual	
	These examples go to show that engagement with local residents and in particular disabled user groups helps to achieve a final design solution that better accommodates the needs of all road users, particularly in areas of high footfall or town centres.

HR issues only:	The Office of National Statistics has been interrogated to understand whether any particular journey type is more or less common to men or women. Figures have indicated that Women carry out more shopping and school run type trip than men and visa versa for business and commuting trips. This data indicates that for shopping and school run type trips, particular care may need to be taken to address the movement of pedestrians with buggies (in the case of residential development or school and nurseries). In respect of trips that involve the use of sustainable modes of travel late at night, particular attention to the safety or perception of safety of vulnerable users may be required. Such vulnerable users may be any 6 of the equality strands.
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Development Related Highway Works

Age	TDC uses SCC's own technical guidance, as well as local, regional and national guidance in the assessment of development related highway works. All of this guidance has been prepared taking into account the needs and safety of all roads users, particularly the disabled, the young and the elderly.
Belief / Faith	In working on the Horley project TDC, has engaged with the local access for the disabled group. This has resulted in improving the subway by taking out the barriers so that disabled users can get through. A disabled access ramp has also been provided to elderly persons flats. The new public realm works in the Town Centre include many of the suggestions that the access for the disabled group has put forward.
Disability	In Camberley TDC has managed the off site highway works as part of The Atrium development. The works have been implemented by a developer, and consist of the removal of a subway to aid pedestrian movement and improve the perception of safety, a positive impact for the Age and Disability strands, whilst also to the benefit of all stands. TDC has also been engaged with local residents and businesses in the implementation of the works accommodating their suggestions where possible. The developer has also engaged with the local disabled access group in order to address their concerns.
Gender	These examples go to show that engagement with local residents and in particular disabled user groups helps to achieve a final design solution that better accommodates the needs of all road users, particularly in areas of high footfall or town centres.
Sexual Orientation	The Office of National Statistics has been interrogated to understand whether any particular journey type is more or less common to men or women. Figures have indicated that Women carry out more shopping and school run type trip than men and visa versa for business and commuting trips.
Race	
Trans Gender/ Sexual	
HR issues only:	

Vehicle Operator Licences

Age	<p>There has not been any involvement, consultation or research undertaken. TDC uses SCC's own technical guidance, as well as local, regional and national guidance in the assessment of Planning Applications. All of this guidance has been prepared taking into account the needs and safety of all roads users, particularly the disabled, the young and the elderly.</p>
Belief / Faith	
Disability	
Gender	
Sexual Orientation	
Race	
Trans Gender/ Sexual	
HR issues only:	

Travel Plans

Age	<p>The Office of National Statistics has been interrogated to understand whether any particular journey type is more or less common to men or women. Figures have indicated that Women carry out more shopping and school run type trip than men and visa versa for business and commuting trips. This data indicates that for shopping and school, run type trips, particular car may need to be taken to address the movement of pedestrians with buggies (in the case of residential development or school and nurseries). In respect oftrips that involve the use of sustainable modes of travel late at night, particular attention to the safety or perception of safety of vulnerable users may be required. Such vulnerable users may be any 6 of the equality strands.</p>
Belief / Faith	
Disability	

Gender	
Sexual Orientation	
Race	
Trans Gender/ Sexual	
HR issues only:	

5. Given your answers to the previous questions, how will your service or policy be revised to mitigate, reduce or eliminate negative impacts and enhance positive impacts for the relevant equality groups?

Age	<p>Transport Planning Matters: Existing local and national guidance (which recommends measures to provide safe access for all road users, including pedestrians and cyclists), will continue to be used to ensure that planning applications are assessed to provide safe solutions wherever practically possible. When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p> <p>Development Related Highway Works: All works will continue to require a full technical assessment against local and national highway design guidance. Whilst Safety Auditing is carried out on S278 works to existing areas of public highway, SCC does not carry out Safety Auditing for the adoption of new highway constructed under S38 Agreements. Such works require a full technical assessment but because the works are new construction they can be constructed to meet full design standards without the need to accommodate existing constraints. As a result Safety Auditing is not considered necessary.</p> <p>Vehicle Operator Licences: Applications will continue to be assessed using the same criteria as that currently used, but where applications are known to be in close proximity to elderly housing or education establishments, particular additional care will be taken to ensure the needs of this equality strand are taken into consideration.</p> <p>Travel Plans: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p>
Belief / Faith	<p>Transport Planning Matters: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p> <p>Development Related Highway Works: No action required</p> <p>Vehicle Operator Licences: No action required</p> <p>Travel Plans: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p>
Disability	<p>Transport Planning Matters: Existing local and national guidance (which recommends measures to provide safe access for all road users, including pedestrians and cyclists), will continue to be used to ensure that planning applications are assessed to provide safe solutions wherever practically possible. When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p> <p>Development Related Highway Works: All works will continue to require a full technical assessment against local and national highway design guidance. Whilst Safety Auditing is carried out on S278 works to existing areas of public highway, SCC does not carry out Safety Auditing for the adoption of new highway constructed under S38 Agreements. Such works require a full technical assessment but because the works are new construction, they can be constructed to meet full design standard without the need to accommodate existing constraints. As a result Safety Auditing is not considered necessary. In areas of high footfall such as village centres, local centres or town centres, TDC will ensure that local disability user groups are consulted on proposals. In town centres care will also be taken to ensure that the proposals are in accordance with any Town Centre Accessibility Study.</p> <p>Vehicle Operator Licences: Applications will continue to be assessed using the same criteria as that currently used, but where applications are known to be in close proximity to a high concentration of disabled road users, particular additional care will be taken to ensure the needs of this equality strand are taken into consideration.</p> <p>Travel Plans: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p>

Gender	<p>Transport Planning Matters: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p> <p>Development Related Highway Works: No action required</p> <p>Vehicle Operator Licences: No action required</p> <p>Travel Plans: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p>
Sexual Orientation	<p>Transport Planning Matters: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p> <p>Development Related Highway Works: No action required</p> <p>Vehicle Operator Licences: No action required</p> <p>Travel Plans: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p>
Race	<p>Transport Planning Matters: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p> <p>Development Related Highway Works: No action required</p> <p>Vehicle Operator Licences: No action required</p> <p>Travel Plans: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p>
Trans Gender/ Sexual	<p>Transport Planning Matters: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p> <p>Development Related Highway Works: No action required</p> <p>Vehicle Operator Licences: No action required</p> <p>Travel Plans: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p>
HR issues only:	<p>Transport Planning Matters: No action required</p> <p>Development Related Highway Works: No action required</p> <p>Vehicle Operator Licences: No action required</p> <p>Travel Plans: When promoting sustainable travel modes TDC will need to consider the safety or perception of safety of all equality strands for development that involves trips during the hours of darkness.</p>

6. Actions needed to implement the EIA recommendations:

Action Plan

No.	Issue	Action	Expected outcome	Who	Deadline for action
1	Use of local and national design guidance when providing advice on Planning applications	Continue to use the most up to date design guidance	Continued application	All of TDC	Ongoing
2	Use of local and national design guidance when progressing development related highway works	Continue to use the most up to date design guidance	Continued application	All of TDC	Ongoing
3	Proximity of licensed Vehicle Operator centres to education establishments or elderly housing	Ensure that particular care is taken to consider the needs of the young and the elderly when assessing applications.	TDC to be notified of requirement.	All of TDC	Ongoing
	Proximity of licensed Vehicle Operator centres to a high concentration of disabled road users	Ensure that particular care is taken to consider the needs of disabled users when assessing applications.	TDC to be notified of requirement.	All of TDC	Ongoing
4	Consultation with Local Disability User Groups	<p>1. To use existing liaison with local Engineers to obtain contact details for Disability User Groups within each Surrey District.</p> <p>2. Consult with Disability User Groups in relation to development related highway works in areas of high footfall, village centres, local centres and town centres.</p>	<p>Each TDC Officer to obtain the contact details of any disability groups for the districts in which they operate.</p> <p>Consult with or request that users groups be consulted.</p>	<p>TDC lead officers for each borough.</p> <p>All of TDC/Damian Hulse & John Petit. (Surrey Highways)</p>	<p>?</p> <p>Ongoing</p>
5	Promotion of Sustainable modes of Travel for developments giving rise to night time activity.	In the assessment of any Planning application, the implementation of development related highway works or the formulation of a Travel Plan, ensure that the needs of vulnerable users (eg all equality strands) are considered.	TDC officers to be made aware of the need to consider and be aware of the safety of vulnerable users during the hours of darkness.	All (note; to be included within TDC Good Practice Guide)	Ongoing
6	TDC Good Practice Guide	As part of the annual review of the TDC Good Practice Guide, ensure that equality and diversity issues are covered satisfactorily.	Inclusion of Equality & Diversity considerations in the Good Practice Guide.	Dominic Forbes	30 th June 2009

7. If no actions are to be taken with respect to the recommendations please give reasons below:

New infrastructure built and adopted under the terms of a S38 Agreement are constructed from scratch and thus the works can be constructed to meet full design standards without the need to accommodate existing constraints. As a result Safety Auditing is not considered necessary.

Action plan review date: ____April 2010__

Name of person responsible for review: ____Andy Stokes____

Name of person who carried out assessment: _____Andy Stokes_____

Name Head of Service: __Roger Hargreaves_____ **Signed:** _Signed paper copy filed by E&R Business Support Team

Date Completed: __17 March 2009_____

1. Signed off electronic version to be kept in your team for monitoring and audit purposes
2. Send an electronic copy to the SCC 'Web Operations Team' for publication on the SCC website
3. Send Action Plan to DIG for review at its next meeting.

Date sent to Web Operations Team:
