

Notice of Meeting

Leader Decisions



Date and Time

Tuesday, 27
February 2024
10.00 am

Place

Woodhatch Place, 11
Cockshot Hill,
Woodhatch, Reigate,
RH2 8EF

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AGENDA

1 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter:

- i. Any disclosable pecuniary interests and / or
- ii. Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner).
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

2 PROCEDURAL MATTERS

a MEMBERS' QUESTIONS

The deadline for Members' questions is 12pm four working days before the meeting **(21 February 2024)**

b PUBLIC QUESTIONS

The deadline for public questions is seven days before the meeting **(20 February 2024)**

c PETITIONS

The deadline for petitions was 14 days before the meeting, and no petitions have been received.

3 LONDON ROAD GUILDFORD ACTIVE TRAVEL CORRIDOR SCHEME

(Pages
1 - 66)

The purpose of this report is to present the outcomes of the non-statutory public engagement process on the proposed active travel corridor scheme from New Inn Lane to York Road along the A3100 London Road, Guildford, in order to inform a decision on whether or not to proceed with the construction of all or part of the proposed scheme.

Leigh Whitehouse
Interim Chief Executive
Published: Monday, 19 February 2024

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QUESTIONS AND PETITIONS

Cabinet and most committees will consider questions by elected Surrey County Council Members and questions and petitions from members of the public who are electors in the Surrey County Council area.

Please note the following regarding questions from the public:

1. Members of the public can submit one written question to a meeting by the deadline stated in the agenda. Questions should relate to general policy and not to detail. Questions are asked and answered in public and cannot relate to “confidential” or “exempt” matters (for example, personal or financial details of an individual); for further advice please contact the committee manager listed on the front page of an agenda.
2. The number of public questions which can be asked at a meeting may not exceed six. Questions which are received after the first six will be held over to the following meeting or dealt with in writing at the Chairman’s discretion.
3. Questions will be taken in the order in which they are received.
4. Questions will be asked and answered without discussion. The Chairman or Cabinet members may decline to answer a question, provide a written reply or nominate another Member to answer the question.
5. Following the initial reply, one supplementary question may be asked by the questioner. The Chairman or Cabinet members may decline to answer a supplementary question.

SURREY COUNTY COUNCIL

LEADER OF THE COUNCIL

DATE: 27 FEBRUARY 2024

**LEAD OFFICER: KATIE STEWART – EXECUTIVE DIRECTOR
FOR ENVIRONMENT, INFRASTRUCTURE AND GROWTH**



**SUBJECT: LONDON ROAD GUILDFORD ACTIVE TRAVEL CORRIDOR
SCHEME**

**ORGANISATION STRATEGY: GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN
BENEFIT/ TACKLING HEALTH INEQUALITY/ENABLING A
PRIORITY AREA: GREENER FUTURE/EMPOWERING COMMUNITIES/ROAD
SAFETY**

SUMMARY OF ISSUE:

The purpose of this report is to present the outcomes of the non-statutory public engagement process on the proposed active travel corridor scheme from New Inn Lane to York Road along the A3100 London Road, Guildford, in order to inform a decision on whether or not to proceed with the construction of all or part of the proposed scheme.

RECOMMENDATIONS:

It is recommended that the Leader:

1. Note the efforts that have gone into extending the engagement with the local community and stakeholders for the London Road active travel corridor in Guildford and acknowledge the feedback provided on the scheme proposals.
2. Proceed with the construction of Section 2 – Boxgrove Roundabout based on the strength of support from the local community, with the detailed design incorporating comments from the community engagement to deliver a scheme that prioritises pedestrians and cyclists.
3. Defer a decision on Section 1 subject to further design review informed by comments received through the engagement to ensure that the scheme considers the needs of all road users, with further consideration to be given by the Leader at a future date.
4. In the interim, commit to progressing with the delivery of a controlled crossing near Winterhill Way to assist with safer routes to school, following strong representation from local stakeholders.
5. Not proceed with Section 3 - Boxgrove Roundabout to York Road, as there were legitimate concerns raised about the design of this section and there is an existing alternative route through Stoke Park, but instead to progress with the delivery of a more targeted improvement in the form of a zebra crossing on the junction of Nightingale Road and London Road

REASON FOR RECOMMENDATIONS:

1. When the engagement exercise for this scheme was launched, there was a commitment to only proceed where there is not substantial opposition to the scheme. After careful consideration of the community feedback on the proposed scheme following a 12-week extensive community engagement, the results indicate that on balance, there was overall support for progressing with section 2 (Boxgrove Roundabout), more mixed views on Section 1 (New Inn Lane to Boxgrove Roundabout), and less overall support to proceed with section 3 (Boxgrove Roundabout to York Road).
2. Proceeding with the delivery of the Boxgrove roundabout improvements and considering the improvements to the stretch of road from New Inn Lane to Boxgrove Roundabout will enable key links to be made with existing walking and cycling routes and key local destinations. Enhancing the infrastructure at this location also contributes to the delivery of important policy priorities for the County Council, including the ambitions of the Local Transport Plan 4 (LTP4) and achieving the county's net zero carbon target by 2050.
3. Progressing with the zebra crossing at Nightingale Road reflects that whilst there was less overall support for Section 3 of the proposed corridor, the feedback received during the engagement exercise highlighted the need for improved infrastructure at this location which would further contribute to the provision of safer walking and cycling facilities. There was also positive feedback for a new controlled crossing on London Road, near to the junction with Winterhill Way which again will contribute to safer walking.

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| DETAILS: |
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Background

4. In 2023, Surrey County Council adopted its fourth Local Transport Plan (LTP4). This Transport Plan sets out the Council's transformational and ambitious roadmap to deliver the required carbon reduction targets set out in the Climate Change Delivery Plan, whilst supporting the county's communities and economy to thrive and ensure no one is left behind. The LTP4 is therefore a significant component of the Council's contribution to the delivery of the county's net zero carbon target by 2050.
5. A delivery programme of a range of activity and infrastructure is being developed and delivered to help the Council to realise its LTP4 ambitions. For example, the Council is making improvements to local bus travel, reviewing road safety policies, and delivering new infrastructure across the county to enable residents to make more sustainable travel choices.
6. Whilst many of these changes can be delivered as part of the Council's wider road and transport network responsibilities, there are certain changes in which the Council seeks to engage with the community to gather views as to the changes proposed. In the case of active travel schemes, this engagement is not statutory but good practice – and some external funding such as that the Council has received from Active Travel England, sets expectations around such engagement.
7. However, the Council - and indeed the wider local government industry – is still developing good practice in terms of non-statutory engagement of communities, and work is underway to develop corporate guidance and standards for such engagement. In the meantime, the London Road Active Travel Scheme was seen as an opportunity to

pilot a new approach to community engagement from which the Council could learn and inform such corporate practice.

The scheme

8. The scheme itself was identified in several Guildford transport studies by Guildford Borough Council and Surrey County Council from 2015 as follows:
 - Guildford Cycling Plan (Surrey County Council, 2015);
 - Guildford Borough Transport Strategy (Guildford Borough Council, 2017); and
 - Guildford Cycle Routes Assessments report (Guildford Borough Council, 2020)
9. On this basis, the London Road scheme was submitted to Active Travel England for funding as part of the Government's active travel programme which funded schemes across England. Funding was received for all three sections of the proposed scheme, which meant the scheme was fully funded by Government grant monies to construct segregated footways and cycleways along the length of the scheme including converting Boxgrove Roundabout to a Dutch style roundabout which gives priority to pedestrians and cyclists over vehicles.
10. The proposed scheme is split into three sections.
 - Section 1: New Inn Lane to Boxgrove Roundabout;
 - Section 2: Boxgrove Roundabout; and
 - Section 3: Boxgrove Roundabout to York Road
11. Originally, it was proposed to start construction of the section from New Inn Lane to Boxgrove Roundabout in early 2023. The original proposals to construct the scheme involved a 5-month single direction road closure, which would have impacted the local community, as well as a reduced carriageway width to facilitate the introduction of segregated walking and cycling routes.
12. However, after publishing the original proposals for the New Inn Lane to Boxgrove Roundabout section on 1 December 2022, a significant number of residents were concerned about the proposed dimensions of the carriageway if the scheme were to progress, and the proposals for traffic management during the construction phase for the scheme.
13. A community meeting was held on 5 January 2023 at which the Leader of the County Council and senior officers attended to listen to and respond to concerns and questions from the community about the original proposals. Following this meeting, it was agreed to postpone the works to allow for further engagement with the community. At the time, the Council committed to use the opportunity to pilot a new approach to community engagement which would not only inform a decision about the London Road scheme itself, but from which the Council could take lessons for future engagement in non-statutory contexts such as the active travel programme.
14. In order to ensure that this further engagement was undertaken in line with best practice, an independent consultant, the Consultation Institute (tCI), was engaged to advise on community engagement. This included: stakeholder mapping, the formation of a 'balanced room' stakeholder group, which comprised of representatives from local schools, residents' association, local county councillors, Guildford Borough Council, transport operators and local businesses as well as the completion of an Equalities Impact Assessment (EqIA).

Community Engagement Programme

15. A programme of engagement to gather views from stakeholders and partners on the impact of the proposals was developed with tCI which was based on three key mechanisms to gather stakeholder feedback, including:
 - Structured drop in events;
 - Targeted discussions with groups identified as likely to be most impacted by the proposals identified through the EqIA for the scheme; and
 - An online survey hosted on SCC's Commonplace digital platform, which is an interactive website allowing respondents to provide their comments and suggestions on the proposals.

16. A stakeholder group was formed from representatives from the local community to co-produce the engagement process, ensuring that the voice of the community was heard in designing the engagement materials. The membership of the stakeholder group was as follows:
 - County Councillors representing the affected wards.
 - Representatives from George Abbot school
 - Representatives from Guildford High School
 - Representatives from Surrey Collation for disabled people
 - Representatives from London Road Action Group
 - Representatives from Guildford Residents Association
 - Representatives from Boxgrove Residents Association
 - Representatives from Guildford Borough Council
 - Representatives from Stagecoach

17. The published information on Commonplace included:
 - The proposed benefits of the scheme;
 - Plans for the scheme and traffic management proposals;
 - EqIA for the scheme;
 - Transport modelling for the scheme;
 - Animation of proposed scheme; and
 - Frequently asked questions

18. The purpose of the engagement was to gauge views on the scheme proposals and the proposed delivery of the proposals for the London Road corridor. The engagement was not limited to drop-in events and the online survey; in addition, direct comments via email and letter were also encouraged and received. Two letters were sent to over 4,000 local residents and businesses informing them of the engagement.

19. The engagement period was originally planned for an eight-week period commencing 18 September 2023. This was subsequently extended to 15 December 2023 in recognition of the delay in publication of traffic modelling data, thereby providing stakeholders and residents the opportunity to respond to the updated information.

20. Six drop-in events were held to allow members of the public and other stakeholders to comment on the London Road corridor proposals. Originally, there were four such events planned, but the extra two events were added to take account of any comments following the delayed publication of the traffic modelling data.

21. Targeted face-to-face discussions were also held with groups identified by the EqIA as being most likely to be impacted by the proposal. Seven group discussions were held with the following stakeholders:
- Pupils and parents at Guildford High School
 - Pupils staff and parents at George Abbot High School
 - Residents at Clockhouse Retirement Home
 - South West Surrey Valuing People Group
 - Surrey Vision Action Group
 - Surrey Coalition of Disabled People
 - Family Voice

Community Engagement Feedback

22. Overall, the Commonplace website received 8,930 visitors and 1,242 contributors which, following validation of the dataset which included the removal of duplicate entries, resulted in a total of 995 responses being provided to the online survey.
23. Analysis of the responses and feedback received from the engagement is contained in **Annex 1 – Engagement Report – London Road active travel corridor** attached to this report.
24. In line with the statutory requirements to understand the impact of the proposals on protected characteristics under the Equality Act 2010, respondents were asked to provide responses to a set of standard demographic questions. It was purely voluntary to provide these details and a breakdown of the demographic data can also be found in **Annex 1**. On the basis of these responses, it is known that 79% of respondents who provided this information were Surrey residents.
25. In addition to the above responses, 23 responses were received from stakeholders, either via letter or email. Finally, the results from an alternative survey undertaken from a group of residents outside of the SCC engagement process, were also received.

Quantitative Response Summary

26. The Commonplace survey asked a series of questions to understand the views of the community and determine the level of support for the proposed scheme, the detail of which is shown in **Annex 1**. 995 individual submissions were provided for each of the three sections of the scheme. The results for each of the sections are described below.
27. In relation to Section 1 from New Inn Lane to Boxgrove Roundabout, when asked '*To what extent do you agree that the design of Section No. 1 contributes to the safety of pedestrians and cyclists and vulnerable road users?*', responses were as follows:
- 50% agree the design of Section No. 1 positively contributes to the safety of pedestrians, cyclists, and vulnerable road users
 - 31% disagree with the statement
 - 19% neither disagree nor agree

28. In relation to Section 2 concerning the Boxgrove Roundabout section, when asked ‘*To what extent do you agree that the design of Section No. 2 contributes to the safety of pedestrians and cyclists and vulnerable road users?*’, responses were as follows:
- 51% agree the design of Section No. 2 positively contributes to the safety of pedestrians, cyclists, and vulnerable road users
 - 31% disagree with the statement
 - 18% neither disagree nor agree
29. In relation to Section 3 from Boxgrove Roundabout to York Road junction, when asked ‘*To what extent do you agree that the design of Section No. 3 contributes to the safety of pedestrians and cyclists and vulnerable road users?*’, responses were as follows:
- 49% agree the design of Section No.3 positively contributes to the safety of pedestrians, cyclists, and vulnerable road users
 - 32% disagree with the statement
 - 19% neither disagree nor agree
30. Of those completing the survey, 79% stated they were Surrey residents, of which around 75% left a postcode. Of those, 60% live in GU1 and GU4 locations, which are the locations closest to the proposed scheme limits. Considering these specific respondents as a subset of the overall response, the sentiment responses for each of the sections were as follows:

Section 1

- 50% agree the design of Section No. 1 positively contributes to the safety of pedestrians, cyclists, and vulnerable road users
- 36% disagree with the statement
- 14% neither disagree nor agree

Section 2

- 52% agree the design of Section No. 2 positively contributes to the safety of pedestrians, cyclists, and vulnerable road users
- 36% disagree with the statement
- 12% neither disagree nor agree

Section 3

- 46% agree the design of Section No. 3 positively contributes to the safety of pedestrians, cyclists, and vulnerable road users
- 37% disagree with the statement
- 17% neither disagree nor agree

Qualitative Response Summary

31. A series of engagements took place with local secondary schools including George Abbot and Guildford High school, which included sessions with pupils. The feedback from these sessions demonstrated support for the scheme, as referred to in **Annex 1**. In addition, both Headteachers submitted letters of support for the scheme on behalf of their schools.

32. Results of a survey undertaken by Kidicall Mass, Guildford which is a group of residents who campaign for safer streets for children, allowing kids' greater autonomy through improved cycling, wheeling, and walking options across Guildford, was submitted within the engagement period. It summarised a poll gathered from 550 children and families who took part in events in the town in May and September 2023. In summary, the report provided a statement of overall support for the Burpham scheme along with the following information:
- The biggest proportion of respondents (45%) said the destination they most want to cycle to was school.
 - 80% said road safety was a major concern for them.
33. A further alternative survey, the London Road Active Travel Survey, was submitted. This survey was undertaken by a group of residents who felt that the SCC survey was biased in favour of the scheme and who therefore undertook their own survey. The survey is reported to have received 1241 responses, with the results suggesting that 87% want the scheme cancelled, 11% to proceed with the scheme and 2% with no view. The survey was submitted to Surrey County Council with a disclaimer indicating that the data had not be independently verified.
34. The analysis of comments provided at the drop in events, by written submission and via the open question on the survey identified a number of key themes both in terms of support and opposition to the proposed schemes, with further detail contained within **Annex 1**.

Overall Summary of Engagement

35. The analysis of the qualitative data shows a range of views from those who are supportive of the scheme and those with concerns, all which have been taken into consideration as part of the decision-making process. In addition, the quantitative results also show a varied level of support for each of the sections.
36. Taken in turn, section 2 received the most support from the survey – both overall and from the GU1 and GU4 postcodes – and feedback from stakeholders in the immediate area. However, some of the qualitative comments received raised concerns about whether motorists would understand how to use such a roundabout, given it is still a relatively new design in the UK. There was general feedback that any improvements of this nature would need consideration of how to ensure that residents and those travelling through the area can use the roundabout effectively.
37. Section 1 received more support than opposition in the quantitative survey and positive feedback from some of the qualitative outputs of the exercise. However, some of the qualitative feedback raised concerns about (a) the safety of shared use paths; (b) the road widths proposed and whether they were safe, and (c) concerns over the pinch points or narrower parts of this stretch of road. Whilst officers went to some lengths to assure respondents that the design of all three sections were compliant with safety standards for schemes of this nature, it is clear that parts of the community remain concerned as to these particular aspects of section 1.
38. Section 3 received the least support overall, and on top of similar concerns about road widths and shared use as with the feedback on section 1, there was qualitative

feedback provided regarding safety concerns in this section from shared use paths and the mixed use road outside of Guildford High School. In addition, there was feedback that there exists an alternative cycle way, which although not as convenient as that proposed in Section 1, does offer a cyclist the ability to continue their journey through this part of the corridor off the main road.

39. Whilst safety concerns about the proposal for this section of the corridor were raised, there was still a good level of support for making improvements to the corridor for this stretch of road. There was also qualitative feedback in relation to this stretch of road from Boxgrove Roundabout to York Road as to the need for specific improvements – one of which is a zebra crossing at Nightingale Road, which received particular support from stakeholders local to this area including Guildford High School.

RISK MANAGEMENT AND IMPLICATIONS:

40. The proposal to implement improvements to Boxgrove Roundabout is a positive contribution to achieving Surrey County Council's LTP4 objectives. The detailed design will focus on giving priority to pedestrians and cyclists, and will be based on the feasibility design shared as part of the engagement. The detailed design will look to balance the needs of all road users to deliver safer journeys for the travelling public which is of paramount importance.
41. Further considerations will be given to the feedback received on section 1, New Inn Lane to Boxgrove Road, to ensure that we have considered stakeholders feedback to enable the delivery of a scheme that fulfils the needs of all road users, whilst focusing on safer routes to school.
42. With the funding that is not used from Active Travel England on this scheme – given that not all three sections are being delivered – the Council will seek to find an alternative scheme that can be delivered, with community support within Surrey. This will be determined following consideration of the Active Travel England criteria for reallocation, and in the continuing aim to deliver the ambitions of the LTP4 and the Surrey Infrastructure Plan.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

43. The funding for this scheme is provided by a grant from Active Travel England (ATE) following a competitive bid process. The scheme was subject to value for money assessment using ATE tools and any alternative schemes would be subject to similar assessment.
44. The funding for the scheme costs to date have been wholly funded by Active Travel England who have been informed throughout of the design proposals and the community engagement.
45. Section 1 and Section 2 will be wholly funded by ATE grant following the design reviews previously mentioned, and monies allocated for section 3 maybe be redirected to active travel schemes within Surrey following further engagement with ATE.

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| Section 151 Officer commentary: |
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46. Significant progress has been made in recent years to improve the Council's financial resilience and the financial management capabilities across the organisation. Whilst this has built a stronger financial base from which to deliver our services, the increased cost of living, global financial uncertainty, high inflation and government policy changes mean we continue to face challenges to our financial position. This requires an increased focus on financial management to protect service delivery, a continuation of the need to be forward looking in the medium term, as well as the delivery of the efficiencies to achieve a balanced budget position each year.
47. In addition to these immediate challenges, the medium-term financial outlook beyond 2023/24 remains uncertain. With no clarity on central government funding in the medium term, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority, in order to ensure the stable provision of services in the medium term.
48. The costs of the scheme are expected to be met from Active Travel England grant funding. Any reallocation of grant funding would need to be undertaken in accordance with Active Travel England requirements. As such the Section 151 Officer supports the recommendation.

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| Legal implications – Monitoring Officer: |
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49. The Infrastructure Act 2015 ("the Act") provided for the setting of a Cycling and Walking Investment Strategy for England.
50. The Government's first cycling and walking investment strategy, ("CWIS1") was published in 2017 and set out ambitions, objectives, aims and targets. It also detailed available financial resources, governance arrangements, performance indicators and future plans.
51. As required by the Act, a second strategy ("CWIS2") sets out the objectives and financial resources for the period April 2021 to March 2025.
52. The Government's 2020 Gear Change Plan set out cycling and walking aims and led to the creation of Active Travel England an organisation resourced to ensure that future investment in active travel infrastructure is delivered to a high standard and supported by evidence led behaviour change programmes.
54. Equality and inclusion are golden threads that run through CWIS2 as well as Gear Change and the Cycle infrastructure design guidance (LTN 1/20) A proactive and inclusive approach to engagement and support are promoted including consideration of people with protected characteristics and also the needs of urban and rural communities and health and economic disparities.
55. It is noted that this engagement was non statutory and was not a formal consultation, meaning that there are no particular legal requirements other than to have considered the outcome of the engagement and been reasonable and rational.

Equalities and diversity:

56. The County must abide by its Public Sector Equality Duty (s149 of the Equality Act 2010) when exercising its public functions. There is a requirement when deciding upon the recommendations to have due regard to the need to advance equality of opportunity for people with protected characteristics, foster good relations between such groups, and eliminate any unlawful discrimination. These matters are dealt with in the Equality Impact Assessment (EQIA). The EQIA is annexed to this report as **Annex 2**. Subject to the recommendations of this report being agreed, the EQIA will be reviewed to ensure it reflects any further development of the designs for Sections 1 and 2.

Other implications:

57. None

Public Health implications:

58. The Council remains committed to its aspirations to achieve net zero carbon emissions by 2050 and it is recognised that to achieve this goal, greater choice needs to be offered for sustainable transport options including schemes such as this. However, the delivery of such schemes needs to be with the support of the communities impacted.

WHAT HAPPENS NEXT:

59. The outcome of the decision at this meeting will be reported on the Council's website and key stakeholders will be contacted on the outcome.
60. Residents and businesses will be informed of the decision through Surrey County Council's website and social media. Prior to any construction works starting, advance notification will be provided to impacted residents and road users.
61. Discussions will take place with Active Travel England on the opportunity to utilise any unallocated grant funding for section 3 on other schemes elsewhere in the county.
62. The design for section 2 will be updated with the necessary checks completed and Officers will work with our contractor to determine the optimum method of delivery to minimise any inconvenience to residents and highway users.
63. Divisional members will be engaged on the proposed minor improvements at Nightingale Road and A3100 junction with Winterhill Way outlined in Recommendation 4
64. Officers will undertake a further review of section 1 with a view to bringing back a decision on this section which addresses and/or provides assurance over the key concerns raised in the engagement around pinch points and road widths.

Contact Officer:

Roger Williams

Annexes:

Annex 1 – Engagement Report by the Consultation Institute

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ANNEX 1



LONDON ROAD, GUILDFORD ACTIVE TRAVEL SCHEME

ENGAGEMENT ACTIVITY FEEDBACK REPORT

27 February 2024

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1. INTRODUCTION

Until recent times, the design of urban environments and transport systems across the UK has favoured motorised transport and whilst this has brought some benefits, it has also imposed high health and societal costs.

In May 2020, the UK government launched a travel fund to promote Active Travel as part of its plans and encourage more people to choose alternatives when they need to travel, making healthier habits easier and helping make sure our road, bus and rail networks are ready to respond to future increases in demand.

Surrey County Council (SCC) is committed to making its region a greener place to live by reducing carbon emissions and deliver on [our county's net zero ambition by 2050](#).

SCC want to ensure their roads are safer and more accessible for children, pedestrians, and cyclists, for now and in the future and Active Travel is an effective way to promote routine physical activity. In general terms, fitter, healthier and active communities benefit society through healthier lifestyles and lower health care costs. The positive impact of increased Active Travel includes:

- **Reduced congestion and air pollution** - enabling people to choose active or sustainable travel will reduce congestion on our roads whilst less car-driven journeys and more walking, wheeling, cycling, and public transport are important in tackling air pollution and its negative health impacts.
- **Reducing carbon emissions and helping reach net-zero carbon goals** - changing to Active Travel can have significant lifecycle carbon emissions benefits.
- **Better physical, mental, and social health** - Active Travel has clear health benefits as physical activity increases, social connections are made, and mental health is boosted by activity and time outdoors in nature.
- **Economic growth and vibrant communities** - investing in Active Travel can increase economic growth and vibrancy that can stimulate economic growth in urban areas and benefit local businesses.

2. SCHEME BACKGROUND

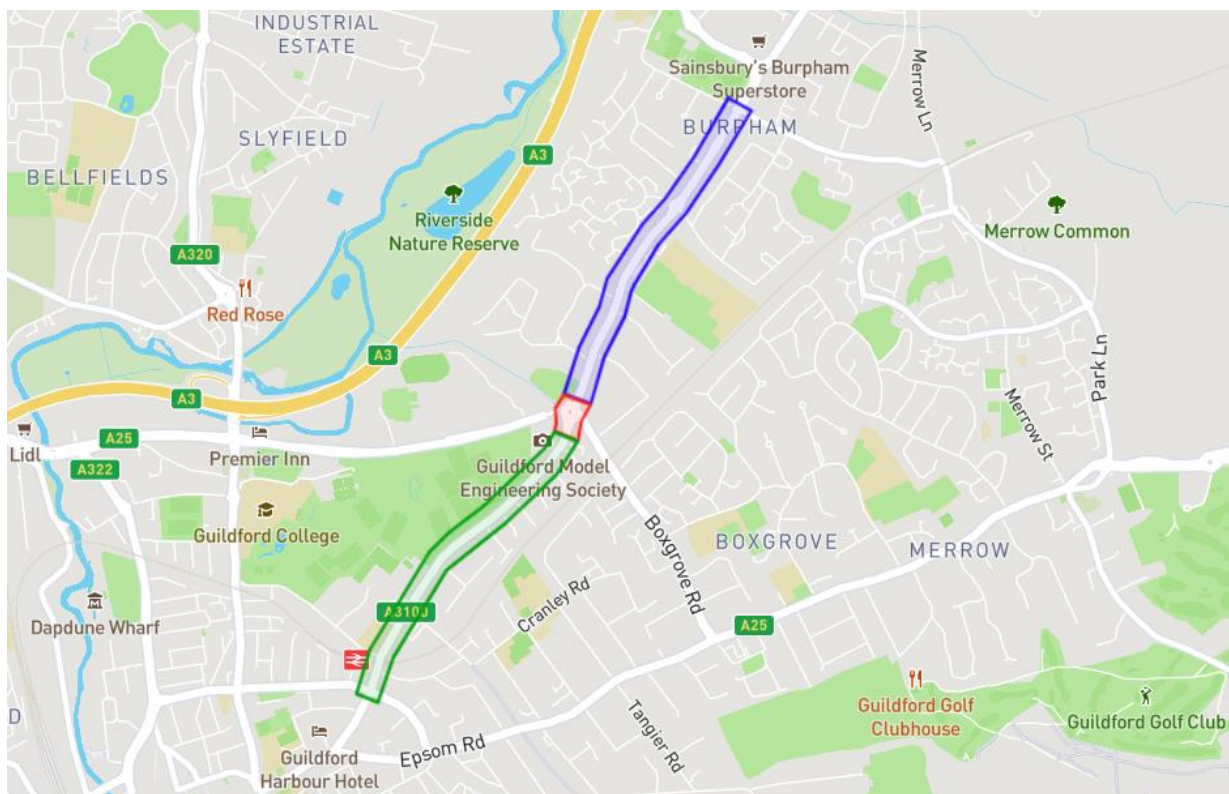
SCC have been working towards their goal of building a network of sustainable travel routes around Guildford for cyclists and pedestrians that are designed to minimise car traffic and promote low impact ways to travel that are less harmful to the environment, such as walking and cycling.

A proposed route between Burpham and Guildford has been prioritised because of current demand and the potential to encourage residents in Burpham and the surrounding area to cycle or walk to key destinations in Guildford.

The Burpham to Guildford Active Travel Scheme represents a transformative vision for enhancing mobility along the three kilometre stretch of the A3100 London Road, known as

the London Road corridor. This initiative is divided into three distinct sections, each designed to significantly improve the travel experience between Burpham and Guildford:

1. **Section No. 1** (blue zone indicated below) starts from the roundabout junction between New Inn Lane and London Road in Burpham, stretching to the Boxgrove roundabout.
2. **Section No. 2** (red zone indicated below) focuses on the area around the Boxgrove roundabout.
3. **Section No. 3** (green zone indicated below) extends from the Boxgrove Roundabout to the crossroads junction between the A3100 London Road and the A246 York Road in Guildford.



At the heart of this scheme is the ambition to promote Active Travel options such as walking, cycling, and other forms of non-motorised transportation. It is therefore underpinned by several key objectives aimed at fostering a safer, more connected, and environmentally sustainable community.

These benefits include creating safer and more accessible roads for children, pedestrians, and cyclists; enhancing connections between Burpham and Guildford; reducing carbon emissions; and contributing to a better quality of life by promoting clean air, healthy lifestyles, and minimising traffic dominance in local communities.

Schemes like this are crucial for enhancing road safety, improving public health through increased physical activity, reducing congestion on our roads, and minimising the environmental impact by lowering vehicle emissions.

3. ENGAGEMENT APPROACH

As part of a proactive approach to engagement, SCC embarked on a comprehensive engagement programme to capture a wide range of perspectives on the proposed changes. The engagement sought to understand the community's views on the benefits and implementation of the scheme. A variety of engagement activities were designed to ensure inclusive participation including:

- Structured drop-in events facilitated by SCC staff provided forums for direct interaction and feedback.
- Targeted discussions focused on groups likely to be most affected by the proposals.
- Engagement with key stakeholders aimed to gather detailed input from those with specific interests in the scheme.
- An online survey hosted on SCC's [Commonplace](#) platform allowed broader community participation.

Originally scheduled for an eight-week period starting on 18 September 2023, the engagement phase was extended to 15 December 2023. This extension accommodated a delay in the publication of critical traffic modelling data and ensured that residents and stakeholders had ample opportunity to review and respond to the updated information. In addition to structured events and the online survey, SCC encouraged direct feedback through emails and letters, ensuring a comprehensive and inclusive analysis of community insights.

4. EFFECTIVENESS OF ENGAGEMENT

4.1 TARGETED FACE-TO-FACE EVENTS

In total, six targeted face-to-face discussions were undertaken with groups identified as being most likely to be impacted by the London Road Active Travel Scheme. These discussions were aimed at gathering specific feedback and concerns from those identified through an Equality Impact Analysis, as being most likely to be impacted by the scheme, including school pupils and staff, residents of a retirement home, groups representing people with disabilities, and a parent and carer forum. These groups were:

1. **Pupils and staff at Guildford High School.**
2. **Pupils and staff at George Abott School.**
3. **Residents at Clockhouse Retirement Home.**
4. **South West Surrey Valuing People Group (learning disabilities).**
5. **Surrey Coalition of Disabled People/Surrey Vision Action Group (blind and visually impaired people).**
6. **Family Voice (SCC Parent and Carer Forum).**

Each group had the opportunity to fully explore the proposals with representatives of SCC, and a thematic analysis of the data collected is provided below. Thematic analysis is a recognised method for distilling large complex data sets such as this one into key themes,

offering clearer insights for decision-making, highlighting stakeholder commonalities and differences, and enabling targeted, inclusive planning responses, while retaining the richness of all inputs. This analysis shares many similarities with the themes emerging from the other engagement exercises.

4.2 DROP IN EVENTS

A total of six drop-in events were conducted, offering residents the opportunity to share their feedback directly with SCC staff. The table below gives details on the timings of these events and their location:

| Date | Venue |
|-----------------------|-------------------------------------|
| Sat 23 September 2023 | George Abbot School, 10am - 2pm |
| Wed 4 October 2023 | Burpham Church, 6.30pm - 9pm |
| Sat 14 October 2023 | Guildford High School, 10am - 2pm |
| Wed 8 November 2023 | Guildford High School, 6.30pm - 9pm |
| Sat 18 November 2023 | George Abbot School 10am – 2pm |
| Wed 6 December 2023 | George Abbot School 6pm – 8pm |

The data collected was underscored by a community engaged with the project's specifics, balancing concerns about the practical implementation with support for its broader goals of sustainability and safety. The data calls for a more inclusive design process that considers the needs of all users, clear and transparent communication from the project team, and a willingness to address the detailed concerns raised during the drop-in sessions.

4.3 EMERGENCY SERVICES ENGAGEMENT

Targeted engagement with emergency services resulted in meetings with South East Coast Ambulance Service, Surrey Fire and Rescue Service, and Surrey Police to discuss the London Road Active Travel Scheme. The engagement aimed to address any potential concerns these critical stakeholders might have regarding the scheme's impact on their operations.

4.4 TRAFFIC MODELLING

Acknowledging the delay in releasing Traffic Modelling Data, the engagement period was extended, providing an opportunity for respondents to offer additional comments or insights that would be integrated with their initial survey inputs.

The array of responses gathered from this additional phase illustrates a spectrum of community perspectives, broadly categorised into several themes. There was evident support for the scheme's potential to enhance active travel, with six respondents highlighting the positive impact on encouraging non-motorised modes of transport. However, equal concern was voiced about the traffic modelling process, with six individuals expressing a lack of confidence in its accuracy and implications.

5. FEEDBACK ANALYSIS

5.1 ONLINE SURVEY

The survey set the context by stating SCC is interested in hearing views on the importance of the impact of the overall scheme. The survey asked respondents for their views on the following issues:

- Overall views on the scheme's ability to increase safety for pedestrians and cyclists.
- Overall views on the scheme's ability to meet SCC's targets for improved air quality and Net Zero carbon emissions.
- The survey then asked respondents to provide their views on the scheme proposals for each of the three sections in relation to their contribution to safety and the disruption during construction.

In total, following validation of the data and removal of all duplicate and blank/test responses, 995 responses were provided to the online survey, although not all questions were answered by each respondent.

The common place website displayed the number of completed surveys which are **confirmed** responses; respondents need to confirm their survey responses for them to appear on the website count. The count 995 comes from validation of the survey responses that have been validated via email from the respondent completing to survey.

The survey results reveal a community that values safety, environmental sustainability, and active travel, balanced alongside concerns about traffic management, procedural transparency, and financial stewardship. The free text feedback across different sections of the scheme highlights the importance of balancing these priorities to achieve a widely supported outcome.

5.1.1 SUMMARY OF THEMES

Overall Safety

A significant majority (72%) of respondents consider the safety of pedestrians and cyclists as important or very important, indicating strong community support for improving safety measures. A small minority (13%) rated this aspect as not important, reflecting a range of perspectives on the scheme's priorities.

Air Quality and Net Zero

Responses underscore the importance placed on the scheme's potential to enhance air quality and contribute to Net Zero Carbon ambitions. The majority (65%) felt that the issues air quality and achieving SCC's Net Zero targets were important or very important while a minority (21%) felt this was not or not at all important.

The survey data outlines detailed feedback for each of the three sections of the scheme, with respondents given the opportunity to rate and comment on safety, air quality / Net Zero, and other concerns.

5.1.2 SECTION 1: BETWEEN NEW INN LANE AND LONDON ROAD IN BURPHAM

Safety

The survey for Section 1 reveals a community with mixed feelings about the scheme's safety impacts. Supporters are optimistic about its potential to foster safer, more active travel and appreciate the environmental considerations. However, there's a substantial portion of the community that remains unconvinced about the scheme's practicality and effectiveness, highlighting the need for careful consideration of these concerns to garner broader support and ensure the initiative's success.

- **50%** of respondents **agree** that the design enhances safety.
- **31%** **disagree** with the design's contribution to safety.
- **19%** hold a **neutral** position.

Responses from those from GU1

- **50%**, of respondents **agree** that the design enhances safety.
- **36%**, **disagree** with the design's contribution to safety.
- **14%**, Hold a neutral position

Responses from those from GU4

- **50%**, of respondents **agree** that the design enhances safety.
- **36%**, **disagree** with the design's contribution to safety.
- **14%**, Hold a neutral position

Respondents were given the opportunity to elaborate on their stances, offering insights into the broad spectrum of community perspectives:

- **Support:** The aggregated support highlights a strong belief in the scheme's potential to improve safety, particularly for school-age children, and promote a healthier, more active lifestyle. **Key themes include:**
 - **Enhancement of safety:** A clear focus on making travel safer for children, emphasising the importance of dedicated pedestrian crossings and safer pathways.

- **Well-designed scheme:** Recognition of the thoughtful design aimed at benefiting all road users, with specific praise for addressing the needs of vulnerable groups.
- **Active travel and environmental benefits:** Support for the scheme's role in encouraging active travel modes and contributing to carbon emission reductions.
- **Infrastructure improvements:** Approval of the physical changes proposed, such as more equitable access at key junctions and the introduction of pedestrian-friendly features.
- **Conditional support:** Many supporters express their backing with caveats, emphasising the need for the scheme to be inclusive, comply with regulations, and consider the impacts on existing transport solutions, particularly school transport, and the need for public education about the scheme.

Critiques focus on doubts about the scheme's effectiveness and potential negative impacts, with a particular emphasis on the practical challenges and perceived shortcomings:

- **Opposition:** Critics raised significant concerns about the scheme's feasibility, questioning the justification for its implementation and highlighting fears of increased congestion and compromised safety. **Key issues include:**
 - **Space and safety:** Scepticism about whether the design can safely accommodate the intended benefits, especially concerning shared pathways and crossings.
 - **Impact on local residents and traffic:** Worries about construction disruptions, the long-term effects on local traffic flow, and the scheme's potential to worsen air quality.
 - **Questioning the need:** A strong sentiment that existing infrastructure is adequate or that improvements could be achieved through simpler, less intrusive measures.

Disruption

Residents are generally supportive of efforts to minimise disruption during the construction phase, with a significant majority recognising the benefits of night works and other proposed measures. However, there remains a substantial minority concerned about the actual effectiveness of these measures, the impact on night-time residents and businesses, and the potential for traffic displacement.

- **53%** of respondents **agree** that the proposals will effectively minimise disruption.
- **23% disagree** with the effectiveness of these proposals.
- **16%** are **neutral** on the matter.

Responses on disruption minimisation:

- **Support:** Combining the "Strongly Agree" and "Agree" responses, the majority of feedback supports the measures proposed to minimise disruption, particularly the decision to avoid road closures and traffic lights during the day. **Key themes from supporters include:**
 - **Preference for night works:** Acknowledgement that shifting construction to nighttime reduces daytime disruption for commuters and businesses.
 - **Acceptance of disruption:** A recognition that while disruption is unavoidable, the steps taken are seen as adequate to minimise its impact.
 - **Focus on long-term benefits:** Many respondents are willing to tolerate some level of disruption, given the anticipated benefits of increased Active Travel and safety improvements.
 - **Concerns about displacement:** While supportive of the efforts to minimize disruption, there are concerns about displaced traffic, especially at night, and the potential impact on local businesses and residents.
- **Opposition:** Those who "Disagree" or "Strongly Disagree" raise concerns about the inevitable disruption despite the proposed measures. **Key issues include:**
 - **Impact of night works:** Concerns that night works, while reducing daytime disruption, will negatively impact residents and businesses active during evening hours.
 - **Scepticism about efficacy:** Doubts that the measures will significantly reduce disruption or that the disruption is justified by the benefits to cyclists.
 - **Alternative solutions:** Suggestions for alternative approaches, such as improving off-road routes, to achieve the scheme's goals with less disruption.
 - **Broader impacts:** Worries that efforts to minimise disruption on London Road will shift traffic and its associated problems to other areas, exacerbating congestion elsewhere.

5.1.3 SECTION 2: BOXGROVE ROUNDABOUT

Safety

Residents recognise the need for safety improvements, particularly around Boxgrove roundabout, but remain divided on the best approach to achieving these goals. While there's substantial support for the scheme's intentions, especially in terms of environmental and safety benefits, there's also significant concern about the specifics of its implementation and whether it adequately addresses all road users' needs. This feedback highlights the importance of careful consideration and potential adjustments to the scheme to ensure it effectively enhances safety for everyone.

- **51%** of respondents **agree** that the design enhances safety.
- **31% disagree** with the design's contribution to safety.

- 18% hold a **neutral** position.

Responses from those from GU1

- 52%, of respondents **agree** that the design enhances safety.
- 36%, **disagree** with the design's contribution to safety.
- 14%, Hold a neutral position

Responses from those from GU4

- 52%, of respondents **agree** that the design enhances safety.
- 36%, **disagree** with the design's contribution to safety.
- 12%, Hold a neutral position

Responses on Safety:

- **Support:** Combining the "Strongly Agree" and "Agree" responses, the support for Section No. 2's safety features is evident. **Key themes from supporters include:**
 - **Well-designed proposal:** Appreciation for the thoughtful design, especially the modifications to Boxgrove roundabout, to enhance safety for all road users.
 - **Addressing safety for school children:** Specific mentions of the design's benefits for school children's safety and suggestions for additional pedestrian crossings near schools.
 - **Environmental and traffic benefits:** Support for the scheme's potential to reduce pollution, noise, and congestion while prioritising non-vehicle users.
 - **Segregated cycle lanes:** Approval of the pragmatic approach to cycle lanes, mixing segregated paths with short, combined sections to improve overall safety.
 - **Design and infrastructure enhancements:** Suggestions for further improvements like better drainage, sightline adjustments, and more pedestrian crossings to bolster safety.
- **Opposition:** Those who "Disagree" or "Strongly Disagree" express significant concerns about the proposed changes. **Key issues include:**
 - **Discontinuous cycle ways:** Concerns over the safety and practicality of discontinuous cycle paths, advocating for a continuous, segregated design.
 - **Doubts on roundabout safety:** Scepticism about the safety of the proposed Dutch roundabout and shared pedestrian-cyclist paths.
 - **Impact on traffic flow and safety:** Worries that the new layout could impede traffic flow, increase conflict between road users, and potentially lead to accidents.

- **Needs of diverse populations:** Criticisms for not adequately considering the needs of an aging population and those with disabilities.
- **Questioning the scheme's necessity:** A strong sentiment that London Road is already safe, and the scheme represents an unnecessary expenditure with minimal benefits.

Disruption

Residents are cautiously optimistic about efforts to minimise impact but remains concerned about specific aspects, particularly regarding nighttime disruption and the scheme's broader implications. While there is an acknowledgment of the need for and benefits of the scheme, the expressed concerns highlight the importance of careful planning, clear communication, and consideration for all affected parties to successfully manage the construction phase's impact.

- **53%** of respondents **agree** that the design minimises disruption.
- **23%** **disagree** with the design's ability to reduce disruption.
- **15%** are **neutral** on this issue.

Responses on disruption minimisation:

- **Support:** Combining "Strongly Agree" and "Agree" feedback, the majority of responses support the approach to minimizing disruption, particularly through scheduling major works outside peak hours. **Key themes include:**
 - **Nighttime works:** Acknowledgement that conducting works at night will significantly reduce daytime disruption for road users and businesses.
 - **Adjustments to proposals:** Positive feedback on adjustments made from previous plans, highlighting a process of listening to community concerns.
 - **Acceptance of short-term disruption:** A general consensus that short-term disruption is acceptable for the long-term benefits of the scheme.
 - **Concerns over specific impacts:** While supportive of minimising daytime disruption, there are concerns about the impact of night works on specific groups, such as care home residents, and potential traffic issues if diversions are needed due to A3 complications.
- **Opposition:** Those who "Disagree" or "Strongly Disagree" express concerns about the inevitability of disruption and scepticism regarding the project's management. **Key points include:**
 - **Night worker and resident access:** Concerns over access for individuals working or active during the night and the unacceptable disruption for nighttime residents.

- **Scepticism about minimising disruption:** Doubts that the proposed measures will effectively reduce disruption or that benefits justify the disturbance.
- **Impact on emergency services and bus traffic:** Worries about the scheme limiting access for emergency vehicles and disrupting bus traffic.
- **Call for further engagement:** Suggestions for more extensive resident engagement and criticisms of the decision-making process as seemingly predetermined.

5.1.4 SECTION 3: FROM BOXGROVE ROUNDABOUT TO THE JUNCTION BETWEEN LONDON ROAD AND YORK ROAD IN GUILDFORD

Safety

Residents valued the proposed safety enhancements but remain divided over the details of their implementation. While there's significant appreciation for the focus on active travel and the benefits for school children, concerns about the continuity of cycle paths, the practicality of shared spaces, and the scheme's broader impacts on traffic and park access highlight the need for careful consideration of these issues. This feedback underscores the importance of addressing community concerns to ensure the scheme effectively enhances safety for all road users.

- **49%** of respondents **agree** that the design enhances safety.
- **32% disagree** with the design's safety contributions.
- **19%** hold a **neutral** position.

Responses from those from GU1

- **46%**, of respondents **agree** that the design enhances safety.
- **41%**, **disagree** with the design's contribution to safety.
- **13%**, Hold a neutral position

Responses from those from GU4

- **45%**, of respondents **agree** that the design enhances safety.
- **34%**, **disagree** with the design's contribution to safety.
- **21%**, Hold a neutral position

Responses on safety:

- **Support:** Combining "Strongly Agree" and "Agree" responses, there is a clear trend of support for the safety improvements proposed in Section No. 3. **Key themes from supporters include:**

- **Infrastructure for Active Travel:** Recognition of the value in providing safe infrastructure to encourage active travel, with calls for extended and enhanced connectivity.
- **Design and safety measures:** Approval of the design for complying with the Highway Code's Hierarchy of Road Users and introducing measures like safer crossings and speed calming.
- **Impact on school routes:** Specific mention of the benefits for students at local schools, with safer walking and cycling routes being a highlight.
- **Environmental and community benefits:** Support for the scheme's potential to create a healthier living environment and improve neighbourhood desirability.
- **Opposition:** Those who "Disagree" or "Strongly Disagree" raise substantial concerns about the scheme's approach to safety. Key points of contention include:
 - **Need for continuous segregated cycle paths:** Critics argue the scheme fails to provide a fully continuous and segregated cycle path, which is deemed essential for encouraging cycling into Guildford.
 - **Shared space safety:** Concerns about the safety of shared spaces between pedestrians and cyclists, with a call for clear demarcation and signage.
 - **Impact on vehicle traffic:** Some feedback focuses on the negative impacts of reduced space for cars and the potential congestion caused by traffic calming measures.
 - **Maintenance and accessibility concerns:** Worries about the maintenance of the new infrastructure and the impact on access, particularly regarding parking at Stoke Park.

Disruption

Residents are cautiously optimistic about the proposed measures to minimise inconvenience during construction. While there is significant support for the intentions behind nighttime work and the adaptation of plans to address concerns, there remains a substantial portion of the community concerned about the actual effectiveness of these measures and the potential for negative impacts on residents' quality of life and local traffic patterns. This feedback underscores the importance of clear communication, effective planning, and consideration of all community members' needs to successfully manage the construction phase's impact.

- **51%** of respondents **agree** that the design will minimise disruption.
- **25% disagree** with the design's effectiveness in this regard.
- **16%** are **neutral** on the matter.

Responses on disruption minimisation:

- **Support:** Combining "Strongly Agree" and "Agree" responses, there's a consensus that, despite the anticipated disruption, the long-term benefits of the scheme justify the short-term inconvenience. **Key themes from supporters include:**
 - **Nighttime works:** A widespread approval of planning works for nighttime to reduce daytime disruption, with specific considerations for minimising the impact on school transport and local businesses.
 - **Adaptation and listening:** Positive feedback on how the project has adapted plans in response to initial concerns, aiming to keep traffic flowing and minimise impact where possible.
 - **Acceptance of inevitability:** An understanding that some disruption is inevitable but appreciation for efforts to minimise it, especially through night closures.
- **Opposition:** Those who "Disagree" or "Strongly Disagree" express concerns about the inevitable disruption and its management. **Key points include:**
 - **Impact on residents and nighttime traffic:** Concerns that night works, while intended to minimise daytime disruption, will negatively affect residents' quality of life, and could impact businesses operating in the evening.
 - **Questioning the necessity:** A sentiment that the scheme, due to its perceived lack of necessity given existing routes, will cause unnecessary disruption.
 - **Long-term disruption concerns:** Worries that the construction and the resultant road layout changes will cause long-term disruption, particularly by narrowing roads and potentially affecting emergency access and traffic flow, especially in the event of A3 diversions.

Traffic Modelling

Four respondents raised alarms over the possibility of traffic displacement, fearing that rerouting could exacerbate congestion on alternative roads during peak times. Similarly, concerns about the overall traffic flow were mentioned by another four participants, who worried the scheme might hinder vehicular movement. A smaller contingent, comprising three respondents, outright rejected the scheme, casting doubt on its overall benefit and feasibility.

Air Quality

Air quality concerns were also noted, with two individuals apprehensive that the scheme's effect on traffic movement could lead to deteriorating air conditions. A similar number of respondents advocated for preserving and enhancing existing cycleways, valuing the current infrastructure over new developments. Procedural worries were highlighted by two participants, specifically pointing out the tardiness of traffic modelling data as a critical oversight.

Finance

Fiscal responsibility was questioned by another two respondents, who argued that the financial outlay might not yield proportional value, casting the scheme as an inefficient use of public funds. Lastly, a single response focused on the operational challenges for buses, emphasising the need for unimpeded stops to maintain service efficacy.

5.1.5 FURTHER COMMENTS

The closing open-ended question of the engagement survey invited further comments on the London Road Corridor proposals, specifically addressing cycle and walking route updates between New Inn Lane roundabout, Burpham, and York Road crossroads, Guildford. This comprehensive feedback was thematically analysed, revealing a rich tapestry of community sentiments:

- **Support for Active Travel:** The largest group of feedback showed strong support for the scheme's potential to foster active travel, emphasising benefits for Guildford's younger population and its alignment with Net Zero Carbon reduction goals. This support also acknowledged the scheme's role in amplifying traditionally underrepresented voices in transportation planning.
- **Alternatives and suggestions:** Many offered alternative ideas, ranging from improving existing infrastructure to implementing a 20mph speed limit across London Road. Suggestions also covered enhancing public transport, pedestrian crossings, and the physical separation of cyclists from road traffic.
- **Concerns about financial efficiency:** A significant number of respondents viewed the proposals as a financial misstep, questioning the allocation of resources towards a project perceived to cater to a minority at the expense of broader community needs.
- **Questioning the scheme's necessity:** Doubts were raised about the established need for the scheme, with some suggesting that existing provisions adequately support active travel or that the project was more funding-driven than need-based.
- **Design confidence and safety:** There was a notable lack of confidence in the design's ability to safely accommodate all road users, with critiques highlighting concerns about narrow carriageways, complex designs, and the adequacy of traffic flow modelling.
- **Increased congestion and air quality concerns:** Some respondents anticipated the scheme would exacerbate traffic congestion and worsen air quality, countering any environmental benefits from increased cycling.
- **Engagement process scepticism:** Criticism was also directed at the engagement process itself, with some feeling it did not adequately allow for dissenting voices or that the survey was biased.

- **Safety enhancements:** A smaller group focused on the safety improvements the scheme could bring, especially around Boxgrove Roundabout, highlighting the importance of pedestrian crossings and segregated paths.
- **Information gaps:** Concerns were raised about the lack of detailed information regarding work schedules, pavement widths, and the scheme's impact on local residents and cyclists.
- **Public transport integration:** A few comments stressed the importance of enhancing bus services as a complementary measure to decrease car use, pointing to a holistic approach to urban mobility.
- **Environmental sustainability:** There was a call for the scheme to include sustainable urban drainage systems, green spaces, and tree preservation to align with environmental goals.
- **Wider strategic context:** Some respondents emphasised the need for the scheme to be part of a broader strategic vision for transportation in the area, ensuring connectivity and coherence with existing networks.
- **Miscellaneous concerns and support:** Additional feedback ranged from specific safety concerns about shared paths and the Dutch roundabout to expressions of outright opposition or support, underscoring the complexity and diversity of community perspectives on the scheme.

5.2 TARGETED FACE-TO-FACE EVENTS

Theme: Concerns over traffic and safety

Across the discussions, there was a recurrent theme of concern regarding traffic congestion and safety, particularly around the Boxgrove roundabout and outside Guildford High School. Issues such as the potential for increased traffic, the safety of cyclists and pedestrians, and the design of shared spaces were highlighted. Specific worries included the impact of reduced speed limits on congestion and safety at right turn accesses.

Theme: Positive feedback on scheme design

Despite the concerns, there was positive feedback on the design aspects of the scheme, such as the Boxgrove roundabout redesign and the separation of cycle lanes. Participants appreciated the focus on increasing safety for cyclists and pedestrians and the potential for the scheme to encourage more sustainable travel options.

Theme: Need for more information and clarity

Questions arose about various aspects of the scheme, including the effectiveness of a 20mph speed limit, the management of bus stops, and the duration of construction disruption. These indicate a desire for more detailed information to understand the scheme's impact fully.

Theme: Accessibility and inclusivity

A strong emphasis was placed on ensuring the scheme is accessible and inclusive, with feedback from groups representing people with disabilities pointing out the need for clear signage, maintained paths, and involvement in the design process. The discussions highlighted the importance of considering the needs of visually impaired people and those with learning disabilities in the scheme's design and engagement process.

Theme: Engagement and community connection

The discussions reflect a broader theme of engaging with the community and ensuring that the voices of young people, disabled individuals, and carers are heard and considered in the planning process. Suggestions for improving public transport and creating a cultural shift towards more sustainable travel habits were also discussed.

The targeted face-to-face events provided valuable insights into the community's diverse needs and perspectives regarding the active travel scheme. While there is support for the scheme's goals, the feedback underscores the necessity for careful consideration of traffic impacts, safety measures, accessibility, and inclusivity. Engaging with and addressing the concerns of those most impacted by the scheme is crucial for its success and acceptance.

5.3 EMERGENCY SERVICES

Key themes and insights

Across the board, there was satisfaction with the proposed scheme's traffic management plans, with no concerns raised about its impact on emergency services operations. This consensus suggests that the planning has been comprehensive, considering the essential need for emergency vehicles to navigate the area effectively.

Specific discussions and approvals

South East Coast Ambulance Service discussed the traffic management plan for proposed works and expressed satisfaction that the scheme would not impact ambulance service operations, both during construction and post-completion.

Surrey Fire and Rescue Service (SFRS) discussions covered the Dutch roundabout, road width for Fire Engine access, and speed tables. SFRS saw the scheme positively, noting it would not impact their service and appreciating the effort to improve cyclist safety.

Surrey Police reviewed updated plans, including garage exit points, toucan crossing points, and the Dutch-style roundabout. The police were satisfied with the approach, including the traffic management plans ensuring minimal disruption.

Educational and safety measures. Surrey Police's feedback highlighted the need for public education on the Dutch-style roundabout and the maintenance of traffic flow and safety measures like speed tables and shared-use pavements. This focus on education and safety underscores the importance of preparing the community for the new road layouts and promoting safe interactions between cyclists, pedestrians, and motorists.

Construction management. All services discussed the construction phase, with plans to minimise disruption through night-time road closures and phased construction. This careful planning aims to reduce the impact on daily life and emergency service operations.

The engagement with emergency services revealed a strong foundation of support for the active travel scheme. The unanimous lack of concern from emergency services suggests confidence in the scheme's design and its implementation strategy, emphasising the project's potential to enhance safety and mobility without compromising emergency response effectiveness.

5.4 THEMES EMERGING FROM DROP IN EVENTS

Infrastructure and safety concerns. This was the most prominent theme, with 34 mentions. It includes feedback on specific infrastructure issues such as roundabout safety, sightlines, and concerns about flooding, indicating a strong community focus on ensuring the safety and reliability of the infrastructure involved in the Active Travel Scheme. Suggestions were made for prioritising improvements between Woodruff and Boxgrove Roundabouts if funding was limited.

Traffic and congestion. There were 26 instances related to traffic and congestion concerns. Participants expressed worries about potential increases in traffic, the impact of new infrastructure on existing congestion, and how the scheme might affect travel times, highlighting the need for careful traffic management and planning.

Public engagement and feedback. With 22 mentions, this theme reflects on the process of engaging with the public and gathering feedback. It underscores the importance of effective communication and engagement strategies to collect and incorporate community input throughout the project lifecycle.

Accessibility and inclusivity. Mentioned 21 times, this theme captures feedback on making the Active Travel Scheme accessible and inclusive for all, including non-traditional cyclists and pedestrians. There's a clear interest in ensuring that the scheme benefits a wide range of users, particularly those with different mobility needs.

Requests for more information and clarifications. There were eight instances where stakeholders requested additional details or clarifications about the scheme. This theme underscores the community's desire for transparency and a deeper understanding of the project's specifics, including its impact and design considerations.

Suggestions for improvements. There were seven instances of stakeholders providing suggestions for enhancing the scheme. These suggestions ranged from improving public transport options to making the scheme more inclusive for all users, reflecting a proactive engagement from the community in shaping the scheme to better meet diverse needs.

Environmental and health benefits. This theme was mentioned four times, indicating some discussion around the environmental and health advantages of the Active Travel Scheme, such as promoting cleaner air and encouraging physical activity. Although less prevalent in the feedback, it remains an important aspect of the scheme's broader benefits.

5.5 WRITTEN SUBMISSIONS

In total, 23 written responses were received from stakeholders through letters and emails, reflecting a diverse range of perspectives on the proposed Active Travel Scheme along the London Road corridor, including:

- **Support from local schools:** Notably, Guildford High School and George Abbot School expressed their backing, with Headteachers highlighting the scheme's potential benefits. Their support underscores the educational community's recognition of the value in promoting safer, more accessible routes for students.
- **Balanced community feedback:** The submissions included five emails / letters from individuals supporting the scheme and eight indicating opposition. This mix of viewpoints highlights the varying opinions within the community regarding the scheme's potential impact.
- **Advocacy by Kidical Mass Guildford:** This group of residents, advocating for safer streets for children and greater autonomy through improved cycling, walking, and wheeling options, submitted a report supporting the scheme. Their focus on enhancing safety for non-traditional cyclists, such as recumbent and hand cyclists, points to the inclusive benefits envisioned by the scheme.
- **London Road active travel survey:** An alternative online survey conducted by the group named London Road Active Travel Survey presented a critique of the engagement process and opposed the scheme.

The stakeholder submissions collectively reveal a community engaged and invested in the outcomes of the active travel scheme. While there is notable support, particularly from institutions like local schools and advocacy groups focused on safety and inclusivity, concerns about traffic disruptions and methodological issues in alternative feedback mechanisms highlight the challenges in gathering insight which balances the rigor of data collection with the diversity in public opinion on this issue.

1 APPENDIX ONE: DEMOGRAPHIC PROFILE

1.1 Introduction

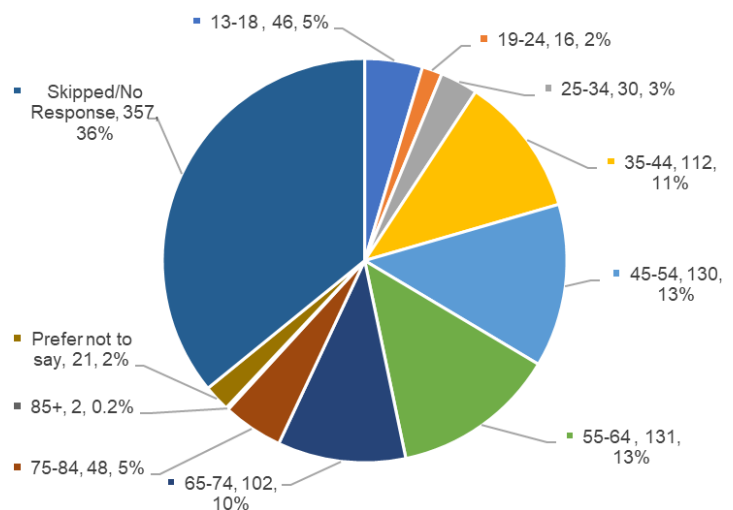
In line with the statutory requirements to understand the impact of the proposals on protected characteristics under the Equality Act 2010, respondents were asked to provide responses to a set of standard demographic questions. It was purely voluntary to provide these details and where respondents provided demographic details they were as shown below.

1.2 Age

In response to the question *“What age group are you in?”*

- The majority of those providing details (42%) are aged between 19 and 64.
- A further 10% are aged between 65 and 74.
- A smaller group (5%) of respondents were under 18 years old.
- A very small number of respondents (0.2%) reported being over 85 years of age.
- The remainder of respondents (36%) did not provide any information.

| Age Group | No. | % |
|---------------------|------------|-------------|
| 13-18 | 46 | 4.6% |
| 19-24 | 16 | 1.6% |
| 25-34 | 30 | 3.0% |
| 35-44 | 112 | 11.3% |
| 45-54 | 130 | 13.1% |
| 55-64 | 131 | 13.2% |
| 65-74 | 102 | 10.3% |
| 75-84 | 48 | 4.8% |
| 85+ | 2 | 0.2% |
| Prefer not to say | 21 | 2.1% |
| Skipped/No Response | 357 | 35.9% |
| Grand Total | 995 | 100% |



1.3 Sex

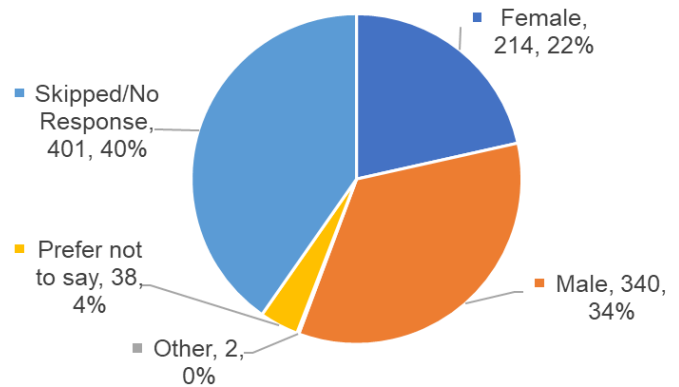
In response to the question *“What is your sex?”*

- The majority of those providing information (34%) were male.
- Just over a fifth (21.5%) were female.
- Around 4% preferred not to say.
- A very small proportion (0.2%) identified as ‘other’.
- The remainder (40%) provided no response to this question.

Where people offered ‘other’ as their response the following were provided:

- *Don’t identify as any gender.*
- *This is of no relevance/You do not need this information.*

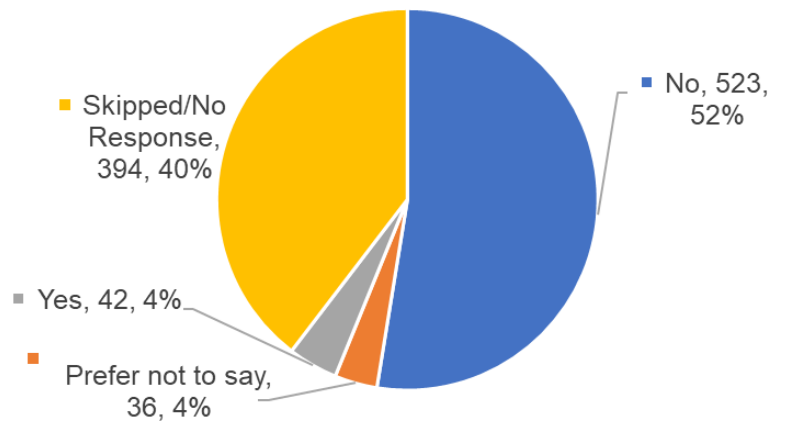
| Sex | No. | % |
|---------------------|------------|---------------|
| Female | 214 | 21.5% |
| Male | 340 | 34.2% |
| Other | 2 | 0.2% |
| Prefer not to say | 38 | 3.8% |
| Skipped/No Response | 401 | 40.3% |
| Grand Total | 995 | 100.0% |



1.4 Longstanding illness or disability

In response to the question Do you have a longstanding illness or disability? the results are shown below.

| Longstanding illness or disability | No. | % |
|------------------------------------|------------|-------------|
| No | 523 | 53% |
| Prefer not to say | 36 | 4% |
| Yes | 42 | 4% |
| Skipped/No Response | 394 | 40% |
| Grand Total | 995 | 100% |



In addition one respondent provided the following:

- I am asthmatic, and badly affected by diesel fumes, especially pre particulate vehicles. I became asthmatic age 11 triggered by air pollution and was given the last rights. No driver has the right to kill. I cycle, and currently do more miles on bike per year than in my vehicles, and in better health for it. QED.*

1.5 Ethnicity

In response to the question *What is your ethnic group?* the results are shown in the table below, from which:

- The majority (51%) are from a white background.
- The next largest group of respondents (41%) did not provide a response to this question.

| Ethnic Group | No. | % |
|---|-----|------|
| Any other Asian background | 1 | 0.1% |
| Any other black British, Caribbean, or African background | 1 | 0.1% |
| Any other mixed or multiple ethnic background | 8 | 0.8% |
| Any other White background | 42 | 4.2% |

| Ethnic Group | No. | % |
|---|------------|---------------|
| Asian or Asian British Chinese | 2 | 0.2% |
| Asian or Asian British Indian | 4 | 0.4% |
| Asian or Asian British Pakistani | 1 | 0.1% |
| Other ethnic group | 6 | 0.6% |
| White British, English, Northern Irish, Scottish or Welsh | 459 | 46.1% |
| White Irish | 4 | 0.4% |
| White and Asian | 2 | 0.2% |
| Prefer not to say | 56 | 5.6% |
| Skipped/No Response | 409 | 41.1% |
| Grand Total | 995 | 100.0% |

Where people provided a ‘*other*’ response they were given the opportunity to provide further details. Where people provided this information, the responses were as shown below:

- *Asian/Nepali.*
- *British.*
- *British and Dutch.*
- *French/Persian.*
- *Jewish.*
- *White; German Afro-Latino; Caribbean.*
- *My ethnic group is irrelevant/ There shouldn't be a need to ask this question. Totally irrelevant / What does it matter. Stupid question / What relevance is ethnicity to a travel questionnaire / You do not need this information.*

1.6 Religion

In response to the question ‘*What is your religion?*’ the results are shown in the table below.

| Religion | No. | % |
|--|------------|-------------|
| Another religion or belief (please write in box below) | 5 | 0.5% |
| Buddhist | 1 | 0.1% |
| Christian | 204 | 20.5% |
| Hindu | 2 | 0.2% |
| Jewish | 5 | 0.5% |
| Muslim | 3 | 0.3% |
| No religion | 263 | 26.4% |
| Prefer not to say | 82 | 8.2% |
| Skipped/No Response | 430 | 43.2% |
| Grand Total | 995 | 100% |

Where people provided a response as ‘*another religion or belief*’ they were given the opportunity to provide further details. Where people provided this information, the responses were as shown below:

- *Pagan.*
- *Pastafarian.*
- *Spiritual but not religious.*
- *Unitarian.*
- *Religion plays no part in travel in Burpham/ There shouldn't be a need to ask this question. Totally irrelevant / Unnecessary question / What does it matter/ what has this to do with a road survey / You do not need this information / None of the above is relevant to the proposals / irrelevant.*

1.7 Sexual Orientation

In response to the question “Which of the following terms best describes your sexual orientation?”

| Sexual Orientation | No. | % |
|--------------------------|------------|---------------|
| Asexual | 4 | 0.4% |
| Bisexual | 18 | 1.8% |
| Gay Man | 4 | 0.4% |
| Gay Woman / Lesbian | 1 | 0.1% |
| Heterosexual / Straight | 384 | 38.6% |
| Other sexual orientation | 3 | 0.3% |
| Prefer not to say | 134 | 13.5% |
| Skipped/No Response | 447 | 44.9% |
| Grand Total | 995 | 100.0% |

Where people provided a response as ‘*Other sexual orientation*’ they were given the opportunity to provide further details. Where people provided this information, the responses were as shown below:

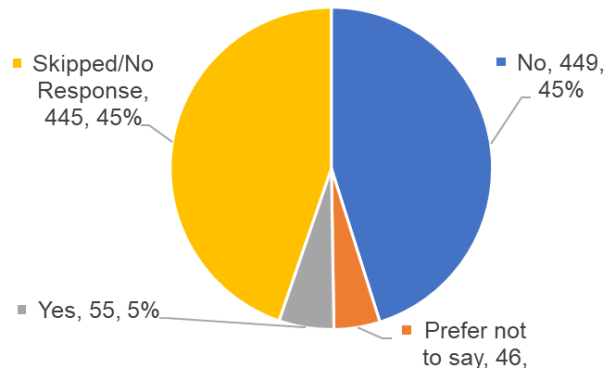
- *Absolutely unnecessary question.*
- *Again ...completely irrelevant for a travel survey.*

1.8 Caring responsibilities

In response to the question *Are you current looking after a family member, partner, or friend in need of help because they are ill, frail or have a disability?* responses were as follows:

- The majority of those providing details (45%) reported no caring responsibilities.
- Six percent (6%) of respondents reported they have caring responsibilities.
- The remainder either preferred not to say or did not provide a response.

| Caring responsibilities | No | % |
|-------------------------|------------|-------------|
| No | 449 | 45% |
| Prefer not to say | 46 | 5% |
| Yes | 55 | 6% |
| Skipped/No Response | 445 | 45% |
| Grand Total | 995 | 100% |



1.9 Response basis

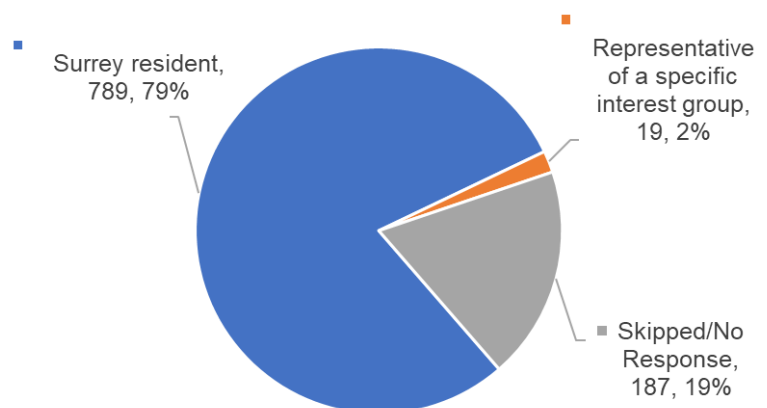
Respondents were asked to...

*“...tell us the **main reason** you are sharing your views e.g., as a resident, as a local business or as a member of a specific interest group (such as a resident or cycling/walking group.)*

The responses to this question were as follows:

- The majority (79%) were residents of Surrey.
- Two percent (2%) stated a role as representative of a specific interest group.
- The remainder (19%) provided no response.

| Response Basis | No. | % |
|---|------------|-------------|
| Surrey resident | 789 | 79% |
| Representative of a specific interest group | 19 | 2% |
| Skipped/No Response | 187 | 19% |
| Grand Total | 995 | 100% |



Where respondents indicated they were a representative of a special interest group they were asked to provide further details the following were provide.

Residents or Residents' Associations:

- Boxgrove Park Residents' Association.
- Downsedge Residents Association.
- Secretary of the Ganghill Residents' Association representing 45 residents of Ganghill.
- I am resident of Guildford who frequently cycles along the whole length of London Road.
- Resident of Merrow.

- Resident on London Road.

Cycling Groups:

- Cycling UK.
- Cycling UK member and occasional Surrey resident.
- West Surrey CC.
- President of Culham Bicycle Users Group, a cycling group from outside Surrey whose members frequently ride in Surrey, using the mountain bike trails, as well as riding on roads to and from the trails.

Walking interests:

- Walking.

Young People:

- Student voice from school.
- School.
- Kidicalmass Guildford.

Representatives of other protected characteristic groups:

- Trustee of Surrey Coalition of disabled people.

Environmental groups**Zero Carbon Guildford**

ANNEX 2

Guildford to Burpham Active Travel Scheme

Introduction

The Public Sector Equality Duty (PSED) is mandated in Section 149 of the Equality Act 2010 and requires a public body to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- Advance equality of opportunity between people who share a protected characteristic and those who do not; and
- Foster good relations between people who share a protected characteristic and those who do not.

An Equality Impact Assessment (EIA) Screening Tool has been used to determine that this program has the potential to bring both positive and negative impacts to the people of Surrey and therefore, a full Equality Impact Assessment is being used to inform the program and will be used to inform decision makers in accordance with the Public Sector Equality Duty as described in the Equality Act 2010.

This Equality Impact Assessment assesses the potential positive, negative and indirect impacts of the proposed [Local Transport Plan](#) to upgrade existing bus stops and upgrade cycling facilities, providing better transport connectivity between Guildford and Burpham (A3100 London Road) and to address a range of local travel problems.

Our fourth Local Transport Plan (LTP4) sets out our plans for transforming our transport network from 2022 up to 2032 and beyond. LTP4 was adopted on 12 July 2022 and supersedes our third Local Transport Plan (LTP3), which was published in 2011. LTP4 aims to significantly reduce carbon emissions from transport to meet our commitment to net zero emissions by 2050, in line with the Government's national legal commitment. Achieving these targets will require significant changes for us all.

Our objectives are:

- Net zero carbon emissions
- Sustainable growth
- Well-connected communities
- Clean air and excellent quality of life.

To achieve these objectives, we will build on existing measures and develop new ones that align with the following three principles: Avoid, Shift, Improve

Avoid unnecessary travel by reducing the number and length of trips needed. We aim to achieve this through improving planning for homes and employment sites, travel planning and levels of digital connectivity.

Equality Impact Assessment

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Shift travel choices to more sustainable modes of transport, including public transport, walking and cycling, away from car use.

Improve the energy efficiency of vehicles and operational efficiency of roads through technology improvements

Equality objectives 2021 - 2026

Ensuring no-one is left behind is the guiding principle for everything we do and this underpins our commitments on equality, diversity and inclusion (EDI). We will be delivering a radical agenda for EDI so the council can become a more diverse and inclusive organisation bringing strength through difference.

For residents, this means engaging with them in different ways so all voices are heard, which will help us better understand the causes of inequality and act to tackle them. For our staff, this means creating a workplace where they feel comfortable bringing their whole selves to work and where difference is valued so people's different perspectives will help address the challenges we face.

A greater focus on EDI will be transformative for residents and staff. We want to remove barriers and level the playing field to make it easier for people to engage with the council and be able to access the services they need. We will target our resources effectively to support the most disadvantaged, re-design services in a smarter way to ensure they are inclusive and accessible to all and develop a workforce that is more empathetic to the diverse needs of residents.

Our four equality objectives

To support the priority objectives we set in our Organisation Strategy 2021 to 2026, we have agreed four equality objectives:

- Tackle economic inequality and disparity through ensuring that everyone has the education and skills they need and that the infrastructure of the county is accessible, so that all residents are able to access the jobs, homes and transport needed to share in the benefits of growth.
- Work to close the county's healthy life expectancy gap by focusing our resources on children and adults who need our services most so they can be healthy, independent and thrive.
- Work with communities, through our new local engagement model, to make it easier for all residents to participate in local democracy, service design and decision-making.
- Deliver a radical work programme to strengthen the diversity of our workforce and move to a culture that values difference, where all staff feel they belong and have opportunities to succeed.

Current Position

The Government's ambition is to make walking and cycling the natural choice for shorter journeys, and short parts of longer journeys (for example, cycling to a railway station).

Surrey County Council has committed to achieving net zero carbon emissions across Surrey by 2050. 46% of carbon generated within Surrey by residents and businesses is transport related. This is roughly twice what it is for most other areas of the UK.

In order to tackle this, we need our residents and partners to help with a collective change in the way we travel in and around Surrey.

Surrey County Council has committed an ambitious 5-year budget, announced for 2020-21 that will see significant investment in Surrey County Council's Active Travel Programme for walking, cycling and buses as well as our Rights of Way connectivity. This financial commitment is a telling signal of our focus: getting people out of their cars.

Community Vision for Surrey in 2030

By 2030 we want Surrey to be a uniquely special place where everyone has a great start to life, people live healthy and fulfilling lives, are enabled to achieve their full potential and contribute to their community, and no one is left behind.

The proposals support the Community Vision for Surrey in many ways:-

Our ambitions for people are:

- Children and young people are safe and feel safe and confident.
- Everyone benefits from education, skills and employment opportunities that help them succeed in life.
- Everyone lives healthy, active and fulfilling lives, and makes good choices about their wellbeing.
- Everyone gets the health and social care support and information they need at the right time and place.
- Communities are welcoming and supportive, especially of those most in need, and people feel able to contribute to community life.

We want our county's economy to be strong, vibrant and successful and Surrey to be a great place to live, work and learn. A place that capitalises on its location and natural assets, and where communities feel supported and people are able to support each other.

Our ambitions for Surrey are:

- Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities.
- Journeys across the county are easier, more predictable and safer.
- Everyone has a place they can call home, with appropriate housing for all.
- Businesses in Surrey thrive.
- Well connected communities, with effective infrastructure, that grow sustainably.

The Proposed Scheme

The Proposed Scheme consists of upgrading existing bus stops and cycling facilities for a 1.6 mile stretch on the A3100 London Road between Guildford and Burpham. The scheme affects four wards within Guildford Borough Council: Castle, Merrow, Stoke and Burpham..

<https://guildford.gov.uk/wardboundaries>

The polling districts the scheme covers are; Burpham North West, Burpham South East, Stoke North, Stoke East and Castle East

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Guildford is situated on the banks of the River Wey, occupying a natural gap in the North Downs that provides excellent road and rail connections to the South East of England. Located equidistant from London and Portsmouth, the town gained early importance as a staging post for travellers, civilian and military, as well as fulfilling its local role as the regional market place, occasional seat of the County Assizes, and location of a Royal hunting lodge.

Burpham is a suburb of Guildford, a town in Surrey, England with an historic village centre. It includes George Abbot School, a parade of small shops, and Stoke Park

Burpham is bordered by the neighbourhoods of Merrow to the south-east and Jacobs Well to the north-west. Burpham is separated from Merrow by the New Guildford Line, the railway line between Guildford and Effingham Junction.

The change being assessed is known as the A3100 London Road Burpham to Guildford Active Travel scheme and it will be delivered in 3 sections as follows:

Section 1: Burpham to Boxgrove Roundabout to involve

- Upgrade of the existing advisory cycle lanes to offroad segregated uni-directional cycle ways with shared use facilities being provided for pedestrians and cyclists in a few sections where the available width of highway land is inadequate.
- Improvements to the existing footways including resurfacing
- Improvements to five (5) bus stops along the route including the provision/replacement of bus shelters and the provision of a shared use space for pedestrians, bus passengers and cyclists. There will be signage and markings in place to route cyclists behind the bus shelter and pedestrians/bus users in front of the bus shelter.
- Upgrade of the existing uncontrolled crossing just south of Ganghill junction to a controlled Toucan (pedestrian/cyclist) crossing
- Improvements to the junctions with Kingpost Parade, Highclere, Abbotswood (north and south) and Boxgrove Avenue to facilitate crossing by cyclists.
- Upgrade of the existing crossing facilities for pedestrians and cyclists on all arms of New Inn Lane/Burpham Lane and Woodruff Avenue/Weylea Avenue to parallel (zebra and cyclist) crossings

Section 2: Boxgrove Roundabout Dutch style Roundabout to involve

- Improvements to the existing footways and provision of dedicated, unidirectional segregated off carriageway cycleway facilities.
- Upgrade of the existing uncontrolled crossing facilities to new, controlled crossing facilities providing prioritised pedestrian movements over cyclist and motorist movements.
- Linking of the proposed cycle lanes with the controlled crossing facilities, giving cyclists priority over motorists at each arm of the roundabout.

The existing roundabout layout will be maintained but the central island size will be reduced and the traffic lane positions and islands will be realigned with the proposed traffic lanes entering and exiting the roundabout.

Section 3: Boxgrove Roundabout to York Road to involve

- Upgrade of the existing advisory cycle lanes to offroad segregated uni-directional cycle ways with shared use facilities being provided for pedestrians and cyclists in a few sections where the available width of highway land is inadequate.
- Improvements to the existing footways including resurfacing
- Reduction of the speed limit to 20mph between York Road and Ennismore Avenue in order to create a mixed traffic zone. This will involve the introduction of traffic calming features such as road tables and buffer areas.
- Improvements to seven (7) bus stops along the route including the provision/replacement of bus shelters and the provision of a shared use space for pedestrians, bus passengers and cyclists. There will be signage and markings in place to route cyclists behind the bus shelter and pedestrians/bus users in front of the bus shelter.
- Improvements to the junctions with Elgin Gardens, Bladon Close, St. Mildred's Rd, Linfield Gardens, Avonmore Gardens, Buckingham Close, St. Margaret's, Ennismore Avenue, Berkley Court, Cross Lanes, Nightingale Road, Clandon Road and York Road to facilitate crossing by cyclists
- Upgrade of three (3) existing uncontrolled crossings to signalised crossings.
- Upgrade of the existing uncontrolled crossings at the junctions with Cross Lanes and Nightingale Road to parallel (zebra and cyclist) crossings

The extent of the development footprint allows for sufficient space to construct the Proposed Scheme. Allowance for likely environmental mitigation and compensation areas have also been included within the footprint.

Alterations to existing footpaths, including widening and resurfacing will be required as part of the Proposed Scheme. All works are planned to be located within the extent of the Proposed Scheme footprint. The Proposed Scheme has been developed in accordance with Local Transport Note 1/20: Cycle Infrastructure Design.

PUBLIC TRANSPORT, PEDESTRIAN AND CYCLING FACILITIES

There are several Public Rights of Way, cycle paths and transportation facilities located within the area.

PUBLIC TRANSPORT

There are twelve (12) bus stops located within the Proposed Scheme boundary. Bus routes 6, 18, 715 and 462 travel through the Proposed Scheme.

The only railway station within the area is London Road Train station located between Nightingale Road and York Road.

There are no taxi services within the Study Area

PEDESTRIANS, CYCLISTS AND EQUESTRIANS

There are eight footpaths within the area and there are no footpaths or byways within the Proposed Scheme. There is one designated cycling route within the Study Area, NCN 223 from Chertsey to Shoreham-by-Sea, which is located between York Road and the Stoke Park access at the southern end of Section 3 of the scheme.

A landscaping design is to be developed to support the Proposed Scheme.

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Working closely with the Department for Transport, we are undertaking with this work, a new approach to mapping the movements of our communities. This, combined with engagement with residents and partners, will be imperative to understand exactly what our residents need and precisely where they need it.

ENGAGEMENT WITH RESIDENTS AND PARTNERS

We have engaged with a wider group of people and to seek more feedback on the proposal before any final plans are agreed. This group was identified using a stakeholder mapping process that included community groups as well as those from protected characteristic groups.

We have been working with the community, stakeholders and equality groups to develop materials which explain the full scheme and to develop a survey to enable us to better understand people's views.

SCHOOLS AND CHILDCARE

Five schools have been identified within the area:

- George Abbot School with 1973 pupils (mixed gender secondary school for ages 11 to 18) is located approximately 70m east of the central section of the Proposed Scheme boundary;
- Burpham Primary School with 434 pupils (mixed gender primary school for ages 4 to 11) is located approximately 460m north west of the northern section of the Proposed Scheme;
- Boxgrove Primary School with 631 pupils (mixed gender primary school for ages 4 to 11) is located approximately 620m south east of the southern section of the Proposed Scheme; and
- St Peter's Roman Catholic School with 212 pupils (mixed gender primary school for ages 5 to 11) is located approximately 1.4km east of the middle section of the Proposed Scheme.
- Guildford High School with approximately 1000 pupils (a girl's school for ages 4 to 18) is located approximately 100m from Guildford Railway Station at the southern end of the Proposed Scheme

Six nurseries have been identified within the area

- Peter Rabbit Nursery School is located approximately 250m west of the Proposed Scheme;
- Sunshine Nursery is located approximately 140m west of the Proposed Scheme
- Burpham Pre-School is located approximately 340m east of the Proposed Scheme;
- Christopher Robin Day Nursery is located approximately 510m north west of the proposed scheme
- Busy Bees at Guildford is located approximately 175m east of the Proposed Scheme
- Christchurch Pre-School is located approximately 260m east of the Proposed Scheme

LOCAL AMENITIES

Residential communities located within the area include the following:

- Guildford (adjacent to the Proposed Scheme);
- Burpham (within the Site Boundary of the Proposed Scheme);

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- Abbotswood (within the Site Boundary of the Proposed Scheme); and
- Merrow (approximately 750m west of the Proposed Scheme).

The Proposed Scheme is located within a rural/urban fringe of Guildford and rural area of Burpham. The majority of community facilities are located within Guildford. Journeys between the identified communities are likely to be made by walking, cycling and by vehicles, via the A3100 London Road, local C classified and unclassified roads.

The following facilities have been identified within the Proposed Scheme area:

- ALDI supermarket is located directly west of the northern section of the Proposed Scheme;
- Sainsbury's supermarket is located at the north western end of the Proposed Scheme;
- Sutherland Memorial Park is located directly west of the northern section of the Proposed Scheme;
- Guildford Ambulance Station is located directly east of the middle section of the Proposed Scheme;
- A row of retail facilities located approximately 20m east of the northern section of the Proposed Scheme along London Road and Kingpost Parade. Retail facilities include clothing, Takeaways, Salons, furniture and Bicycle shop.
- Guildford Riverside Nature Reserve is located approximately 540m west of the Proposed Scheme;
- Stoke Park is located adjacent to the middle southern section of the Proposed Scheme;
- Bushy Hill Park and Garden is located approximately 760m east of the Proposed Scheme;
- Merrow Business Park is located approximately 780m east of the Proposed Scheme;
- Guildford Rock School is located approximately 840m east of the Proposed Scheme;
- Guildford Shakespeare Company Trust is located approximately 860m south west of the Proposed Scheme; and Sutton Park and Garden is located approximately 860m north of the Proposed Scheme.
- Guildford Spectrum Leisure Centre is located approximately 400m west of the Proposed Scheme
- No other mobility services, or food banks have been identified within the area.

Design Considerations

- Upgrades to various junctions and roundabouts located between B2234/Burpham Lane and A246 York Road to include new crossing locations for cyclists and pedestrians;
- Shared footways where narrowing of the highway prevents segregation; and
- Upgrades to existing/new bus stops, either to a shared use bus stop or bus stop bypass.

Construction Considerations

Most of the works will be done under two-way traffic with reduced durations of road closures required for short durations;

- Potential pedestrian or community severance due to disruption caused by construction works;
- Access to local services could be potentially affected during construction; and

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- Potential noise, dust, light and environmental impacts associated with the Proposed Scheme have the potential to impact on health and wellbeing of the local populations.

2. Protected Characteristics

There are eight protected characteristics considered in this Equality Impact Assessment as defined in the Equality Act 2010. Additionally, Marriage / civil partnership is included as it relates to employment law and Surrey County Council staff will be consulted about the proposals and encouraged to use the routes.

- Age
- Disability
- Gender
- Pregnancy and maternity
- Race including ethnic or national origins, colour or nationality
- Religion or belief
- Sex
- Sexual orientation
- Marriage/civil partnership

Though not included in the Equality Act 2010, Surrey County Council recognises that there are other vulnerable groups which significantly contribute to inequality across the county and therefore are also considered within this EIAs.

Consideration has been given to the needs and potential impact on the following vulnerable groups

- Members/Ex members of armed forces
- Adult and young carers*
- Those experiencing digital exclusion*
- Those experiencing domestic abuse*
- Those with education/training (literacy) needs
- Those experiencing homelessness*
- Looked after children/Care leavers*
- Those living in rural/urban areas
- Those experiencing socioeconomic disadvantage*
- Out of work young people)*
- Adults with learning disabilities and/or autism*
- People with drug or alcohol use issues*
- People on probation
- People in prison
- Migrants, refugees, asylum seekers
- Sex workers
- Children with Special educational needs and disabilities*
- Adults with long term health conditions, disabilities (including SMI) and/or sensory impairment(s)*
- Older People in care homes*
- Gypsy, Roma and Traveller communities*

*as identified in the Surrey COVID Community Impact Assessment and the Surrey Health and Well-being Strategy

Equality Impact Assessment

- 3 The following open source data has been used to understand the population profile of the area. Rather than recreate the data tables, links to the data have been provided below.

Population Profile

2021 Census [Search Datasets | Surrey-i \(surreyi.gov.uk\)](#)

- Surrey population has increased to 1,203,108 – 6.2% increase on 2011 Census. This growth rate is slightly lower than England as a whole (6.6%).
- All borough / district councils exhibited population growth varying from 2.4% (Mole Valley) to 9.4% (Reigate and Banstead).
- Population density across Surrey is 724 usual residents per square kilometre. This varies between borough / district councils from a low of 338 (Mole Valley) to a high of 2,375 (Epsom and Ewell).
- Surrey saw population decreases for the under 4s (-8.0%), those aged 35-49 (-3.1%), and amongst those aged 60-64 (-0.7%) but an increase in all other 5-year age bands.
- Large percentage increases were seen in our older population: 34.0% growth in those aged 70-74, 18.2% growth in those aged 75-79, and 14.5% growth in those aged 80 and above.
- Total population has grown faster than the number of households, so average household size has increased. Across Surrey there were 481,818 households – a growth of 5.7% relative to the 2011 Census.
- The total number of households in Surrey, established by the 2021 Census, was 481,818. This is an increase of 26,027 (5.7%) since the previous Census.
- The imputed average Household size (mean average of residents per household) was 2.50 for Surrey – a higher value than for England as a whole.
- Surrey's Health and Well-being Strategy was refreshed in 2022 to include a particular focus on certain geographic areas of the county which experience the poorest health outcomes in Surrey. These areas were selected on the basis of the Overall deprivation score established in the English deprivation indices 2019.

In Guildford, the population grew by 4.7% to 143,649 in the 2011 Census. The average number of people per household was 2.58.

Joint Strategic Needs Assessment 2023

The Joint Strategic Needs Assessment (JSNA) [Joint Strategic Needs Assessment | Surrey-i \(surreyi.gov.uk\)](#) is an assessment of the current and future health and social care needs of the population of Surrey. It supports local leaders and commissioners to make informed decisions and to shape services in a way that best serves their communities. The JSNA informs the [Health and Wellbeing Strategy \(HWS\)](#) which outlines the collective health priorities for all partners across Surrey.

Priority Populations

The HWS commits to prioritising populations most at risk of experiencing poor outcomes. Their needs are considered within each of the published JSNA chapters.

- Carers and young carers
- Looked after children and adults with care experience
- Children with additional needs and disabilities
- Adults with learning disabilities and/or autism

- People with long term health conditions, disabilities or sensory impairments
- Older people 80+ and those in care homes
- Black and Minority Ethnic groups
- Gypsy Roma Traveller community
- Young people out of work
- People experiencing domestic abuse
- People with serious mental illness
- People with drug and alcohol problems
- People experiencing homelessness
- People living in geographic areas which experience the poorest health outcomes

Census 2021

- A detailed profile for the 2021 Census for [Guildford](#) shows that between the last two censuses (held in 2011 and 2021), the population of Guildford increased by 4.7%, from around 137,200 in 2011 to around 143,600 in 2021.
- The population here increased by a smaller percentage than the overall population of the South East (7.5%), and by a smaller percentage than the overall population of England (up 6.6% since the 2011 Census).
- In 2021, Guildford was home to around 3.8 people per football pitch-sized piece of land, compared with 3.6 in 2011. This area was among the lowest 45% for population density across English local authority areas at the last census.

Fostering Good Relations

During operation, the proposed bus stop design option to include a cycle path routed behind the bus shelter (shared use bus stop) would benefit cyclists (most likely a higher proportion of men), pedestrians and bus users.

Provision of segregated cycleways could help to increase the perception of safety and confidence of users (particularly women) and encourage increased numbers of cyclists to use the network.

| Protected characteristic | Potential Impact | Additional details | Mitigation |
|---|------------------|--------------------|------------|
| <p>Age</p> <p>The Census 2021 reveals that the largest 5 year cohort across Surrey are those aged 50-54 years, with a population of 87,327. The fastest growing cohort compared to previous Census are those aged 70-74, with a growth of 34.1% (an additional 14,869 persons). This group reflects the post-WWII baby boom. Other older age groups have also increased: those aged 75-79 by 18.1%, and those aged 80 or older by 14.6%.</p> <p>The largest decrease was observed in Guildford, which saw a 17.6% reduction in the number of preschool children across the past decade.</p> <p>16.9% of people in Guildford are aged 25 years and under, whilst 17.5% are aged 65years and over</p> <p>There are no schools located within the Proposed Scheme boundary. However, there are five schools and five nurseries located within the local area. Pupils and their carers from communities surrounding the Proposed Scheme boundary could use bus services and private vehicles travelling to and from the schools via the A3100 London Road. The Proposed Scheme involves the restructuring of the existing junctions and pavements along the A3100 London Road. Hence, journeys between schools and the local communities in the area may be disrupted during construction. Safe temporary road diversions or partial closures should be provided to ensure young people and their carers are not disproportionately affected during construction.</p> <p>Based on the National Travel Survey England 2021, people that are at age between 17 and 20, and over 70 have a higher average use of local buses. The Proposed Scheme involves the upgrading of the existing bus stops of the A3100 London Road which form part of the bus route for bus services 6, 18, 715, and 462. Potential disruption to bus routes located within the Proposed Scheme boundary during construction might have a disproportionate effect on the young and older people.</p> | | | |

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| Protected characteristic | Potential Impact | Additional details | Mitigation |
|--------------------------|------------------|---|------------|
| | | <p>Temporary road diversions or partial closures should be provided during construction to ensure young and older people are not disproportionately affected.</p> <p>Students and education escorts who need to travel along the Proposed Scheme where it provides an improved connection for all road users and provides an alternative option for travelling between schools and their local area.</p> <p>During operation, the proposed shared use bus stop design could introduce conflict between cyclists and pedestrians, especially older users with mobility and sensory issues and those with young children and prams, when passengers are trying to board or leave the bus.</p> <p>In areas of shared use between pedestrians and cyclists, there may be some conflict between users during operation. This could be especially felt by older users with mobility issues or using mobility aids, those pedestrians travelling with young children and prams and any cyclists using adapted or inclusive cycles. The inclusion of parallel cycle crossings on adjoining roads will prevent conflict in these locations, as long as they are used correctly.</p> <p>Provision of segregated (both off carriageway and light segregation) and marked (with red finish) cycleways could help to increase the perception of safety and confidence of users (particularly younger and older users), and encourage increased numbers of cyclists to use the network.</p> | |
| | Positive | It is expected that there would be a positive impact on people of all ages benefitting from cleaner air generally but specifically, because they would be enabled to use the cycle and walkways to improve their activity levels. | |

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| Protected characteristic | Potential Impact | Additional details | Mitigation |
|--------------------------|------------------|--|--|
| | Negative | For vulnerable younger and older people, the bus routes, cycle and walkways must feel safe with good visibility and well lit in darker places. | Surfaces must be appropriate to prevent slips, trips and fall amongst the particularly vulnerable older population, especially for those who use mobility aids such as sticks, walkers and buggys. |

Disability [2021 Census: Disability | Surrey-i \(surreyi.gov.uk\)](#)

Just under a quarter of Surrey residents (21.3%) were classified as having a disability under the Equality Act or had a long term physical or mental health condition (but day-to-day activities were not limited). One in 20 residents were classified as disabled under the Equality Act where their day-to-day activities were limited 'a lot' and represented 61,835 individuals.

Just over 100 thousand (104,266) residents were classified as disabled under the Equality Act, 8.7 per cent, whereby their day-to-day activities were limited 'a little'. The Census also collected information from people who were not categorised as disabled under the Equality Act but had a long term physical or mental health condition and whose day-to-day activities were not limited, and such individuals represented 7.4 per cent of Surrey residents (89,595).

4.8% of people in Guildford have one of more disability under the Equality Act where day to day activities are limited a lot and a further 8.9% where there activities are limited a little.

Construction plant has the potential to generate additional noise, dust and lighting which people with respiratory or long-term illnesses could be temporarily disproportionately affected.

During operation, the shared use bus stop proposed design option could introduce conflict between cyclists and pedestrians, especially those with mobility and sensory issues, when passengers are trying to board or leave the bus.

In areas of shared use between pedestrians and cyclists, there may be some conflict between users. This could be especially felt by users with mobility issues or using mobility aids and any cyclists using adapted or inclusive cycles. The inclusion of parallel cycle crossings on adjoining roads will prevent conflict in these locations, as long as they are used correctly.

Provision of segregated (both off carriageway and light segregation) and marked (with red finish) cycleways could help to increase the perception of safety and confidence of users (particularly disabled users) and encourage increased numbers of cyclists to use the network.

Equality Impact Assessment

| Protected characteristic | Potential Impact | Additional details | Mitigation |
|---|------------------|---|--|
| <p>Tactile paving surfaces have been included within the design in appropriate locations (at crossings and ends of cycleways interacting with pavements) to ensure the Proposed Scheme is suitable for use by visually impaired users.</p> <p>Statistically this area does not have a significantly higher number of residents with disabilities, and there is no evidence of presence of facilities that would indicate a higher use by disabled groups. However, disabled people are more likely to use public transport because they are often not able to travel using their own vehicle.</p> | | | |
| | Negative | <p>The bus routes, cycle and walkways must take account of physical and neuro diversity and be accessible for all mobility impaired users. This includes visual and sensory impairment. The routes must be appropriate for visually impaired people who use a stick, assistance dog or carer.</p> | <p>Some of the routes would benefit from the introduction / modernisation of accessible footway features such as dropped kerbs and tactile paving.</p> <p>Appropriate signage must be clear and accessible and meet the needs of hearing and sight impaired users.</p> <p>Access to first aid, defibrillator or emergency response should be made clear.</p> |
| <p>Gender 2021 Census: Gender Identity Surrey-i (surreyj.gov.uk)</p> <p>Across Surrey, there were responses from 921,833 residents (94.79% of the population aged 16 years and over).</p> <p>A total of 918,205 residents (94.42%) answered “Yes”, indicating that their gender identity was the same as their sex registered at birth.</p> <p>A total of 3,628 residents (0.37%) answered “No”, indicating that their gender identity was different from their sex registered at birth. Within this group:</p> <ul style="list-style-type: none"> 1,361 (0.14%) answered “No” but did not provide a write-in response 731 (0.08%) identified as a trans man 756 (0.08%) identified as a trans woman | | | |



| Protected characteristic | Potential Impact | Additional details | Mitigation |
|--|------------------|---|---|
| <p>495 (0.05%) identified as non-binary</p> <p>287 (0.03%) wrote in a different gender identity</p> <p>The remaining 50,679* residents (5.21%*) did not answer the question on gender identity.</p> <p>The percentage of Surrey residents aged 16 and over who reported that their gender identity was different from their sex registered at birth, 2021 in Guildford was 510 (0.43%)</p> | | | |
| | Unsure | There is the potential of harassment or victimisation caused by transphobic hate crime in public spaces which should be recognised and tackled appropriately. Anyone feeling unsafe on the bus routes, cycle and walkways should know how to access the nearest 'safe space'. | Engagement with trans or gender reassignment groups would discover more insight and develop appropriate adjustments with the community. |
| <p>Pregnancy & Maternity</p> <p>The ONS data for Guildford shows a 19.9% drop in birth rates over the last ten years from the 2021 Census data</p> <p>In 2021 there were 1.5 children per woman in Guildford</p> | | | |
| | Unsure | The cycle and walkways must be accessible for pram and pushchair users up to double buggy size. The seating areas may be suitable for breastfeeding women but this should be discussed as part of | |

Equality Impact Assessment

| Protected characteristic | Potential Impact | Additional details | Mitigation |
|---|------------------|---|--|
| | | <p>the engagement process as to whether this may pose any barriers. Cycles towing baby trailers should be accommodated. It may be assumed that pregnant women may already have toddlers in prams or pushchairs or toddling.</p> | |
| <p>Race- including ethnic or national origins, colour or nationality</p> <p>Census 2021: Ethnic Group Surrey-i (surreyi.gov.uk)</p> <p>Three quarters of Surrey residents reported that they identified as White British in 2021, alongside 8.9 per cent who reported that they were ‘White Other’. Therefore, 14.5 per cent of Surrey residents reported that they identified as non-White. The residents who identified as Asian made up the largest percentage of the non-White Surrey population and represented 7.7 per cent of all Surrey residents in 2021. Those who identified as Mixed or of Multiple ethnicity represented 3.4 per cent of the overall Surrey population and residents who identified as Black represented 1.7 per cent</p> <p>Every 9 in 10 Surrey residents reported their national identity as something which was only UK-based, with British only being the most popular specific identity (57.5%).</p> <p>8.5 per cent of Surrey residents reported a non-UK identity and 2.5 per cent reported a a combination of a non-UK identity alongside a UK-based identity.</p> <p>Guildford had high levels of the following ethnic groups:- Asian (6.7%), Black (1.5%) and mixed or multiple (1.9%)</p> | | | |
| | Unsure | <p>Information about the bus routes should be made available in the most prevalent languages used in the Burpham / Guildford area where the routes are publicised.</p> <p>Census 2021: Main</p> | <p>Further engagement is required to understand the potential disadvantages from people with lived experience.</p> |

| Protected characteristic | Potential Impact | Additional details | Mitigation |
|---|------------------|---|------------|
| | | <p>Language Surrey-i (surreyi.gov.uk)</p> <p>Safeguarding against discrimination and harassment strategies may be required and vulnerable people should know where they can easily access a safe space.</p> <p>A potential positive impact is the opportunity to foster good relations between different race groups using the routes.</p> | |
| <p>Religion & Belief</p> <p>Census 2021: Religion Surrey-i (surreyi.gov.uk) Includes a breakdown for Guildford by religion</p> <p>The Christian population remained the largest religious group in Surrey in the 2021 Census. However, the proportion of Surrey residents who were Christian decreased from 62.8 per cent in 2011 to 50.2 per cent in 2021.</p> <p>The reduction in Christian residents was largely driven by the population reporting ‘no religion’ rising from 24.8 per cent in 2011 to 36.3 per cent (440,069 residents) in 2021.</p> <p>Non-Christian religions were reported by 7.0 per cent of Surrey residents (84,641) in 2021, where Muslims represented 3.2 per cent of Surrey residents (38,138).</p> <p>Guildford had the highest proportion of residents who reported ‘no religion’ in 2021 at 39.7 per cent, with Waverley coming in second at 39.0 per cent. Spelthorne had the lowest proportion of residents who reported ‘no religion’ in 2021, but this group still represented 31.2 per cent of the Spelthorne population.</p> <p>One place of worship has been identified within the Study Area. Burpham Church is located approximately 320m east of the Proposed Scheme.</p> | | | |

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| Protected characteristic | Potential Impact | Additional details | Mitigation |
|--|------------------|--|--|
| | Unsure | The public spaces should be equally accessible by people of all faiths and none. | Further engagement with faith groups and representatives is needed to fully understand the potential positive and negative benefits |
| <p>Sex</p> <p>Overall, 51.3% of Surrey’s population is female. This is slightly above the national position for England of 51.0%, reflecting our older population structure.</p> <p>The proportion of residents who are female generally increases with age: 48.7% of those aged 4 or under are female, compared to two thirds (67.6%) of those aged 90 or older.</p> <p>The National Travel Survey England 2018 data shows that women make more escort education trips than men, with an average of 143 trips made per person per year by women and 109 trips made per person per year by men (note that the 2021 data was skewed by the impact on Covid-19 on travel). The 2018 survey also indicates that women take larger numbers of bus trips than men for all age groups, with an average of 54 trips made per person per year by women and 41 trips made per person per year by men. The potential disruptions to bus routes along the A3100 London Road during construction may disproportionately affect women as they are more likely to use bus services, and therefore be impacted by increased journey times.</p> | | | |
| | Yes | <p>Information about the cycle and walkways should be produced using gender neutral language. Women using the routes, particularly at night should feel safe with well lit areas and a ‘safe place’ to access if feeling at risk.</p> <p>This also applies to men who feel vulnerable.</p> | The routes should feel safe and be monitored during the hours of a vibrant night time economy or during town centre festivals and public events. |
| <p>Sexual orientation</p> | | | |

| Protected characteristic | Potential Impact | Additional details | Mitigation |
|--------------------------|------------------|--|---|
| | | <p>2021 Census: 2021 Census: Sexual Orientation Surrey-i (surreyi.gov.uk)</p> <p>In total, 905,795 Surrey residents answered the question (93.1% of the Surrey population aged 16 years and over which is slightly higher than the 92.5% of the England population).</p> <p>In total: 881,673 people (90.66% of the Surrey population aged 16 years and over) identified as straight or heterosexual</p> <ul style="list-style-type: none"> • 11,355 (1.17%), described themselves as gay or lesbian • 10,232 (1.05%) described themselves as bisexual • 2,535 (0.26%) selected “Other sexual orientation” <p>The overall number of residents of Surrey who identified with an LGB+ orientation (representing all sexual orientations apart from heterosexual and straight) was therefore 24,122 and represented 2.48 per cent of the population aged 16 years and over.</p> <p>Of those who selected “Other sexual orientation”, the most common write-in responses included:</p> <ul style="list-style-type: none"> • 1,653 pansexual (0.17% of the Surrey population) • 522 asexual (0.05%) • 216 queer (0.02%) <p>Another 144 residents (0.01%) wrote in a different sexual orientation.</p> | |
| | Yes | The routes should feel safe for people of all sexual orientation and should celebrate PRIDE and be clear that hate crime of this nature will not be tolerated. Vulnerable users should have a ‘safe place’ to access. | Engagement with representatives of this group should be undertaken to gain insight into their feelings about the proposed routes. |

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| Protected characteristic | Potential Impact | Additional details | Mitigation |
|--|------------------|--|------------|
| | | A potential positive impact would be to decorate the routes during Pride month and foster good relations at all times. | |
| Marital status/civil partnership | | | |
| | Unsure | This is not a protected characteristic under the Equality Act 2010 but relates to employment law. It is assumed that Surrey County Council staff will use the routes and so it is important to collect data for this characteristic and understand whether there are any perceived barriers that need to be addressed. | |
| <p>Socio/economic</p> <p>The Proposed Scheme lies within five LSOAs: Guildford 008A, Guildford 008B, Guildford 011A, Guildford 011C, Guildford 013A: The Proposed Scheme is located in a relatively affluent area with low levels of deprivation and limited difference in deprivation levels between the affected LSOAs. This means that people living and working within the area are likely to use and uptake the Proposed Scheme in similar ways.</p> <p>There are unlikely to be disproportionate impacts on poorer households during construction.</p> <p>There are likely to be benefits during operation. Although the Proposed Scheme lies within the 10% least deprived neighbourhoods in the country, majority of the Proposed Scheme (Guildford 008A, 011A, 011C and 013A) lies within the domain “Living Environment Deprivation” which are within 50% most deprived neighbourhoods in the country. Poorer households are much less likely to have access to private vehicles, and therefore have an existing dependence on the walking and cycle network, for education, employment or access to facilities. The Proposed Scheme can provide an improved connection for all road users along the length of the Proposed Scheme, which may benefit this user group during operation.</p> | | | |

| Protected characteristic | Potential Impact | Additional details | Mitigation |
|---|------------------|---|--|
| | Positive | There is the positive impact that use of the routes would be free to use and they would therefore increase the potential for people with low economic status to increase their activity levels. Statistics show that people who live in area with low indices of multiple deprivation have poorer health outcomes | |
| <p>Other vulnerable groups as recognised by Surrey County Council</p> | | | |
| <p>In Surrey, of the 972,515 usual residents aged 16 years and over, 589,529 residents were in employment (60.6%), 28,023 residents were unemployed (2.9%), and 354,961 residents were economically inactive (36.5%). The economically active population included people who were put on furlough at the time of Census 2021, who were considered to be temporarily away from work.</p> | | | |
| <p>At the time of the 2021 Census, there were 32,596 residents of Surrey who had previously served in the armed forces which represented 3.4 percent of the Surrey population aged 16 and over. Around every 1 in 40 Surrey residents aged 16 or over were veterans of the regular UK armed forces (2.4%, representing 23,769 persons). Census 2021: UK Armed Forces Veterans Surrey-i (surreyi.gov.uk)</p> | | | |
| <p>At the time of the 2021 Census, 90,497 residents reported that they provided unpaid care (8.0% of usual residents). 2021 Census: Unpaid Care Surrey-i (surreyi.gov.uk) The largest groups within unpaid carers were residents who provided 9 hours or less unpaid care a week (3.5% of the usual population, representing 39,968 residents) and residents who provided 50 or more hours of unpaid care a week (2.1% of the usual population, representing 23,469 residents).</p> | | | |
| <ul style="list-style-type: none"> Members/Ex members of armed forces Adult and young carers* Those experiencing digital exclusion* | Unknown | There is the potential that some of these group of people may use the well lit routes as a place of safety or to use during the day or evening as a place of | Engagement with these groups or their representatives should be undertaken to understand their views of the proposals and any barriers to access or ideas for mitigations. |

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| Protected characteristic | Potential Impact | Additional details | Mitigation |
|--|------------------|---|------------|
| <ul style="list-style-type: none"> • Those experiencing domestic abuse* • Those with education/training (literacy) needs • Those experiencing homelessness* • Looked after children/Care leavers* • Those experiencing socioeconomic disadvantage* • Out of work young people* • Adults with learning disabilities and/or autism* • People with drug or alcohol use issues* • People on probation • People in prison • Migrants, refugees, asylum seekers • Sex workers • Children with Special educational needs and disabilities* | | <p>refuge. It will be important to design in and monitor deterrents and protection strategies to ensure that the routes are not frequented for sex work, unemployment, drug and alcohol misuse, gangs, criminality or for homeless people to seek shelter. An integrated plan for the safety of the routes should be co-produced with potential users and council services established to support these groups of people.</p> | |

| Protected characteristic | Potential Impact | Additional details | Mitigation |
|--|------------------|--------------------|------------|
| <ul style="list-style-type: none"> • Adults with long term health conditions, disabilities (including SMI) and/or sensory impairment(s)* • Older People in care homes* • Gypsy, Roma and Traveller communities* | | | |

4. Recommendations

Next Steps

This version of the EIA has been undertaken as a desktop exercise based on the data and information available. It is vital that the next iteration of this dynamic and evolving assessment incorporates insight from people from the potentially affected groups and stakeholders including local businesses and local voices and support groups enabled by the community, voluntary and faith sector.

This initial EIA suggests that the following groups may be more affected by the proposals:

- older people,
- young people,
- people with mobility impairment
- disability such as visual and sensory impairment

There should be further revisions of the EIA at the following key stages:-

Stage 2. Engagement

Based on the open source data available, it is recommended to test and validate the potential impact on staff, community groups and key stakeholders to gain insight into their perceived benefits and disadvantages of the proposed routes, any barriers to access that may arise due to their protected characteristic or group and any mitigations or adjustments that should be considered when developing the routes.

5. Action plan and monitoring arrangements

Insert your action plan here, based on the mitigations recommended.

Involve you Assessment Team in monitoring progress against the actions above.

| Item | Initiation Date | Action/Item | Person Actioning | Target Completion Date | Update/Notes | Open/ Closed |
|------|-----------------|-------------|------------------|------------------------|--------------|--------------|
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |

6a. Version control

| Version Number | Purpose/Change | Author | Date |
|----------------|--|--------------|----------|
| 1-3 | Initial Equality Impact Assessment Amendments made as more data and insight was provided about the scheme to complete this initial desktop based assessment | Anna Collins | 30/08/23 |

The above provides historical data about each update made to the Equality Impact Assessment.

Please include the name of the author, date and notes about changes made – so that you can refer to what changes have been made throughout this iterative process.

6b. Approval

Secure approval from the appropriate level of management based on nature of issue and scale of change being assessed.

| Approved by | Date approved |
|----------------|---------------------|
| Cabinet Member | 15th September 2023 |

If you would like this information in large print, Braille, on CD or in another language please contact us on:

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