

Executive Report

Ward(s) affected: Ash South and Tongham, Ash Wharf

Report of: Director of Planning and Regeneration

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Date: 19 March 2019

## Ash Road Bridge – Pre-construction

### Executive Summary

This report sets out proposals to deliver a new road and road bridge over the railway line at Ash to allow the level crossing to be closed and be replaced with a footbridge suitable for all users. This infrastructure scheme is essential to mitigate existing and planned development of approximately 750 homes and mitigates against the highways and safety implications at the level crossing arising from the proposed full local housing allocation of 1,750 new homes for the Ash and Tongham area. It delivers new housing more quickly in line with the Guildford Borough Council Submission Local Plan (Policy A29). The current level crossing is categorised as medium-high risk by Network Rail (NR), has significant periods of closure leading to congestion, and has a negative impact on the local and wider economy.

Options considered include do nothing, shortest route, longer route and the preferred option, which is the optimum between the shortest and longest route to be attractive to users as an alternative to the level crossing and which generally meets highway authority standards. This report outlines the options available to the Council to provide a new road bridge over the railway in Ash to facilitate closure of the level crossing and provision of a footbridge.

### Recommendations to Executive:

The Executive is asked to:

- approve the overall capital scheme cost for the Ash Bridge Project of £22.8 million outturn cost (as attached in the “Not for Publication” Appendix 5) and note that the project is expected to be fully funded by £12.5 million grants and developer contributions to be determined
- approve proceeding with the project to enable the Ash Road Bridge scheme (Option 3) as outlined in this report to proceed as a project from planning permission stage to pre-construction (including detailed design and procurement for construction) and to secure external capital funding in order to progress the project within the Homes England Housing Infrastructure Fund (HIF) timescales
- approve the transfer of £2.66 million from the provisionally agreed HIF funding

from the provisional to the approved capital programme for the scheme to enable the project to proceed from planning permission stage to preconstruction (as attached in the “Not for Publication” Appendix 8)

- approve the proposed procurement strategy (as attached in the “Not for Publication” Appendix 8)
- the Executive is asked to note that an Expression of Interest (EOI) has already been submitted to the EM3 LEP in February 2019 for the Local Growth Fund 2019-21. The Executive is asked to approve the preparation and submission of a detailed bid to follow the EOI.
- authorise the Director of Planning and Regeneration, in consultation with the Lead Councillor for Infrastructure and Governance, to progress this scheme from planning permission stage to preconstruction and to engage with suppliers to start implementation of the scheme as outlined in this report

Reason for Recommendations:

The scheme is in line with the Submission Local Plan, Policy A29, and follows the strategic priorities of the Council’s Corporate Plan 2018-2023, specifically:

- creating infrastructure
- making travel easier by reducing congestion now and in the future
- improving safety on the road and rail network
- supporting communities
- enabling growth by supporting and unlocking land for quicker delivery of housing

**1. Purpose of Report**

- 1.1 The purpose of the report is to gain approval for funding for the Ash Road Bridge scheme to continue as a key project for the Council and to secure external capital funding in order to progress the project within the Homes England HIF timescales. This report outlines the options available to the Council to provide a new road bridge over the railway in Ash to facilitate closure of the level crossing and provision of a footbridge.

**2. Strategic Priorities**

- 2.1 The recommendations in this report support the delivery of the following priorities from the Council’s Corporate Plan 2018-2023:

Place-making

- delivering the Guildford Borough Local Plan and providing the range of housing that people need, particularly affordable homes, and
  - making travel in Guildford and across the borough easier
- 2.2 The Ash Road Bridge scheme will provide significant, identified, community safety benefits and supports the Council’s strategic priorities by:

- being an integral part of Policy A29 of Guildford's Submission Local Plan to mitigate existing and planned development and allow quicker delivery within the total 1750 policy allocation
- making travel in the Ash and Tongham area easier by relieving congestion caused by the existing level crossing down-time, improving safety by closure of the level crossing and providing the infrastructure to accommodate the increase in housing proposed under Policy A29

### **3. Background**

- 3.1 Ash is located to the west of Guildford, approximately two miles east of Aldershot. Ash station is located on the North Downs line, between Reading and Gatwick. The station sits within the Wessex region and the operator in this area is Great Western Railway.
- 3.2 A level crossing is located immediately to the east of Ash Station on the A323 Guildford Road. Accordingly, when trains pass through the station the level crossing is closed, causing delays to all users of Guildford Road.
- 3.3 The level crossing in Ash is currently closed for substantial amounts of time during peak times and throughout the day. Improvements being considered by the rail operator, including service frequency increases, line electrification and longer trains could all potentially add to the amount of level crossing down time and therefore delays on Guildford Road.
- 3.4 The level crossing is a NR safety hotspot and its frequent closures encourages rat running on rural roads that are not designed to take this level of traffic.
- 3.5 Significant development is already occurring in Ash and Tongham and is proposed in Guildford's Submission Local Plan, Policy A29. A new road bridge, link roads and footbridge are planned to allow closure of the level crossing and as mitigation to the existing and future traffic congestion and level crossing safety concerns.

### **4. Proposed Benefits**

- 4.1 The scheme facilitates the removal of a safety hazard posed by the present level crossing, categorised by NR as a medium-high risk crossing.
- 4.2 The scheme allows for the removal of an existing traffic congestion hotspot delaying vehicles, pedestrians and cyclists (NB: the level crossing closes around eight times each hour, or 150 times each day and periods of closure can currently amount to up to 25 minutes per hour).
- 4.3 The scheme mitigates against further impacts of proposed additional passenger train services on the line in future (three times per hour off-peak).
- 4.4 The scheme will provide an alternative route, encouraging traffic off rural roads to reduce rat running.

- 4.5 The scheme mitigates against impacts from housing, which is already taking place in advance of the Submission Local Plan, as well as the additional housing proposed in the area under Policy A29 of Guildford’s Submission Local Plan (Reg 22). The Submission Local Plan was heard at the Examination in Public in June 2018 (concept of the bridge has been subject to two rounds of public consultation through Local Plan preparation) and the Inspector did not request or recommend any modifications to this draft allocation or to the policy wording which includes the following as a requirement of development:

*“(9) Land and provision of a new road bridge which will form part of the A323 Guildford Road, with an associated footbridge, to enable the closure of the level crossing on the A323 Guildford Road, adjacent to Ash railway station”*

- 4.6 The new link road and bridge will unlock the development potential of further land within the site allocated in draft Policy A29.

- 4.7 There are also many wider economic benefits to the delivery of an infrastructure scheme such as this, including but not limited to:

- journey time savings for vehicles and pedestrians
- direct construction employment and training opportunities
- indirect construction employment, the construction of dwellings facilitated by the Scheme would create and support employment opportunities in the wider supply-chain
- additional local expenditure from the new housing units is likely to have a beneficial, long-term, permanent effect on the borough economy
- new housing units will contribute to public finances through tax revenues generated by developers and residents
- the construction of new housing units will trigger the provision of social infrastructure to support both the existing residents of Ash and those residing in the new residential units. Each residential plot unlocked by the Ash Road Bridge will be required to provide sufficient primary and secondary school places, GP healthcare facilities, open space and children’s play space, which will be beneficial to the existing baseline population of Ash and the surrounding areas as well

**5. Options Considered**

<b>Option</b>	<b>Description / Reason</b>
<b>Option 0 – Do Nothing</b> <i>(Rejected)</i>	Does not support strategic objectives due to impacts from existing developments and proposed numbers of housing in Policy A29 could not be delivered and speed of housing delivery cannot be increased.
<b>Option 1 – Shortest Route</b> <i>(Rejected)</i>	Passes through a traveller site that is excluded from Policy A29 because it has permanent planning permission for four pitches that it would be difficult to provide elsewhere due to Green Belt constraints. The tight internal

	radius of the alignment means a skew on the bridge, increasing complexity and cost and would not meet design criteria of Surrey County Council (SCC) as the highway authority.
<b>Option 2 – Longer Route</b> <i>(Rejected)</i>	Increased cost over Option 1 and length of route would not be attractive to encourage use as an alternative to the level crossing.
<b>Option 3 – Intermediate Route</b> <i>(Preferred Option)</i>	The shortest possible route to remain attractive to users, that avoids the traveller site, has a straight crossing of the railway and meets highway authority design standards.

## 6. Work Undertaken To Date

### 6.1 Work undertaken to date includes:

- Feasibility Study – (March 2017)
- Traffic survey work (September 2017)
- Transport work – (ongoing)
- Preferred option design (shortest, cheapest route that could be acceptable to SCC in highways terms, avoiding the traveller site)
- Stage 1 Road Safety Audit (RSA) by SCC against Design Manual for Roads and Bridges (DMRB) standards
- Designer response submitted to SCC for ‘approval in principle’ – Agreed by SCC
- Updated costings
- Ecology surveys underway – (April 2018 onwards)
- Quarterly Ash Forums and continuing local engagement
- Public information events ahead of planning submission
- Stakeholder engagement (NR, SCC)
- Planning application preparation ongoing
- Discussions with landowners and developers
- Engaged external support (legal, land agent, Pre-construction)
- Topographic surveys
- Footbridge feasibility study commissioned

## 7. Project Delivery Strategy

- 7.1 This section is included in the “Not for Publication” Appendix 5 on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 3 and 4 of Part 1 of Schedule 12A to the Local Government Act 1972.

## 8. Financial Implications

- 8.1 This section is included in the “Not for Publication” Appendix 6 on the grounds that it involves the likely disclosure of exempt information as defined in

paragraphs 3 and 4 of Part 1 of Schedule 12A to the Local Government Act 1972.

**9. Risks and Opportunities**

9.1 This section is included in the “Not for Publication” Appendix 7 on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 3 and 4 of Part 1 of Schedule 12A to the Local Government Act 1972.

**10. Procurement Strategy**

10.1 This section is included in the “Not for Publication” Appendix 8 on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 3 and 4 of Part 1 of Schedule 12A to the Local Government Act 1972.

**11. Programme**

11.1 The outline delivery programme for the scheme is influenced by the Homes England HIF funding timescale, which has a requirement to be utilised by the end of March 2021.

11.2 The key milestones are shown in Table 1 below:

<b>Milestone Description</b>	<b>Planned</b>
<b>Review of Ash Road Bridge route options</b>	2017
<b>Procurement of project services and selection of preferred alignment</b>	Spring / Summer 2018
<b>Road bridge planning permission submitted</b>	Spring 2019
<b>Road bridge planning permission determined</b>	Summer 2019
<b>Detailed design &amp; planning conditions discharged</b>	Autumn-winter 2019
<b>Construction Start</b>	Spring 2020
<b>Construction Complete</b>	2021
<b>Indicative footbridge planning submission</b>	Summer 2019
<b>Indicative footbridge construction (subject to road bridge completion)</b>	Summer 2021
<b>Indicative footbridge opening and level crossing closure</b>	Autumn 2021

**Table 1- Outline Project Milestones**

- 11.3 In order to maintain this programme, there will be a need to overlap project phases. For example, starting detailed design (appointing designer and committing to detailed design stage costs) prior to submission and/or determination of planning application and commencing works on site whilst detailed design is ongoing.

## 12. Consultations

- 12.1 The concept of the bridge has been subject to two rounds of public consultation through the Local Plan preparation.
- 12.2 Officers have held quarterly public forums since January 2018 and it is proposed to continue providing updates on this project through this Forum for the duration of the project when required. These forums have been advertised locally and well attended with the most recent Forum attracting 140 attendees.
- 12.3 Given the questions received at the April 2018 Forum, mainly related to the highways and parking issues, Officers held a specific session with local councillors, Surrey County Council and representatives from local residents' groups on highways questions associated with the scheme. The responses have been published.
- 12.4 Public questions have been taken on board by officers and incorporated into the scope of works for the planning application preparation.
- 12.5 Forum presentations have been made available on the Council's website following these events. <https://www.guildford.gov.uk/ashforum>
- 12.6 Public information events were held in January 2019 ahead of planning submission. Approximately 4000 invitations were issued and attendance across the two-day event was about 500.
- 12.7 Officers have been in discussion with several of the local developers and landowners regarding the scheme. In particular, the three landowners / developers, whose land is directly impacted by the proposed road and road bridge, who have agreed to work with the Council.
- 12.8 NR have expressed their support for the project and pledged £2.5 million towards the scheme.

NR response to July 2017 (Reg 19) consultation:

*"This site will impact adversely on the safe operation of the level crossing at Ash. Network Rail is working closely with Guildford Borough to investigate funding streams to facilitate the closure of the level crossing.*

*CIL or Section 106 funding should be made available to help fund the closure of the level crossing as without its closure the level crossing will become prohibitively unsafe."*

- 12.9 The project team is working closely with the Council's Communications and PR team to agree a suitable communications strategy.

### **13. Equality and Diversity Implications**

- 13.1 The project team have completed a Screening Equality Impact Assessment prior to submission of a planning application, see appendix 4. A full Equality Impact Assessment is deemed not to be required at this stage and will be reviewed at each project stage. The project will particularly consider the management of temporary works and diversions by contractors and others to ensure the equality agenda is taken forward.
- 13.2 The footbridge across the railway will be required to accommodate all users and will need take into account the recommendation from the Screening Equality Impact Assessment to make allowances for any equality and diversity implications.

### **14. Legal Implications**

- 14.1 The main risk to the Council is the timescale for the adoption of the Submission Local Plan, as there is currently no formal policy basis to support the scheme, which falls within Policy A29. The Local Plan is however well advanced in its production. Some of the policies have been accepted by the Inspector without the need for modifications. It is considered that these policies, including Policy A29, should be afforded considerable weight in decision-making.
- 14.2 The project team has procured external end-to-end legal support for the project. It is envisaged that a number of legal agreements will be required, including but not limited to:
- Funding agreements with Homes England and NR
  - Basic Asset Protection Agreement(s) with NR
  - Easements and wayleaves with developers/landowners and utilities companies
  - Bridge Agreement(s) between Guildford Borough Council, Surrey County Council and NR
  - Section 278 agreement (works in existing highway)
  - Section 106 agreements
  - Section 38 agreement (adoption of new highway)
  - Collateral Warranties
  - Non-disclosure agreements
  - Legal review of draft planning application

### **15. Human Resource Implications**

- 15.1 During the planning, design, tendering and delivery process, the Major Projects Team will have capacity to oversee and project manage the work with support from other relevant teams across the Council or external support if required.



- 15.2 Once the scheme has been implemented, minimal resources would be required to manage the contract for twelve months (defect liability period for Contractor) until its adoption by the Highways Authority. It is suggested that this could be undertaken within the existing structure of the Council.

## **16. Conclusion**

- 16.1 Officers recommend that the Executive approve this report and capital-funding request to progress the project to preconstruction stage (includes detailed design and preparation for procurement of construction).
- 16.2 On approval of this report, the Executive approves the preferred option, Option 3, the delivery strategy, the level of risk to project funding and timescales proposed.
- 16.3 The level of promised funding by key stakeholders demonstrates deliverability of the scheme within a defined timeframe.
- 16.4 The level of negotiations with landowners/developers and consultation with the public supports the deliverability of the scheme.
- 16.5 If the Executive do not approve this report and the capital-funding request, the project will be put on hold. The Council will not be meeting its strategic priorities in the Council's Corporate Plan 2018-2023.
- 16.6 In the event that it proves necessary, a further report will be presented to the Executive for consideration of the making of a Compulsory Purchase Order (CPO) to facilitate the scheme.

## **17. Appendices**

- Appendix 1: SCC Support Letter
- Appendix 2: NR Pledge
- Appendix 3: Preferred Alignment Drawing ASHB-AEC-XX-XX-SK-CE-00007 P03.pdf
- Appendix 4: Screening Equality Impact Assessment
- Appendix 5: Project Delivery Strategy (EXEMPT FROM PUBLICATION UNDER PART 1 SCHEDULE 12A PARAGRAPH 3 OF THE LOCAL GOVERNMENT ACT 1972)
- Appendix 6: Financial Implications (EXEMPT FROM PUBLICATION UNDER PART 1 SCHEDULE 12A PARAGRAPH 3 OF THE LOCAL GOVERNMENT ACT 1972)
- Appendix 7: Risks and Opportunities (EXEMPT FROM PUBLICATION UNDER PART 1 SCHEDULE 12A PARAGRAPH 3 OF THE LOCAL GOVERNMENT ACT 1972)
- Appendix 8: Procurement Strategy (EXEMPT FROM PUBLICATION UNDER PART 1 SCHEDULE 12A PARAGRAPH 3 OF THE LOCAL GOVERNMENT ACT 1972)

## Appendix 1

### SCC Support Letter

Email: [kirsty.wilkinson@surreycc.gov.uk](mailto:kirsty.wilkinson@surreycc.gov.uk)  
Tel: 0208 541 9357

Tracey Coleman  
Director of Planning and Regeneration  
Guildford Borough Council  
Millmead House  
Millmead  
Guildford  
GU2 4BB



Ash Road Bridge, Ash

18<sup>th</sup> April 2018

Dear Tracey

Thank you for your letter regarding the above scheme.

We are aware of the issues concerning the level crossing and the work which has been invested into finding a suitable solution. We are also aware of the inclusion of the road bridge scheme within the emerging local plan and conscious of the limitations surrounding the ability to design a scheme to absolutely full standards given the land availability.

The response from our Safety Audit team was expected as the proposed scheme involves departures from standards. A Stage 1 Safety Audit allows our team to raise any issues or concerns they have with the scheme, giving the opportunity for the designer to respond and, where possible, find solutions. The designer's response overcomes the majority of the issues raised by our Safety Audit team, and it is clear that a lot of the issues can be dealt with at the detailed design stage. Out of the 15 items within the designer's response 4 of the items suggested by Surrey County Council have not been fully accepted by the designer, the 4 items are A2.1, A3.2, A6.1 and A6.2.

We have assessed the concerns raised by our Safety Audit team against the information set out in your letter and information provided by AECOM. We are aware that suitable mitigation could be implemented to reduce some of the issues set out in the items yet to be resolved. The main issues outstanding are the departure from standards on the crest curve and the sag curves. Having reviewed the plans again it is unclear why there is a need for any departure in standards for the sag curves at chainage 140 and 470, we believe the vertical geometry can be improved by increased filling, this should be reviewed immediately. The design should be continually reviewed as it progresses.

It has been concluded that there are various measures available to overcome most of the concerns raised in the Stage 1 Safety Audit, although the scheme will be also be subject to a Stage 2 and Stage 3 Safety Audit. Given that a suitable alternative option that fully complies with standards is not a viable option, it is agreed that the layout proposed in Drawing ASHB-AEC-XX-XX-SK-CE 0007 P03 is the scheme which can be progressed. The progress of the scheme

should ensure that the design is continually reviewed and, where possible, the crest and sag curves are designed as close to standards as feasibly possible.

Overall we understand that the implementation of the road bridge will help alleviate congestion currently experienced at the level crossing, as well as providing safety benefits with the closure of the level crossing. It will also assist in the delivery of a substantial number of additional homes in the western side of the Borough. Surrey County Council feel it is necessary to continue working closely with Guildford Borough Council in order to find a solution to the outstanding issues and work out the finer details of the scheme.

Taking all of the above into account the County Highway Authority accept the horizontal design in plan in principle, with more work required on the vertical alignment.

Yours Sincerely

A black rectangular redaction box covering the signature of Kirsty Wilkinson.

Kirsty Wilkinson  
Senior Transport Development Planning Officer

## Appendix 2

### NR Pledge



Tracey Coleman,  
Director of Planning and Regeneration,  
Guildford Borough Council  
Millmead House  
Guildford  
Surrey  
GU2 4BB

26<sup>th</sup> November 2018

Dear Tracey,

I am writing to you regarding Guildford Borough Council's ("GBC") proposal to construct a road bridge over the railway in Ash, further to our recent discussions about this scheme.

As I mentioned in my letter to you of 20 October 2017, we support the proposal, on a proviso that it is linked with stopping up of Guildford road where it is intersected by our railway near Ash station (Ash level crossing – "The crossing") and provision of adequate pedestrian facilities at the crossing.

Network Rail ("NR") is prepared, in principle, to contribute £2.5 million to a scheme that will see the crossing permanently closed.

Additionally, I can confirm that we have decided not to pursue, in this instance, the payment for railway property rights (shared value). Any conditions related to the grant of an easement by NR to allow the proposed bridge to over sail NR's property and the NR funding contribution will be a matter for our solicitors to discuss, as we negotiate the Heads of Terms.

In accordance with our earlier arrangements I would like to ask you to confirm that GBC will be commissioning a feasibility study for the footbridge to be constructed at Ash level crossing. We would like to be involved in the process, as the development of the footbridge would need to consider NR's requirements and obligations.

In the meantime, should you have any questions or any further information is required, please do not hesitate to contact me through Rory Jee, Route Enhancements Manager, by email to: [rory.jee@networkrail.co.uk](mailto:rory.jee@networkrail.co.uk).

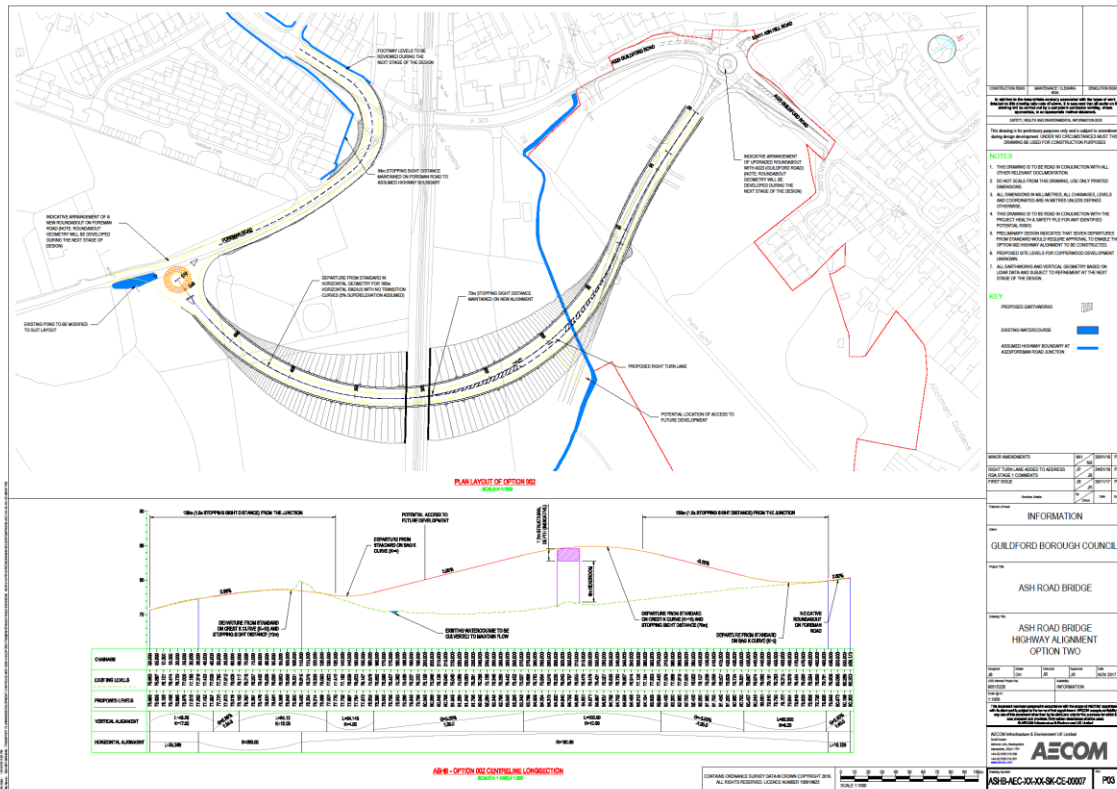
Yours sincerely,



Stewart Firth  
Director of Route Sponsorship, Wessex

### Appendix 3

### Preferred Alignment Drawing ASHB-AEC-XX-XX-SK-CE-00007 P03.pdf



## Appendix 4

### Screening Equality Impact Assessment

Screening Equality Impact Assessment – to identify potential differential impacts on protected groups of any new or changing activities and establish whether a full Equality Impact Assessment is needed.

Service Area	Major Projects	Officer responsible for the screening/scoping	Samantha Mills		
Project	Ash Road Bridge	Date of Assessment	08/10/2018	Is this a proposed new or existing activity?	new
<b>1. Briefly describe the aims, objectives and purpose of the activity?</b>	To deliver a new road and road bridge over the railway line at Ash to allow the level crossing to be closed and replaced with a footbridge suitable for all users. It is anticipated that Network Rail will deliver the level crossing closure and new footbridge.				
<b>2. Are there any associated or specific objectives of the activity? Please explain.</b>	The project supports the delivery of the following priorities from the Council's Corporate Plan 2018-2023: <b>Place-making</b> <ul style="list-style-type: none"> <li>delivering the Guildford Borough Local Plan and providing the range of housing that people need, particularly affordable homes, and</li> <li>making travel in Guildford and across the borough easier</li> </ul> The Ash Road Bridge scheme would provide significant, identified, community safety benefits and supports the Council's strategic priorities by: <ul style="list-style-type: none"> <li>being an integral part of Policy A29 of Guildford's Submission Local Plan to mitigate existing and planned development and allow quicker delivery within the total 1750 policy allocation</li> <li>making travel in the Ash and Tongham area easier by relieving congestion caused by the existing level crossing down-time, improving safety by closure of the level crossing and providing the infrastructure to accommodate the increase in housing proposed under Policy A29</li> </ul>				
<b>3. Who is intended to benefit from this activity and in what way?</b>	<ul style="list-style-type: none"> <li>Ash, Tongham &amp; Ash Green parishes – reduced congestion and improved connectivity to station</li> <li>Network Rail, improved station access, safety hotspot removed, increased likelihood of increasing number of trains on the line</li> <li>Commuters on road, rail, cyclists, pedestrians, buses from free-flowing route, better access across station, improved cycle/pedestrian routes through new developments to/from station</li> </ul>				
<b>4. What outcomes are wanted from this activity?</b>	<ul style="list-style-type: none"> <li>The scheme facilitates the removal of a safety hazard posed by the present level crossing, categorised by NR as a medium-high risk crossing.</li> <li>The scheme allows for the removal of an existing traffic congestion hotspot delaying vehicles, pedestrians and cyclists (NB: the level crossing closes around eight times each hour, or 150 times each day and periods of closure can range from 12 to 25 minutes per hour).</li> <li>The scheme mitigates against further impacts of proposed additional passenger train services on the line in future (three times per hour off-peak).</li> <li>The scheme will provide an alternative route, encouraging traffic off rural roads to reduce rat running.</li> <li>The scheme mitigates against impacts from housing, which is already taking place in advance of the</li> </ul>				

Screening Equality Impact Assessment – to identify potential differential impacts on protected groups of any new or changing activities and establish whether a full Equality Impact Assessment is needed.

	Submission Local Plan, as well as the additional housing proposed in the area under Policy A29 of Guildford's Submission Local Plan (Reg 22). The Submission Local Plan was heard at the Examination in Public in June 2018 (concept of the bridge has been subject to two rounds of public consultation through Local Plan preparation) and the Inspector did not request or recommend any modifications to this draft allocation or to the policy wording which includes the following as a requirement of development:  <i>"(9) Land and provision of a new road bridge which will form part of the A323 Guildford Road, with an associated footbridge, to enable the closure of the level crossing on the A323 Guildford Road, adjacent to Ash railway station"</i> <ul style="list-style-type: none"> <li>The new link road and bridge will unlock the development potential of further land within the site allocated in draft Policy A29.</li> </ul>		
<b>5. What factors/forces could contribute/detract from the outcomes?</b>	<ul style="list-style-type: none"> <li>Developments not coming forward quickly to support need for bridge</li> <li>Poor communication during construction</li> <li>Poor performance of contractor in managing public and stakeholders</li> <li>Relationship with Network Rail and finalisation of funding amount</li> <li>Finalisation of Homes England funding</li> <li>Non-delivery or significantly delayed delivery of the level crossing closure and provision of footbridge post-delivery of road bridge</li> </ul>		
<b>6. Who are the main stakeholders in relation to the activity?</b>	<ul style="list-style-type: none"> <li>Homes England</li> <li>Network Rail</li> <li>Train Operators</li> <li>Surrey County Council</li> <li>Councillors</li> <li>Public</li> </ul>		
<b>7. Who implements the activity, and who is responsible for the activity?</b>	GBC Major Projects		
<b>8. Are there concerns that the activity <u>could</u> have a differential impact on racial groups?</b>	Y	N	
<b>What existing evidence, local or national, actual or presumed, do you have to support your response?</b>			
<b>9. Are there concerns that the activity <u>could</u> have a differential impact on grounds of gender?</b>	Y	N	

Screening Equality Impact Assessment – to identify potential differential impacts on protected groups of any new or changing activities and establish whether a full Equality Impact Assessment is needed.

What existing evidence, local or national, actual or presumed, do you have to support your response?			
10. Are there concerns that the activity <b>could</b> have a differential impact on those who have a disability?	Y	N	
What existing evidence, local or national, actual or presumed, do you have to support your response?			
11. Are there concerns that the activity <b>could</b> have a differential impact on grounds of sexual orientation?	Y	N	
What existing evidence, local or national, actual or presumed, do you have to support your response?			
12. Are there concerns that the activity <b>could</b> have a differential impact on grounds of age?	Y	N	
What existing evidence, local or national, actual or presumed, do you have to support your response?			
13. Are there concerns that the activity <b>could</b> have a differential impact on grounds of religious belief?	Y	N	
What existing evidence, local or national, actual or presumed, do you have to support your response?			
14. Are there concerns that the activity <b>could</b> have a differential impact on those who have caring responsibilities?	Y	N	
What existing evidence, local or national, actual or presumed, do you have to support your response?			
15. Are there concerns that the activity could have a differential impact on grounds of marital status or civil partnership?	Y	N	
What existing evidence, local or national, actual or presumed, do you have to support your response?			
16. Are there concerns that the activity <b>could</b> have a differential impact due a woman's pregnancy or maternity?	Y	N	
What existing evidence, local or national, actual or			

Screening Equality Impact Assessment – to identify potential differential impacts on protected groups of any new or changing activities and establish whether a full Equality Impact Assessment is needed.

presumed, do you have to support your response?			
17. Are there concerns that the activity <b>could</b> have a differential impact due to gender reassignment?	Y	N	
What existing evidence, local or national, actual or presumed, do you have to support your response?			
18. Could any differential impact identified in 8-17 amount to there being the potential for adverse impact in this activity?	Y	N	
19. Can this adverse impact be justified on the grounds of promoting equality of opportunity for one or more of the protected groups or any other reason?	Y	N	N/A
20. If the activity is of a strategic nature, could it help to reduce inequalities associated with socio-economic disadvantage?	Y	N	If yes please explain
21. Is there any concern that there are unmet needs in relation to any of the above protected groups?	Y	N	
22. Does 'differential impact' or 'unmet need' cut across one or more of the protected groups (e.g. older BME groups)?	Y	N	The area proposed for development is near a Gypsy and Traveller site that has a family of Romany Gypsies living on it. The proposal is not affecting the traveller site and should not affect their way of life or their cultural need to live in outdoor mobile accommodation.
23. If yes, should a full EIA, if necessary, be conducted jointly with another service area or contractor or partner or agency?	Y	N	
24. Is there a missed opportunity to improve this activity to meet the general duties placed on public bodies to eliminate unlawful discrimination, to advance equality of opportunity and to promote good relations between people who share protected characteristics and those who do not?	Y	N	
25. Should the policy proceed to a full equality impact assessment? <i>Please use the scoring process in the right hand column to guide you.</i>	Y	N	0 – no possible relevance or adverse impact 1 – extremely low relevance and adverse impact (0 – 11 points : low adverse impact, no need for full EIA) 2 – relatively low relevance and adverse impact

Screening Equality Impact Assessment – to identify potential differential impacts on protected groups of any new or changing activities and establish whether a full Equality Impact Assessment is needed.

	<p>(12 – 20 points medium adverse impact, full EIA required)</p> <p>3 – medium relevance and adverse impact (21 – 27 points high adverse impact, full EIA required)</p> <p>4 – relatively high relevance and adverse impact</p> <table border="1"> <thead> <tr> <th>Age</th> <th>Disability</th> <th>Maternity</th> <th>Gender</th> <th>Marriage</th> <th>Race</th> <th>Trans</th> <th>Sexuality</th> <th>Religion</th> <th>Total</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Age	Disability	Maternity	Gender	Marriage	Race	Trans	Sexuality	Religion	Total	Impact											
Age	Disability	Maternity	Gender	Marriage	Race	Trans	Sexuality	Religion	Total	Impact													
26. If a full EIA is not required, are there any changes required to the proposal to improve it around the equality agenda?	Management of temporary works and diversions by contractors (could be Developers contractors or GBC contractors)																						
27. How will any actions identified in 20 to 26 above be taken forward?	Part of project management plan, traffic management plans that will be developed.																						

Signed (Project Manager)	Samantha Mills		Date	16/01/19
Countersigned (Major Projects Portfolio Manager)	Zac Ellwood		Date	16/1/19.
Signed (Major Projects Programme Manager - Equalities Group Representative)	Claudia Frost		Date	17/1/19