

BCP Equality Impact Assessment Template

Executive Summary and Conclusions

Once the Equality Impact Assessment Template has been completed, please summarise the key findings here. Please send a copy of your final document to the Policy and Performance Team.

Poole Quay was the first to be introduced of a series of active travel schemes during the Summer of 2020. Done so on an emergency basis due to the Covid-19 pandemic. This updates the initial Equalities Impact Assessment, EIA, and includes detail from a generic EIA, provided in advance covering all the schemes. Questionnaire responses for individual schemes, including Poole Quay, are then analysed for equalities detail when each individual scheme is up for decision.

Guided by local research and consultation, reducing the impact of traffic generally, by improving the amenity for people that walk and cycle, will contribute to a more inclusive transport network. As some of our residents, especially in areas of high social deprivation, do not own cars, enabling cycling and walking, will deliver travel improvements for these communities.

There are intended benefits to many of the higher risk people in society - including the elderly, BME citizens and people with health limiting disabilities, by providing additional space for social distancing giving more confidence to travel locally. These aims were the main reason why the government funding was provided. Prioritising active travel will result in less pollution and better air quality, this benefits all of us but especially people with respiratory conditions. Reduced conflict with motor vehicles for people that walk and cycle are intended to improve road safety.

Responses from the questionnaire specific to Poole Quay from 20 June 2020 until 27 December 2021, with 833 responses, showed a number of differences by equalities groups. The group that were clearly positive and in agreement with the changes were people from 'Other white' backgrounds - for two questions an 85% agree or strongly agree response was provided.

Responses from disabled people showed the least support of all groups, with a clear majority considering the changes have negative impacts. For religion 'All other religions' also showed low levels of support compared to all responses. People aged 18-24 also showed low levels of support. Replies from other groups were less conclusive, a small majority overall were not in agreement to the changes, people aged 25 to 44 and women just slightly more in agreement than not. All other groups gave responses that were not significantly different to that provided by all replies.

Responses from people who walk or cycle through the area were positive about the changes, particularly that they would encourage cycling. This has a likely positive outcome for areas with higher levels of social deprivation, where car ownership levels are lower. Specific comments were received from some welcoming the changes to an environment free from motor traffic, for others this was the main concern as this had a negative impact on their ability to park and access the area - some of these comments came from disabled respondents.

The changes have brought benefits to some, however taking account of all responses more people do not agree with the changes, views have changed over time, 42% of responses were received before the changes and more recent replies have tended to be more positive. The negative views of some groups are balanced with the clear support of others. Any recommendation to make all of the changes permanent will need to consider access to the pedestrianised area by people who are not able to walk or cycle, as well as the views of disabled people that don't drive. As with other schemes specific

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negative equalities impacts will need to be seen in conjunction with the wider equalities benefits of an inclusive active and sustainable transport network.

Part 1 - The Project

Policy/Service under development/review:	Closure to traffic of Poole Quay from Thames Street to Old Orchard, Lower High Street from Castle Street to the Quay; Paradise Street and the lower part of Castle Street adjoining the Quay.
Service Unit:	Growth and Infrastructure
Service Lead:	Gary Powell/Richard Pincroft
Equality Impact Assessment Team:	Richard Barnes, Beth Barker-Stock, Richard Pearson. Simon Philp.
Date assessment started:	12 th June 2020
Date assessment completed:	February 2021
What are the aims/objectives of the policy/service?	<p>Realised by Department of Transport, (DfT) funding, the aims of the project are;</p> <p>To create a vibrant space where people that walk can move around freely, safely and at ease.</p> <p>To create a space that can also accommodate the safe through movement of people who cycle.</p> <p>Increased walking and cycling as part of long - term travel habits provide associated health, air quality and congestion benefits by avoiding escalating car use. Creating better spaces for cycling and walking will encourage local sustainable travel which aligns with BCP Council's declared Climate and</p>

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Part 1 - The Project

	<p>Ecological emergency and commitment to 'Develop an eco-friendly and active travel network'.</p> <p>To help make the location a thriving local destination, where residents and visitors can congregate to use the local bars and restaurants and enjoy the bespoke retailers, amusements and other visitor attractions.</p> <p>Increased scope for street cafes.</p> <p>To facilitate social distancing in the short to medium term, noting that 7 months from the start, this is still relevant.</p>
<p>What outcomes will be achieved with the new or changed policy/service?</p>	<p>By measures to reduce through motor traffic and other highways changes, the Poole Quay area will be enhanced as a recreational and leisure destination.</p> <p>More people will be attracted to the area to visit and dwell longer, with a more positive overall experience and a higher profile for the area, creating a more thriving local destination.</p> <p>Residents and visitors will feel safer overall with less conflicts with motor vehicles and a better environment for social distancing.</p> <p>Improved viability of most businesses with enhanced provision for outside food and drink provision. Significantly improved amenity for walking on the Lower High Street in particular.</p> <p>Increased proportion of access to the Quay and immediate area by active travel with corresponding environmental benefits.</p> <p>Some changes to access to the area by car or delivery vehicle.</p>
<p>Are there any associated services, policies or procedures?</p>	<p>COVID-19, Emergency Active Travel Fund Statutory Guidance issued by HM Government including related temporary processes for new emergency traffic orders. Network Management Duty as part of Traffic Management Act 2004.</p> <p>Bournemouth, Poole and Dorset Local Transport Plan 3, 2011.</p> <p>BCP Council Local Cycling and Walking Infrastructure Plan (Draft December 2019)</p> <p>BCP Council Climate Emergency, declared July 2019.</p>

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Part 1 - The Project

	BCP Council priority 'To develop an eco-friendly and active travel network'
Please list the main people, or groups, that this policy/service is designed to benefit, and any other stakeholders involved:	Visitors to Poole Quay, Lower High Street and surrounding areas. People who cycle and/or walk for access to and travel around the area. Local residents Local businesses – especially retail, leisure and hospitality.
With consideration for their clients, please list any other organisations, statutory, voluntary or community that the policy/service/process will affect:	BH Active Travel Forum. Local Chambers of Commerce and Trade. Organisations on the statutory consultation list for Traffic Regulation Orders (TRO) including the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability - community interest company. Bournemouth Transport – Yellow Buses Go South Coast – More Bus. Discover Dorset (operate the City Sightseeing Franchise) Beryl Bikes (BCP Council cycle/scooter hire partner)

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Part 2 – Supporting Evidence¹

Please list and/or link to below any recent & relevant consultation & engagement that can be used to demonstrate a clear understanding of those with a legitimate interest in the policy/service/process and the relevant findings:

General -

Bournemouth, Christchurch and Poole Travel Survey, October 2018 to January 2019, a comprehensive local travel survey with a sample size of 3,621. There is detailed analysis as part of the survey linked to equalities profiles. The availability of local information is important as the schemes are within the BCP Council area. National data on transport is plentiful, however use of local research will provide more relevant data to evaluate the equalities impact of these schemes. Some findings from the research are detailed below.

If there is insufficient consultation or engagement information please explain in the Action plan what further consultation will be undertaken, who with and how.

The BCP Travel Survey, is useful through the research undertaken, to consider the impact on different protected characteristics of the overall objective of the wider Active Travel Schemes to increase cycling and walking.

- 86% of respondents had travelled on foot within the last 12 months, the highest take up of any travel mode.
- Respondents with a disability are significantly less likely to drive a car or van compared to those without a disability.
- Males are twice as likely to cycle at least weekly, compared to females, with females citing personal security concerns and busy roads as a barrier to cycling to a greater degree than men.
- With car ownership and use proportionately lower in deprived communities and for younger people (16-24 Years), improving the viability of cycling and walking is anticipated to benefit these groups to a greater extent.
- Respondents with a disability are significantly less likely to cycle or walk than those without a disability; encouraging cycling and walking could exclude take up by some disabled people.

Specific to Poole Quay

A questionnaire by the BCP Council consultation team started on 20 June 2020 until 27 December 2020. The scheme was initiated on 27 June 2020, allowing responses during the trial, as part of the guidance issue by HM Government for the funding. The evidence detailed is based upon 833 responses.

The key questions asked were if respondents strongly agree, agree, disagree or strongly disagree -

¹ This could include: service monitoring reports, research, customer satisfaction surveys & feedback, workforce monitoring, staff surveys, opinions and information from trade unions, previous completed EIAs (including those of other organisations) feedback from focus groups & individuals or organisations representing the interests of key target groups or similar.

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Part 2 – Supporting Evidence¹

- Should cycling and walking be prioritised at Poole Quay, and at other locations in the area?
- The changes will/do make it safer for me to walk around the quay area?
- The changes will/do encourage me to cycle in the area?
- The changes will make the area a better place to visit.
- Does the scheme provide a positive, negative or neutral impact?

When the responses were broken down according to protected characteristics, there were some differences.

Age - Those aged 25-34 and 35-44 showed the highest agreement levels, noting that for some questions only slightly more than half agreed. Support reduced for age groups over 44 upwards and notably responses from the 18-24 age group were the least supportive with a clear majority strongly disagreeing for some questions. When asked about the impact of the changes, only people from the 35 to 44 age group showed a majority, 52%, as viewing the changes as positive. Other age groups showed between 38% and 45% positive impact. Notably the 18-24 group viewed the changes as least positive – 29%.

Gender – Women were marginally more supportive than men, notably women were underrepresented in the responses at 40%.

Disability – for the question, whether cycling and walking should be prioritised? the sample of the questionnaire who are disabled showed the least agreement of all groups with just 11% strongly agreeing or agreeing- for those with a more limiting disability. An equivalent low level of agreement was shown for the changes to encourage cycling. When asked if the changes would make disabled people feel safer walking around the area and whether the quay would be a better place to visit, the disagreement was less pronounced, but a majority of disabled respondents still gave an overall unsupportive response. In terms of impact of the scheme, disabled responses to the questionnaire gave an overall negative impact.

Ethnicity – There are differences by ethnic group, ‘White other’ responses showed very high levels of agreement with 85% strongly agreeing or agreeing to prioritising cycling and walking and that the changes make the Quay a better place to visit. Responses from other groups – white British and BME, were more mixed, broadly in accordance with the total sample.

Religion - Those with no religion or Christian are more likely to strongly agree to all the questions, noting that overall, their views are balanced. All other religions are less supportive and show higher levels of disagreement than Christians and those with no religion.

For **Transgender and Sexual Orientation** there were no significant differences, or the sample size was too low.

Please list below any service user/employee monitoring data available and relevant to this policy/service/process and what it shows in relation to any Protected Characteristic:

Comments about the accessibility of the Lower High Street – before the scheme –

For many years we have had complaints about the narrowness of the pavements in Lower High St and the difficulty for wheelchair / mobility scooter users and parents with buggies who have to walk in the road to pass each other. In addition, vehicles often encroach upon the pavement (which doesn't have a traditional kerbface) when passing the parked cars.

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Part 2 – Supporting Evidence¹

People responding to the questionnaire were also able to provide comments. Some responses from businesses mentioned the changes made access for disabled and elderly customers more difficult. Changes to bus routes resulting from the changes were seen as negative for some disabled and elderly people. Where disabled people rely on cars for transport, access and parking issues were raised following the changes. One person who uses a wheelchair felt the changes would make the area safer and more pleasant. A number of comments suggested that the changes would encourage them to cycle more - providing a better environment for cycling could benefit areas of higher social deprivation where proportionately fewer residents have access to cars.

The Traffic Regulation Order process is also a consultation, with comments able to be submitted with responses. Comments related to Equalities mentioned that replacement disabled parking bays were too far away.

If there is insufficient research and monitoring data, please explain in the Action plan what information will be gathered:

Part 3 – Assessing the Impact by Equality Characteristic

Use the evidence to determine to the impacts, positive or negative for each Equality Characteristic listed below. Listing negative impacts will help protect the organisation from potential litigation in the future, it does not mean the policy cannot continue.

Click here for more guidance on how to understand the impact of the service/policy/procedure against each characteristic.

If the impact is not known please explain in the Action plan what steps will be taken to find out.

	Actual or potential positive outcome	Actual or potential negative outcome
1. Age ²	Locally, younger people (16-24 yrs.) are significantly less likely to drive than all other age groups. Enhancements to encourage more walking and cycling will proportionately benefit younger people.	With car use highest amongst middle age groups and higher among older people than much younger ages, any measures prioritising road space to people that walk and cycle, will affect the age groups that drive more.

² Under this characteristic, The Equality Act only applies to those over 18.

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	Actual or potential positive outcome	Actual or potential negative outcome
	<p>Both the younger (16-34 yrs. and 65 yrs. and over) are less likely to cycle regularly than all other age groups. A better environment for cycling could encourage greater take up from both younger and older people who currently cycle less. With under 35 yrs. groups more likely to be discouraged from cycling due to personal safety concerns, this age group would likely feel safer from local measures to give more road space to cycling.</p> <p>Providing pedestrian areas with more personal space will give greater confidence to travel by foot or cycle for elderly people who could find crowded areas intimidating during the current health situation.</p> <p>Responses to the questionnaire indicated the highest levels of agreement to the aims and outcomes for the age groups between 25 and 44 yrs.</p>	<p>Questionnaire responses indicated that ages over 55 and especially the 18-24 yrs. group, showed lower levels of agreement with the changes, and felt the impact was negative to a greater extent. Based on the people from these groups that responded to the survey, the intention of the changes to deliver an improved environment for cycling and walking and increased personal space was seen as less justifiable.</p>

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	Actual or potential positive outcome	Actual or potential negative outcome
2. Disability ³	<p>Locally people who identified as having a disability were slightly less likely to travel regularly by car, both as a driver or passenger, than non-disabled people. For many disabilities driving is not an option or through reduced income, motoring is not feasible. Prioritising transport by other means than cars would likely benefit the many disabled people who do not have access to a car.</p> <p>Personal safety is highlighted to a greater degree by disabled people as a barrier to cycling. Improvements creating a safer cycling environment as part of these schemes should help mitigate this, benefiting some disabled people.</p> <p>Where a scheme widens pavements and removes any on street parking, the additional space will give visibility and easier movement with potential benefits for disabled people with mobility aids/wheelchairs and for partially sighted people. The aim in creating more space is that confidence is provided for local movement during the Covid-19 pandemic,</p>	<p>People who identified as having a disability are less likely to walk and especially cycle regularly, compared to non-disabled people. With 70% of disabled people mentioning health factors/physical ability as one of the reasons why they do not regularly cycle or walk, schemes prioritising active travel will not benefit these disabled people.</p> <p>The responses to the questionnaire from disabled people, were predominantly not supportive to the aims and indicated that the anticipated benefits would not be realised for disabled people compared to the non-disabled. The changed clearly had a high negative impact for disabled people, especially disabled motorists who cited challenges parking and access as a result.</p>

³ Consider any reasonable adjustments that may need to be made to ensure fair access.

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	Actual or potential positive outcome	Actual or potential negative outcome
	<p>benefiting many disabled people, including those affected by mental health.</p> <p>A comment sent as part of a questionnaire response from a wheelchair user welcomed the additional space resulting from the changes. The Council has historically received comments about the challenges for people in wheelchairs and mobility scooters using the Lower High Street before it was pedestrianised.</p>	
3. Sex	<p>In the UK, cycling, both frequency and distance cycled are significantly higher for men than women. Locally men are twice as likely to cycle regularly than women. Busy roads and personal safety are mentioned to a greater extent as barriers to cycling; and personal safety for walking by women, compared to men. By reducing traffic and creating a safer environment for active travel, the main barriers to cycling for women will be addressed. The responses to the questionnaire showed the scheme was supported slightly more by</p>	<p>Prioritising a transport means, cycling, which is significantly more likely to be undertaken by men could increase the existing gender disparity. By focusing on the reasons why women cycle less, this gap can be narrowed.</p> <p>Based on the responses to the specific scheme men, were slightly less in agreement overall of the changes than women.</p> <p>The gender split of the responses to the scheme were not representative with 60% men and 40% women.</p>

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	Actual or potential positive outcome	Actual or potential negative outcome
	women, who were slightly more likely to view the scheme as encouraging cycling/walking. This potentially indicates that the changes, because of better safety, were proportionately more welcome for women.	
4. Gender reassignment ⁴	There are not any known positive outcomes specific to gender reassignment. The specific survey included a question whether respondents identified as trans, there were not any responses that identified as such.	There are not any known negative outcomes specific to gender reassignment. The specific survey included a question whether respondents identified as trans, there were not any responses that identified as such
5. Pregnancy and Maternity	Wider pavement widths will help ease of movement around local areas for people with prams/pushchairs.	The physical ability to take up active travel through pregnancy.
6. Marriage and Civil Partnership	There are not any known positive outcomes specific to Marriage/Civil Partnership.	There are not any known negative outcomes specific to Marriage and Civil Partnership.
7. Race	People from 'White Other Backgrounds' and BME backgrounds are locally more likely to cycle than 'White British' people, this is likely correlated with car ownership levels – 'White Other Backgrounds' are likely to be residents from the European Union who rely on other	White British and other ethnicities people's responses were less supportive compared to the clear support from 'Other white' backgrounds, noting that the levels of agreement from all groups except 'other white' were Generally, in line with general responses – marginally not in agreement.

⁴ Transgender refers people have a gender identity or gender expression that differs to the sex assigned at birth.

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	Actual or potential positive outcome	Actual or potential negative outcome
	transport modes, if they don't own a car. Creating better spaces for cycling will have a positive impact for different racial groups. For schemes that deliver additional public space there should be more confidence for BME people to travel locally, linked to the emerging evidence that BME communities are impacted to a greater extent by the pandemic. The responses to the questionnaire show that 'White other' people were the most supportive of any equalities group with their agreement at a higher level than the corresponding degree of lack of support from all disabled people.	
8. Religion or Belief	Following the questionnaire, people that have no religion or were Christian were less in disagreement to the changes than people from all other religions.	From the specific scheme questionnaire, people from all other religions were stronger in their opposition and more negatively impacted than Christians and those with no religion.
9. Sexual Orientation	The BCP Transport Survey analysis suggested that differences in responses due to sexual orientation correlated with age responses due to a higher proportion of non-heterosexual identification amongst younger groups. Non-heterosexual people are linked to this, more	The BCP Transport Survey analysis suggested that differences in responses due to sexual orientation correlated with age responses due to a higher proportion of non-heterosexual identification amongst younger groups.

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	Actual or potential positive outcome	Actual or potential negative outcome
	likely to cycle or walk than heterosexual people so measures as part of these schemes will proportionately benefit LGBT+ people. The specific Poole Quay questionnaire indicated no significant differences in responses linked to sexual orientation.	The specific Poole Quay questionnaire indicated no significant differences in responses linked to sexual orientation.
10. Armed Forces Community	Any impacts are not known, if information becomes available it will be included.	Any impacts are not known, if information becomes available it will be included.
11. Any other factors/groups e.g. socio-economic status/carers etc ⁵	The BCP Transport Survey included analysis of index of multiple deprivation. Residents living in the most deprived areas are significantly less likely to drive frequently and have lower car ownership levels than areas of lower deprivation. Where schemes are focused on creating a better transport environment for walking and cycling the measures will benefit residents living in more deprived areas accordingly. Creating an improved environment at Poole Quay for people who cycle and walk will encourage access from areas of social deprivation, where car	

⁵ People on low incomes or no income, unemployed, carers, part-time, seasonal workers and shift workers

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	Actual or potential positive outcome	Actual or potential negative outcome
	ownership is lower. When responses were split by mode of travel through the area, people who walk/cycle were more supportive suggesting a positive impact for these groups whose may not have access to cars,	
12. Human Rights	Any impacts are not known, if information becomes available it will be included.	Any impacts are not known, if information becomes available it will be included.

Any policy which shows actual or potential unlawful discrimination must be stopped, removed or changed.

Part 4 – Equality Impact Action Plan

Please complete this Action Plan for any negative or unknown impacts identified in the assessment table above.

Issue identified	Action required to reduce impact	Timescale	Responsible officer
Take account of responses from groups that were less supportive in the decision whether to continue part of all of the scheme as intended. For any future	Consider if the responses from the questionnaire were representative. Further investigate why responses from disabled people indicated they were negatively impacted compared to other responses.	TBA	Project and consultation team.

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review use the equalities responses given.			
42% of all responses were received before the layout of Poole Quay was changed.	Further research to establish whether measures put in place when the scheme was completed – eg new disabled parking spaces, are suitable. After the scheme was delivered and with hindsight some views may have changed.	TBA	Project and consultation team.

Key contacts for further advice and guidance:

Equality & Diversity:

[Sam Johnson - Policy and Performance Manager](#)

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Consultation & Research:

[Lisa Stuchberry – Insight Manager](#)