

## Equality Impact Assessment: conversation screening tool

[Use this form to prompt an EIA conversation and capture the output between officers, stakeholders and interested groups. This completed form or a full EIA report will be published as part of the decision-making process]

<p><b>Policy/Service under development/review:</b></p>	<p>To extend the existing trial of arrangements to reduce through motor traffic on Darby's Lane in the Oakdale (Council) ward of Poole for a further 3 months and to introduce a new experimental order on Kingsbere Road to reduce through motor traffic.</p> <p>From 7 August 2020, the arrangement to cease through motor traffic on Darby's Lane was created to provide a safer environment for people who cycle along this road. Emphasis was placed on prioritising cyclists at the junction with Wimborne Road (New Inn). Funding was initially provided by the Department for Transport (DfT), for Emergency Active Travel Schemes. After a trial period, the recommendation is to continue providing the measure – termed a 'Modal Filter' and to expand the scope of the scheme by providing a similar measure on Kingsbere Road to take account of traffic impacts arising from the original scheme.</p> <p>Darby's Lane is one of the highest used cycle routes in the BCP Council area with high potential for future growth.</p>
<p><b>What changes are being made to the policy/service?</b></p>	<p>The modal filter on Darby's Lane was one of a series of initial emergency active travel measures introduced during summer 2020 and a single EIA was compiled at the time detailing anticipated impacts, pending responses to consultations just before and during the period of the measures being in place. The recommendation is to continue this trial for a further 3 months and introduce a new modal filter on Kingsbere Road to provide a broader scheme to reduce the impact of motor traffic over a wider area. A consequence of through traffic not being able to use Darby's Lane is higher traffic volumes elsewhere locally. To allow a further 3 months extension of the original Emergency Traffic Regulation Order (ETRO), the recommendation is to provide a similar measure on Kingsbere Road to create a wider low traffic neighbourhood.</p>
<p><b>Service Unit:</b></p>	<p>Transport and Engineering</p>
<p><b>Persons present in the conversation and their role/experience in the service:</b></p>	<p>Richard Pearson – Transport Network Manager Richard Barnes – Service Unit Equalities Champion Beth Barker-Stock – Senior Walking and Cycling Officer</p>
<p><b>Conversation dates:</b></p>	<p>Started 28 May 2020, for original EIA for initiation of Active Travel Schemes. Ongoing conversations as part of project group. Review following consultation responses and questionnaire report - March 2021 onwards.</p>
<p>Do you know your current or potential client base? Who are the key stakeholders?</p>	<p>People who travel through the area – on all forms of transport – including people accessing Oakdale Park, Library and the learning/community centre.</p>

	<p>Parents/carers and children/students travelling to/from 4 local schools and Poole High School. The schools themselves.</p> <p>Local residents.</p> <p>Local businesses.</p> <p>BH Active Travel Forum.</p> <p>Local Chambers of Commerce and Trade.</p> <p>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.</p> <p>Bournemouth Transport – Yellow Buses.</p> <p>Go South Coast – More Bus.</p> <p>Beryl Bikes (BCP Council cycle/scooter hire partner)</p>
<p>Do different groups have different needs or experiences in relation to the policy/service?</p>	<p>The recommendation to continue the trial and restrict through traffic in a second location, will uphold the original aim to encourage active travel. 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, will deliver travel improvements for these communities. These aims were one of the reasons 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. Reducing through traffic and prioritising cyclists at the New Inn junction, as part of a route, well used by people who cycle, will provide an improved travel environment – especially for less confident cyclists as an outcome. Extending the trial for a further 6 months will continue to provide the original aims of the scheme – noting that all the restrictions of the pandemic are still to be lifted.</p> <p>The proposal to provide a second motor traffic restriction in the scheme area is intended to enhance the original aims. Similar to the Darby's Lane measure, responses following the measure being introduced will be used to decide if the ETRO is extended or becomes permanent.</p> <p>Information as to different groups experience of the scheme is obtained from a consultation questionnaire and more formal Emergency Traffic Regulation Order (ETRO) consultation. The questionnaire received 160 responses and the formal ETRO consultation 31. The questionnaire was evaluated by protected characteristics. The relatively low numbers of responses, compared to other schemes, meant that age and gender were the only characteristics where differences were evident. The findings are detailed but the small sample size means conclusions need to be tempered. People with access to cars are also significantly overrepresented comparing the profile of respondents with the local area. One of the reasons for the trial was to improve the environment for active travel to schools, with 4 schools locally and on a route to Poole High School. As the</p>

questionnaire only covers those over 18, children who are likely to benefit will not feature in any analysis.

The questionnaire asked for levels of agreement with aspects of the trial for the first, implemented part at Darby's Lane. These were – whether cycling should be prioritised at the New Inn junction, whether the changes make it safer cycle/walk, and whether the changes encourage travel to school by cycling and walking. Overall, between 71-82% disagreed with these aspects. Respondents were also asked for impact of any changes, 68% considered there was a negative impact.

For **age** – all age bands showed overall disagreement with the questions on aspects of the trial, with the 35-44 age group showing notably lower support at just 5% for prioritising cycling compared to other age groups. Higher levels of agreement with the scheme were indicated by the 18-34 age group ranging between 25% to 37% agree or strongly agree for the questions. The over 65 age group showed slightly lower levels of agreement than other age bands though not as low as the 35-44 group.

When asked about the impact of the trial, all age profiles indicated a majority negative impact, the 55-64 and 65+ age groups showed higher levels of positive impact at 29% and 28% respectively. The 35-44 age group indicated just a 5% positive impact response, the higher comparative support in the aspect questions from the 18-34 age group were not as evident in the impact question with a 20% positive view.

For **Gender**, men and women both showed overall disagreement with the aspects of the trial question, men showed higher levels of agreement – 31% supporting prioritising cycling compared to 19% for women.

For the question about impact of the scheme the same general gender difference was shown, with men showing a slightly higher positive impact at 25%, compared to 20% for women.

Low numbers of responses from other equality groups mean differences are too small to report. Other active travel schemes have received clear opposition from disabled people and its notable that this has not happened for the Darby's Lane trial.

As each of the separate Active Travel Schemes have come up for review an EIA has been provided. Impacts vary between schemes, for the Evening Hill scheme the 35-44 age group showed the second highest level of agreement for providing a cycle lane of any age group, for the Darby's Lane trial the same age group showed clearly the lowest level of agreement.

The consultation questionnaire also compared responses based on location, whether people travel through the area, use of local services, whether work in the area and if involved in a business. All categories showed overall levels of disagreement, but this was least pronounced among people accessing local services and by Oakdale residents. The highest levels of disagreement were from workers in the area. Responses were also looked at by how people travel

	<p>through the area with cycling, walking and by car able to show differences. For the question should cycling be prioritised at Darby's Lane – New Inn junction, people who cycle showed slightly higher levels of agreement – 49% compared to 44% disagreement. For all the other questions responses by all forms of travel through the area, including cyclists showed more disagreement than agreement with the intended trial outcomes.</p> <p>For impact of the scheme people that travel through the area by car showed a 16% positive impact, on foot was 27% and for cyclists 40%. 45% of people who cycle considered the scheme had a negative impact so higher than the numbers who gave a positive impact.</p>
<p>Will the policy or service change affect any of these service users?</p>	<p>From the responses, the predominant view amongst all groups is that the trial and its intended outcomes are not generally supported and most view the trial as providing a negative impact. With these expressed views this is going to have an impact on people. The written responses indicate that displaced traffic on other roads in the area and resulting congestion is the main detriment of the trial. The recommended decision to continue for a further period and through a second modal filter aim to reduce through traffic in a wider area is a response to these concerns. There was evidence of more people agreeing to aspects of the trial and responding with a positive impact for replies received after 4 weeks of implementation. This supports the recommendation to continue to allow the trial to realise its longer term intended outcomes. Extending the measure will continue to provide the existing benefits which are realised proportionately higher by some groups including people who walk and cycle, local residents and people using local services. Some comments received supporting the trial stated noticeable road safety improvements for people who walk and cycle who are more vulnerable highway users. The continuation of the trial will benefit these people and the case can be made that better safety outcomes are worth the trade off for slightly longer journey times for less vulnerable road users.</p> <p>The questionnaire did not evidence any adverse impacts for most protected groups – including disabled people, who have shown clear concerns for some other active travel schemes.</p> <p>97% of respondents to the questionnaire stated they has access to a car, for the Oakdale (council) ward 83% of households have access to a car, so motorists are over-represented in the sample.</p>
<p><b>[If the answer to any of the questions above is 'don't know' then you need to gather more evidence and do a full EIA. The best way to do this is to use the Capturing Evidence form]</b></p>	
<p>What are the benefits or positive impacts of the policy/service change on current or potential service users?</p>	<p>The only group that approached significant support for the trial were people who cycle. Continuing the modal filter designed to benefit cyclists will allow these benefits for those that did consider cycling should be prioritised.</p> <p>The introduction of a second modal filter to stop through traffic using Kingsbere Road is intended to reduce the</p>

	<p>impact of displaced traffic in the local area and if this works as intended more local residents will benefit.</p> <p>The trial showed slightly higher support for some age groups – 18-34 and 55 to 64 yrs. Slightly more support by men and from people using local services and Oakdale residents. Where people from these groups felt there was a benefit this will remain with the continuation of the trial.</p> <p>With disproportionate impacts of poor air quality for disabled people and children, and the detriment of high traffic levels for children’s development, continuation of the scheme will benefit these groups.</p> <p>Motor traffic using residential streets causes negative community impacts of congestion, noise and pollution. Continuing the existing measure and providing a new modal filter reduces the neighbourhood impact of traffic with a corresponding benefit. The junction is a site for personal injury accidents so continuing the trial will reduce the likelihood of road traffic accidents. Certain groups in our population are understood to be more likely to be involved or impacted more by accidents – the elderly, young people and some disabled people.</p>
<p>What are the negative impacts of the policy/service change on current or potential service users?</p>	<p>The extension of the trial will also continue the negative impacts indicated by responses to the questionnaire and formal consultation. Some groups, ages 35-44 yrs. women, car users and people that work in the area, based on their responses will be negatively impacted to a greater extent than other profiles.</p> <p>The second modal filter does requires interim re-location of two bus stops, the locations are near the present ones, some groups especially older or disabled people may be impacted as some may have further to access the stops, but others may be nearer, so any overall impact is likely to be neutral. If this is raised as an issue as the scheme progresses, then liaison will take place to establish revised locations for permanent bus stops, depending on whether the trial becomes permanent.</p>
<p>Will the policy or service change affect employees?</p>	<p>Some BCP Council colleagues will live in Oakdale, travel through the area, use local services and have a view on aspects of the trial.</p>
<p>Will the policy or service change affect the wider community?</p>	<p>As travel through Oakdale is from a broad area, yes this will impact on the wider community. There are also impacts, considered positive, on schools in the area – Oakdale Junior, Stanley Green Infant, Longfleet Primary, St Mary’s primary and for travel to Poole High. The trial and its extension both in time and scope, intends to create an improved and safer environment for active travel to school.</p>
<p>What mitigating actions are planned or already in place for those negatively affected by the policy/service change?</p>	<p>The proposal to provide a second modal filter is anticipated to reduce some of the impacts, particularly displaced traffic concerns, by working towards a coherent Low Traffic Neighbourhood – LTN. Experience from the trial showed that the existing measure on its own resulted in changes in local traffic that suggested wider measures were needed.</p>

**Summary of Equality Implications:**

Darby's Lane was one of a series of active travel schemes introduced during the Summer of 2020. A full EIA was compiled collectively for the schemes. As HM Govt required schemes to be on the ground quickly due to the pandemic, details about how the measures could impact groups was not available prior to schemes being underway. Conditions allowed schemes to be implemented on an experimental basis with review after a period of evidence gathering from both formal and questionnaire consultations.

Prior to implementation and guided by previous local research and consultation, equality benefits were anticipated by improving facilities for people that walk and cycle, as some of our residents, especially in areas of high social deprivation, do not own cars. The stated outcomes of HM Govt, funding included benefits to many of the higher risk people in society – including the elderly, BME citizens and people with health limiting disabilities - through providing additional space for social distancing giving more confidence to travel locally.

A period of over 6 months allowed reasonable time for responses to be received, which were evaluated based on differences from and within protected groups. Compared to other schemes Darby's Lane received lower numbers of responses and any full equality impacts for some groups were not differentiated. Due to the small sample size care is needed not to over-interpret the results. Significant differences were only shown for age and gender. Some **age** groups showed slightly more agreement with the trial than others, but notable was the significant disagreement for the 35-44 age group. For **gender** men were less pronounced in their opposition compared to women. There were more pronounced variations in disagreement and impact based on where people live, how they travel, if they use local services, work in the area and the time the response was received. There will be different profiles for these groups, but any conclusions can only be supposed.

In the context of responses showing relatively low levels of agreement, extending and enhancing the trial will not evidence further impact for any protected groups compared to the initial trial. By allowing more time and modifying the scheme to anticipate reducing traffic impacts arising from the initial 6 months period, more of the intended original benefits should be realised. Providing a safer overall environment to encourage take up of active travel is more inclusive and for this scheme there are not corresponding impacts on other protected groups by extending the trial. With disproportionate impacts of poor air quality for disabled people and children, and the detriment of high traffic levels for children's development, extending the time and scope of the trial will continue to provide benefits to these groups. Supportive comments received about the environmental, climate change, road safety, activity and health benefits will be realised through expanding the existing trial.

The extension of the trial for a further 6 months will allow continued responses to be collected to establish impacts

both positive and negative of a more substantial area where motor traffic impacts are reduced.

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For any questions on this, please contact the Policy and Performance Team by emailing [performance@bcpcouncil.gov.uk](mailto:performance@bcpcouncil.gov.uk)