

Equality Impact Assessment: Conversation Screening Tool

<p>What is being reviewed?</p>	<p>Local Transport Plan Capital Programme 2021/22:- Broadstone 20mph/Low traffic Network/Removal of layby/Zebra Crossing (Scheme Code Z3230)</p> <p>The Local Transport Plan Capital Programme implements schemes that align with the Council's Local Transport Plan (LTP) 3, corporate objectives and priorities, including those set out in the Core Strategy and including those set out in the BIG plan. The Local Transport Plan covers the period from 2011 to 2026 and came into effect from April 2011. In southeast Dorset, the LTP3 draws heavily on the Southeast Dorset Transport Study.</p> <p>The LTP delivers through its transport objectives' minor transportation schemes with the aim to:</p> <ul style="list-style-type: none"> • Reduce the need to travel • Manage and maintain the existing network more efficiently • Improve active travel and 'greener' travel choices • Improve accessibility • Provided public transport alternatives to the car • Car parking control measures • Travel safety measures • Reduce social isolation <p>This particular LTP scheme incorporates a number of separate but linked elements, a number of which were advertised through a Traffic Regulation Order (TRO) on 29 October 2021 including:</p> <ol style="list-style-type: none"> 1. An additional Zebra Crossing on Dunyeats Road, Broadstone, Poole 2. Addressing issues arising from a Stage 3 Road Safety Audit, carried out October 2019, on Dunyeats Road 3. Installation of a proposed 20mph restriction on a number of roads across Broadstone residential and shopping areas. 4. Closure of a parking layby on Dunyeats Road outside Whittles Restaurant 5. Mark double Yellow Lines on Dunyeats Road, Upper Golf Links Road and Ashwood Drive. <p>The consultation for the advertised TRO closed on 28th November 2021. A summary of the consultation responses is enclosed.</p> <p>The main objective of the scheme is to enhance the area for walking and cycling by providing a lower speed environment, new/enhanced controlled crossings and suitable footways for all users.</p> <p>By creating safe accessible neighbourhood, it will encourage walking and cycling within the area and therefore create opportunities for integration and reduce social isolation.</p>
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What changes are being made?

1. An additional Zebra Crossing will be provided on Dunyeats Road [situated](#) between 57 and 59 Dunyeats Road. This will link with a public footpath running down to Ridgeway, Charborough Road and the Broadstone Recreation Ground/Lower Blandford Road.
2. Addressing issues arising from the Stage 3 Road Safety Audit, dated October 2019, carried out on the previous scheme in Dunyeats Road. The previous scheme included corridor improvements, carriageway resurfacing, footpath widening road narrowing, provision of shared cyclepaths, two new Zebra Crossings plus continuous footways across side junctions. Measures include additional works to address visibility issues at the Tudor Road Zebra Crossing, SLOW markings to help reduce vehicle speeds, signage to highlight the presence of pedestrians, and better identification of the start/end points of cycle facilities.
3. Installation of a 20mph Zone on a number of roads across Broadstone as follows

	Road Name	Location/Description
1.	Ashwood Dr	Its entire length.
2.	Dunyeats Rd	From a point 10m west of the boundary of Waterman Hse/Berywn Ct (No, 18) to a point 5m east of the boundary of Nos, 85/87.
3.	Grange Rd	Its entire length.
4.	Heysham Rd	Its entire length.
5.	Kirkway	Its entire length.
6.	Laurel Dr	Its entire length.
7.	Laurel Gdns	Its entire length.
8.	Lower Blandford Rd	From Broadstone Roundabout to a point 5m southeast of the boundary of Nos, 161/163.
9.	Lower Golf Links Rd	From a point 10m north of the boundary of Nos, 17a/19 to its junction with Dunyeats Rd.
10.	Macaulay Rd	Its entire length.
11.	Ridgeway	Its entire length.
12.	Selby Cl	Its entire length.
13.	Story Ln	Its entire length.
14.	Tudor Rd	From its junction with Dunyeats Rd to its southern extremity.
15.	Upper Golf Links Rd	From the boundary of Nos, 5/7 to its junction with Dunyeats Rd.
16.	Westheath Rd	Its entire length.
17.	York Rd	From its junction with Lower Blandford Rd to the boundary of Nos, 59/61a.

4. A closure of 30-minute limited waiting parking [layby](#) on Dunyeats Road outside Whittles Restaurant and Bar, 3 Station Approach, Broadstone, Poole BH18 8AX. Convert the "Whittles"

layby into shared cycleway/footway provision. The scheme involves removal of the existing 30-minute limited parking bays and layby on Dunyeats Road and to replace it with an improved shared footway/cycleway provision, tying into the existing facility either side of the layby. This was deemed necessary for safety reasons as Whittles extended their outdoor seating area up to the existing highway boundary which only left a very narrow strip of footway left for cyclists and pedestrians to use. At busy school start/finish times this footway becomes very congested, and users often have to use the layby area to safely pass each other.

5. Provision of sections of Double Yellow Lines on Dunyeats Road layby to link between the existing Puffin zig-zags and the existing restrictions; on Upper Golf Links Road to remove parking on the western side of the road and on Ashwood Drive northern section to remove parking.

	Road Name	Location/Description
1.	Ashwood Dr	Eastern side of the carriageway: extend DYs at the junction with Dunyeats Rd by approx. 90m to outside No. 5.
2.	Ashwood Dr	Western side of the carriageway opposite Nos. 3/5: approx. 35m length of DYs.
3.	Dunyeats Rd	Layby adj to Nos. 3/3a Station Approach: revoke limited wait parking bay & replace with extended controlled crossing zigzags/DYs.
4.	Upper Golf Links Rd	Western side of the carriageway: extend DYs at the junction with Dunyeats Rd by approx. 110m to boundary of Nos. 3/5.

Service Unit: Transport and Engineering

Participants in the conversation: Bob Askew - Transport Improvement Manager
Susan Fox, LTP Programme Manager
Martin Baker Road Safety Team Leader
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Conversation date/s: August 2022 and ongoing as an integral part of the delivery of the Dunyeats Road 20mph scheme.

Do you know your current or potential client base? Who are the key stakeholders?

School Pupils, Parents and Carers on way to/from local schools on Dunyeats Road and Higher Blandford Road
Cyclists and pedestrians using the shared cycle route between Gravel Hill and the Broadstone Roundabout.
Users of the Junction Leisure Centre on Station Approach.
People living in or visiting Broadstone Shopping/ Retail/ Restaurants.
Households on travel corridors will be affected by any changes in road layout to improve sustainable travel options.
BCP Council officers and Councillors - when making decisions or forming policies relating to, affecting, or affected by, transport and travel within the conurbation – with the Local Transport Plan 3 as a point of reference.
Organisations on the statutory consultation list for Traffic Regulation Orders (TRO) as new or amended TRO's will be needed to deliver the programme. Organisations include - the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS

	<p>Disability/Dorset Local Access Forum - community interest company.</p> <p>Beryl - bicycle and scooter hire</p> <p>BH Active Travel Forum - local network promoting cycling and walking. Sustrans – charity promoting sustainable transport.</p> <p>Other organisations including -</p> <p>Local Chambers of Commerce and Trade.</p> <p>Town Business Improvement Districts, employers, Dorset Local Enterprise Partnership. Bournemouth University and the Arts University Bournemouth.</p> <p>Public Heath Dorset – relevant to the health benefits of active travel.</p> <p>Department for Transport linked to funding and monitoring of programme.</p>
<p>Do different groups have different needs or experiences?</p>	<p>Age</p> <ul style="list-style-type: none"> • Children and young people are less likely/unable to drive, and therefore improving other sustainable options will benefit them. • Older people are less likely to cycle or drive, but more likely to walk and use public transport. Consequently, proposals to improve conditions for pedestrians will be of benefit. There is a Transforming Travel objective to 'Improve pavement access for people with mobility needs' - anticipated to benefit both older and younger people • LTP funded trip end facilities e.g., cycle parking, for schools and educational facilities are planned, under the Transforming Travel initiative, which will assist younger people. • Road signal crossings provided through this scheme will help more vulnerable people including both younger and older people. Less conflict between motor vehicles and cyclists/pedestrians will benefit the more vulnerable including young and older people. • A low percentage of both old and young people meet the government's recommendations for physical activity, which can adversely affect physical and mental wellbeing. Improving opportunities for people to walk and cycle as part of their daily routine could help address this. • Residents from middle age groups are more likely to drive and improvements to sustainable transport will be less important to these people based on their current travel patterns. By developing other travel options congestion should be reduced which could benefit those who drive. • Groups that are more likely to drive are likely to be concerned to a greater extent about any changes to traffic flow or reduction in car parking arrangements arising from this scheme <p>Disability</p> <ul style="list-style-type: none"> • Improving pavement access for people with mobility needs is intended to benefit many disabled people. Traffic signal crossings provided through some schemes will assist more vulnerable groups including disabled people. • Improved cycling and walking facilities, including road safety improvements will reduce conflict between motor vehicles and vulnerable road users, which includes some disabled people.

- Disabled people where a car is essential for all their transport needs are potentially affected by any changes to car parking and if car journeys are affected by different road layouts.
- Respondents to the BCP Council survey 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 and those that are not disabled will benefit more.
- The perspective of individual disabled people is likely to vary depending on the nature of their disability and/or whether they drive or rely on other forms of transport.
- Where schemes are introduced which change the road layout, research indicates that disabled people are more affected by any outcomes such as increased journey times as they have limited alternative options for travel, compared to people that are not disabled.

Race

- Ethnicity is a factor in car use, with people from all other ethnicities far less likely to have access to a car than 'White British' people. Better access to sustainable transport is likely to improve access to employment, education, leisure, and social opportunities for most ethnic groups.
- White British people who are more likely to own cars are anticipated to be less supportive of measures to develop walking, cycling and public transport. The objectives of the Transforming Travel Programme are less likely to benefit this group based on their current travel patterns.
- Locally 'White other' and BME residents are more likely to cycle than 'White British' residents. Nationally studies report that cycling is under-represented in other non-white people. Based on the ethnic profile of cycling some groups are going to benefit and use improved cycle facilities more than others.

Religion or Belief

- The BCP Travel Survey showed that people with no religion and all other religions were less likely to drive than Christians.
- Development of other transport options are likely as a result to cover the transport needs of people without religious belief and all other religions to a greater extent than Christians.
- Initial consultation as part of the Transforming Travel Programme showed - people with no religion are significantly more likely to travel by bicycle and were more in agreement to proposed schemes compared to Christians.

Gender

- The BCP travel survey indicated that men are twice as likely to cycle regularly compared to women. This means that parts of the programme that improve cycling facilities will benefit men more than women.
- Women cited personal safety/ security concerns and busy roads as a barrier to cycling. As the programme aims to make cycling safer through some segregated cycle lanes this should

	<p>encourage more women to cycle by addressing some of the concerns raised by women.</p> <ul style="list-style-type: none"> • Bus use is particularly common for women and girls, (source National Audit Office), so any public transport improvements will particularly provide for females. • Initial consultation as part of the Transforming Travel Programme showed; Men are more likely to cycle compared to women and women are more likely to walk. For one proposed scheme men agreed more than women. <p>Sexual Orientation</p> <ul style="list-style-type: none"> • People who identify as one of ‘All other sexual orientations’ are significantly less likely to drive (56%) compared to heterosexuals (82%). • Bus use is also higher for ‘All other sexual orientations’ compared to heterosexual people. • LGBT+ people are more likely to suffer with mental ill health, loneliness, and inactivity than the general population. Therefore, improving opportunities for people to walk and cycle as part of their daily routine could help address this. • Improvements to the transport network from the programme are likely to benefit all other sexual orientations more than heterosexual people. <p>Deprivation</p> <ul style="list-style-type: none"> • People living in the most deprived areas are significantly less likely to own a car and drive than residents of less-deprived areas. In BCP 75% own a car in the decile of highest levels of social deprivation, compared to 96% household car ownership in the decile with the lowest level of social deprivation. • However more deprived areas are more likely to suffer the effects of car use – for example through air pollution, noise pollution and road danger. By improving conditions for walking and cycling, residents living in more deprived areas will benefit from more choice over how they travel, and more equalised access to education, employment, leisure, and social opportunities.
<p>Will this change affect any service users?</p>	<p>The 20mph limit may marginally increase journey times for some motorists but only outside of normal commuter times, as traffic is naturally slowed to these speeds by traffic congestion experienced at peak periods.</p> <p>With regards the removal of the layby, some Residents have indicated that, for the sake of nearby businesses and the regular and consistent use the layby is put to, that they did not want that layby closed. Anecdotal experience by a user of the widest available personal disabled scooter reported that they found the current pavement entirely adequate. Some residents reported that, for the most part, there was no need for people to use Whittles’ forecourt other than at very busy times and people were courteous in passing others. Some residents felt it would be dangerous to extend the cycle path to the traffic lights and</p>

create a pedestrian and cyclist conflict that currently doesn't exist in the space between the lights and the end of the layby where, currently, a cyclist can easily enter the cycle path after the layby.

What are the benefits or positive impacts of the change on current or potential users?

Proposed 20mph Zone

National and international studies show that lowering the speed limit from 30mph to 20mph not only reduces the number of casualties but also encourages active travel by increasing walking and cycling levels. Which contributes to reducing carbon emissions, reducing social isolation and improved health benefits.

This is recognised by bodies such as the World Health Organisation and the UN General Assembly recently mandated 20mph as the right speed limit where people and motor vehicles mix.

20mph limits/ zones can reduce perceptions of road danger, something which disproportionately effects specific groups of people including young and older people and people with reduced mobility (including pregnant women), so providing improved transport choices to people in these groups will improve accessibility.

A Memorandum by Transport 2000 highlighted that the dominance of speeding traffic deters people from walking or cycling for short trips and leads to loss of independence for the most vulnerable in society, particularly older people, disabled people and children.

Further research documenting the benefits of 20mph limits/zones include the following:

- [ROSPA 20mph Fact Sheet](#) The Royal Society for the Prevention of Accidents
- [20mph research study: process and impact evaluation headline report November 2018](#), Department for Transport Atkins report.
- [Before and After Research into the implementation of 20mph speed limits in South Edinburgh \(2013\)](#), City of Edinburgh Council.
- [Managing Speed by the World Health Organisation \(2017\)](#), WHO Reference No: WHO/NMH/NVI/17.7
- [The Bristol Twenty Miles Per Hour Limit Evaluation \(BRITE\) Study' \(2018\) BRITE report](#)

	<ul style="list-style-type: none"> • 20's plenty website includes various research into the implementation of 20mph limits and zones. <p><u>Proposed Parking Restrictions</u> The proposed double yellow lines should help to reduce vehicles parking on the brow of the hill on Ashwood Drive and on the bend on Upper Golf Links Road. Thus, reducing the possibility of vehicle collisions.</p> <p><u>Footway Widening/Parking Bay Removal</u> By removing the lay-by parking we can widen the footway from 1.3m to 3.3m. The impacts resulting from this change of use is mainly positive; creating a footpath that can be used by all pedestrian groups as currently the footpath is not suitable for wheelchair users, double pushchairs or for more than one pedestrian using the footway at the same time.</p>
<p>What are the negative impacts of the change on current or potential users?</p>	<p><u>Proposed 20mph Zone</u> Groups that are currently less likely to travel locally by sustainable transport may be negatively impacted by measures intended to make these travel means more attractive.</p> <p>Improving conditions for cycling and walking are seen by some car drivers as negatively impacting their travel. Consultation and research show that people who usually drive are less receptive and do not think they will benefit as much as from plans to improve walking, cycling and public transport.</p> <p><u>Proposed Parking Restrictions and</u> The proposed double yellow lines on Ashwood Drive and on Upper Golf Links Road will prevent residents parking on the highway outside their homes however the properties affected all have substantial driveways.</p> <p>Changes to parking arrangements proposed to prioritise cycling, walking and public transport can impact on some groups who are less able to access some locations as a result.</p> <p>People that are older than 65, and disabled people according to some research, are less likely to support active and greener travel choices, particularly where road layouts are changed as a result. Reasons given are that disabled people can feel disproportionately impacted by any longer journey times and change in itself can be an access barrier due to anxiety and confusion from any change to usual travel patterns.</p> <p><u>Footway Widening/Parking Bay Removal</u> The removal of the lay-by parking bay will disadvantage motorists including elderly and disabled wanting to park directly outside Whittles Restaurant & Bar. There is alternative parking further along Dunyeats Road (30m approx.) on the same side or directly opposite the layby and around the corner in Station Approach plus plenty of parking in the Leisure Centre Car Park.</p>

	<p>There is also a controlled pedestrian crossing approximately 6m from the lay-by to be removed, linking the parking bays opposite so negligible disbenefit to any would be disabled users of these parking bays.</p> <p>Any change implemented which affects the movement of vehicles and pedestrians will have an impact on disabled people, who feel the changes more strongly due to limited alternative options for travel.</p>
<p>Will the change affect employees?</p>	<p>Yes, as infrastructure/initiatives should improve accessibility by rebalancing the needs of all network users through improvements to sustainable/active travel and because of network efficiency activity.</p>
<p>Will the change affect the wider community?</p>	<p>Yes – both residents and visitors to our area, businesses, schools and higher education establishments, as local travel affects all our community.</p>
<p>What mitigating actions are planned or already in place for those negatively affected by this change?</p>	<p>The removal of the layby includes some loss of limited waiting parking (2 bays in total) but as detailed above there is more than sufficient provision in the area, on Dunyeats Road and around the corner on Station Approach. There is also an existing controlled crossing to help assist pedestrians cross the road from existing on street parking bays.</p> <p>Alterations to be implemented as part of this scheme following external road safety audit:</p> <p>Improve advance visibility of existing zebra crossing by changing the type of belisha beacons to ‘Halo’ beacons as these are more conspicuous. Halo beacons will also be installed on the new zebra crossing along with spotlights to highlight pedestrians waiting at the crossing.</p> <p>Additional signage/road markings are to be implemented to highlight the potential conflict between pedestrians, cyclists and motorists using the continuous footways across junctions along Dunyeats Road.</p>
<p>Summary of Equality Implications:</p>	<p>The LTP Capital Programme seeks to set out and deliver against the agreed policy objectives:</p> <ul style="list-style-type: none"> • Reducing the need to travel by car • Manage and maintain the existing network more efficiently • Active travel and ‘greener’ travel choices • Public transport alternatives to the car • Car parking measures • Travel safety measures • Strategic infrastructure improvements

	<p>The implementation of this scheme seeks to reduce perceptions of road danger, encourage people to walk and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users, thereby promoting inclusivity and reducing social isolation.</p> <p>The scheme achieves the above by reducing the speed limit from 30mph to 20mph, widening footways, providing signage to highlight potential conflict points, enhancing existing crossing facilities and providing alternative new crossing facilities.</p> <p>The negative impact of removing the layby is outweighed by providing a footpath that is suitable for all users to use and that there are alternative parking facilities within the immediate area with controlled crossing facilities.</p> <p>Therefore, overall, the equalities implications of the proposed scheme are extremely positive.</p> <p>Individual schemes can affect protected groups in different and sometimes contradictory ways</p> <ul style="list-style-type: none">• Individual schemes will be subject to Equality Impact Assessments as they come forward for delivery.• A process is being developed to ensure a consistent approach to EIA screening throughout each project's lifecycle.• An officer working group within the Transport and Engineering Service will review individual scheme EIAs, share learnings and good practice.
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