

Appendix 3 – EIA Screening Transforming Travel Programme

Equality Impact Assessment: Conversation Screening Tool

[Use this form to prompt an EIA conversation and capture the discussion. This completed form or if needed, a full EIA report (form 3) will be published as part of the decision-making process *Please delete prompts before publishing]

What is being reviewed?	<p>Transforming Travel Programme. This is the BCP and Dorset Council overarching initiative promoting changes in the way we travel in the area. Aiming to provide people with greener, healthier and better-connected travel choices, reducing traffic congestion and making walking, cycling and using public transport more attractive, especially for shorter journeys. Transforming Travel aims to revolutionise how we all get about, by providing safe, environmentally friendly alternatives to the car. The programme will be achieved through government funding resulting from a successful Transforming Cities Fund (TCF) bid.</p> <p>https://bcpcouncil.gov.uk/transformingtravel</p>
What changes are being made?	<p>The main outcome is to provide a network of new sustainable travel routes which will enable walking, cycling and public transport to become more attractive, both for people that currently travel mostly by car and for those who already cycle, walk or use public transport. These changes are anticipated to -</p> <ul style="list-style-type: none"> • Alleviate traffic congestion • Reduce carbon emissions • Improve air quality • Improve peoples' health and wellbeing through more active travel • Contribute to local economic growth and prosperity. <p>To deliver the programme, communications and engagement are integral to the project.</p>
Service Unit:	Transport and Engineering
Participants in the conversation:	<p>Claire Clark - TCF Programme Management Team Madison Veck – WSP Transport Planner Richard Barnes – Service Unit Equality Champion Other project officers on the programme through discussion about individual schemes.</p>
Conversation date/s:	<p>The initial bid for government funding considered equality impacts. Initial conversations took place as part of a Transforming Travel Equality group on 15th January 2021. An Accessibility Subgroup has been set up to cover some equality issues as part of the programme, the first meeting was on 21 July 2021. Regular future meetings will be held. Ongoing conversations are held within individual teams responsible for specific projects.</p>
Do you know your current or potential client base? Who are the key stakeholders?	<p>People living in, or visiting, Bournemouth, Christchurch and Poole – as all are affected by local travel in some way. 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 Transforming Travel programme as a point of reference. Organisations on the statutory consultation list for Traffic Regulation Orders (TRO) as new or amended TRO's will be</p>

	<p>needed to deliver the programme. Organisations include - the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability/Dorset Local Access Forum - community interest company.</p> <p>Transport providers within our area who are involved in the programme – bus companies, Bournemouth Transport – Yellow Buses; Go South Coast – More Bus</p> <p>Network Rail and South Western Railway train operator</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 Health 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>The difference in needs or experience will cover the general programme and will not go into detail of specific transport corridors or other measures. For each individual scheme it will be essential to explore and assess how specific proposals could affect people from different protected characteristic groups, and how the needs of these groups can be met through the design.</p> <p>The transformational nature of the changes will give different experiences depending on how people travel currently and how they could travel after the programme is complete. There is evidence of how both protected groups and different people within those groups are affected. From –</p> <ul style="list-style-type: none"> • A Bournemouth Christchurch and Poole travel survey from October 2018-January 2019, with detailed equality report and analysis of local travel patterns. <p>https://www.bcpCouncil.gov.uk/About-the-council/Research-reports/Documents/Travel-Survey-Report.pdf</p> <ul style="list-style-type: none"> • Consultation from recent active travel schemes (Summer 2020 onwards) introduced in the BCP area using HM Government funding linked to the COVID-19 pandemic. • Initial consultation and engagement from Transforming Travel proposals. • National transport studies and research. <p>Sometimes this evidence base is contradictory.</p> <p>The needs or experience will cover the ethos of improving sustainable transport options, noting that individual parts of the programme will differ in specifics. Impacts for each scheme will be covered at a later stage as proposals are developed and issues identified.</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 an objective to 'Improve pavement access for people with mobility needs' - anticipated to benefit both older and younger people.
- With bus use 'Particularly common for people aged 17 to 20 and over 70 years' (source National Audit Office), public transport improvements will advantage these groups.
- Trip end facilities e.g., cycle parking, for schools and educational facilities are planned which will assist younger people.
- Improvements, at bus stops and bus priority measures will benefit both younger and older people according to the local and national profile of people that use the bus.
- Road signal crossings provided through some schemes 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 cycle schemes or bus priority measures.
- Initial consultation as part of the Transforming Travel programme showed; younger groups 18-24yrs more likely to walk and use the bus, but less likely to cycle; Middle aged groups from 35-54 yrs. more likely to cycle, but less likely to use the bus; older people from 55 yrs. and over were more likely to travel by car and bus and much less likely to cycle. Where asked for agreement with proposed schemes, for some measures, those from middle aged groups showed support; but people aged 65 and over, were much more likely to disagree with proposals.

Disability

- Disabled people overall are less likely to have access to a car than non-disabled people and are also more likely to use buses (BCP Council Travel Survey). Improving transport options for people that are unable to drive will be a benefit to those people whose disability does not preclude them from walking (including with a mobility aid), cycling (including with a non-standard cycle) or able to access public transport.

- 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. Some disabled people will find it more challenging to get used to new road layouts compared to those without a disability.
- 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.
- Programme improvements prioritising buses will proportionately benefit disabled people who locally are more likely to use buses than drive.
- 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.
- Initial consultation as part of the Transforming Travel Programme showed; that disabled people were more likely to travel by bus but much less likely to cycle. Overall disabled people were much more likely to disagree with proposals compared to non-disabled people. For the Evening Hill active travel scheme consultation responses for those whose 'Disability limited their activity a lot' - showed the lowest levels of support at 21%.

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.
- Bus use is particularly common for most ethnic groups (Source – National Audit Office), so public transport improvements will help most ethnic minorities.
- Some differences according to race were evident from responses to the BCP active travel schemes. 'White Other' people were much more supportive than 'White British' respondents. There were also higher levels of satisfaction for the schemes from other ethnic groups. Lower levels of support were noted from 'White British' respondents.
- 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 encourage more women to cycle by addressing some of the concerns raised by women.
- 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.

Sexual Orientation

- 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.

	<ul style="list-style-type: none"> Initial consultation as part of the Transforming Travel Programme showed for one scheme, people identified as 'All other orientations' were more in agreement compared to heterosexuals. For the Evening Hill Active Travel Scheme consultation responses from - 'All other sexual orientations' showed the highest level of support of any group at 92%. <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, cycling and public transport, 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>There is not any evidence available of any discernible differences likely to arise from Transforming Travel on the other groups of - gender reassignment, marriage and civil partnership, members of the armed forces community and human rights. Responses to consultations have included that where a carer relies on a car any loss of parking or longer journey times can impact on the ability to do their work.</p> <p>Detailed information from responses to consultations indicating the views on schemes is reported in the attached appendix.</p>
<p>Will this change affect any service users?</p>	<p>The content and implementation of the Transforming Travel Programme will, depending on the final schemes, affect everyone who travels around our area. Following ongoing consultation and engagement through the project, how each scheme will impact on protected groups will be better understood. The diverse needs and experiences of protected groups based on previous evidence and consultation so far gives a foundation for understanding.</p>
<p>[If the answer to any of the questions above is 'don't know' then you need to gather more evidence. The best way to do this is to use forms 2 and 3. <i>*Please delete prompts before publishing*</i></p>	
<p>What are the benefits or positive impacts of the change on current or potential users?</p>	<p>The intended benefits of the programme are to -</p> <ul style="list-style-type: none"> Create a network of new sustainable transport routes provide safer, quicker and environmentally friendly travel alternatives to driving, particularly for short journeys make walking, cycling and travelling by bus to work, education and leisure more attractive reduce reliance on car travel and help address congestion hotspots reduce carbon emissions and improve air quality improve people's health and wellbeing by offering eco-friendly travel choices including walking and cycling

	<ul style="list-style-type: none"> • enable growth and prosperity in the south east Dorset region. <p>Encouraging alternatives to the car through improving other transport options gives a positive impact to residents and visitors in many protected groups that already rely on sustainable transport – often because they do not have access to a car. Benefits are provided for the young and old, many disabled people, minority ethnic groups, People from non-Christian religions and without religious belief, people that identify as non-heterosexual and those from areas with higher levels of deprivation. By improving the viability of alternatives to driving through, for example cycle safety improvements groups that currently travel by car, could when improvements are realised travel differently.</p> <p>Relieving congestion, reducing carbon emissions, improving air quality and increasing prosperity will benefit all. Poor air quality impacts on the most vulnerable in society to a greater extent particularly children and some disabled people.</p> <p>The impacts of climate change are profound and can affect some protected groups more significantly. Transport accounts for a third of overall CO2 emissions, so has a major impact on climate change - providing viable sustainable transport mitigates against potential impacts.</p> <p>The programme is intended to support areas of higher social deprivation through improved connectivity to jobs and services realised through improved transport networks.</p> <p>Some residents will be specifically affected by changes to their immediate neighbourhood, for example if a cycle lane is proposed that changes the road layout. Some will consider the changes are positive, but this will depend on their circumstances.</p>
<p>What are the negative impacts of the change on current or potential users?</p>	<p>The changes to the transport network need to be transformational to achieve the intended outcomes. To progress this, there will be negative impacts due to the nature of the required measures to make environmentally friendly transport more viable and how this is achieved.</p> <p>People from middle aged groups, many disabled, white British, Christians and heterosexual people have demonstrably shown lower levels of agreement with sustainable and active travel schemes. These groups have also indicated higher levels of negative impacts from such measures. This may be linked to higher levels of car ownership and a view that sustainable transport improvements are ‘anti-car.’ The groups that indicated less support for the measures required to deliver the programme will feel negative impacts.</p> <p>Some residents will be specifically affected by changes to their immediate neighbourhood, for example if a cycle lane is proposed that changes the road layout. Many will feel that the changes are negative, but this will depend on their circumstances.</p>
<p>Will the change affect employees?</p>	<p>As our employees travel around the local area – yes.</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>Understanding of any impacts, both positive and negative will be known when individual routes are proposed and designed. Consultation will identify impacts on specific groups. The general information about known equalities impacts of making walking, cycling and public transport more attractive will be useful at the design stage of the routes. The accessibility focus group will contribute to identifying impacts and suggest mitigating actions.</p>
<p>Summary of Equality Implications:</p>	<p>The outcomes of the Transforming Travel Programme, when delivered will provide radical changes to our local transport network and the funding has been provided by HM Government based on the content of our initial bid. As well as improving the viability of sustainable transport options, congestion, air quality and road safety improvements will result, together with economic benefits as congestion has been raised by the business community as a barrier to growth. To achieve these transformational changes there will be equality implications based on how our community currently travels around our area and how patterns may change after the programme is delivered. There is detailed information about existing travel patterns based on different protected groups, however the major changes in the programme are likely to alter how many people travel – if this does not happen the programme will not have succeeded. Based on existing information and recent initial consultation from the programme the most significant impacts are linked to disability and age. People that engaged who were disabled are much less likely to cycle than the non-disabled and disabled people were much less likely to support specific schemes as a result. Responses from disabled people, particularly those whose only transport option is the car, repeatedly felt that delivering better sustainable transport would impact on their ability to get around and be able to park. Older people are less likely to cycle than middle aged groups and views were provided that improving cycling and to an extent walking, would not benefit them. If they drive, aspects of the programme were viewed as making their journeys more difficult. Although not as significant as disability and age, negative impacts have been identified relevant to gender, race, religion and sexual orientation. Based on responses - women, white British, Christians and heterosexual people who are either less likely to cycle and more likely to drive, are less supportive of the programme. The outcomes will deliver significant benefits to many groups based on the profile of those likely to gain from improved sustainable transport, particularly those without access to cars whose options are often limited, unsafe or not available. Positives can be identified for all groups. Younger people are less likely to have a car and will benefit from public transport improvements. Older people will also gain from public transport enhancements. Those in middle age brackets are more likely to cycle and have shown higher levels of support for some schemes. Disabled people will benefit from improved crossings, better pavement access for those with mobility aids and a safer transport environment. With more disabled people using public transport than driving, bus improvements will also help. 'White other' groups are more likely to cycle and have shown high levels of support for</p>

proposals. Those 'without religion' indicate they will benefit from sustainable transport initiatives. Improvements to cycling and public transport help men and women, respectively. Non-heterosexual people have lower car ownership and for some initiatives, show higher levels of approval than heterosexual people. The programme is specifically intended to benefit more deprived communities by improving transport choice and connecting to employment opportunities.

The significant review of our transport network required for Transforming Travel will result in many concerns about how reducing reliance on car travel will impact on people where driving is their chosen or only practical way of getting around. It is intended that by raising the viability of other transport options, some will switch, at least sometimes to walk, cycle or use public transport.

The aim of the programme is, in line with national and local policy, to equalise access to opportunities including education, employment, leisure, social and health needs, whilst also addressing climate concerns and providing economic benefits. By providing safe and convenient walking and cycling infrastructure and enhancing public transport more people will have more choice over how they travel, and our transport network will be more inclusive.

Transforming Travel - by developing more environmentally friendly transport will contribute to BCP Council's declared Climate and Ecological Emergency together with local and national net zero carbon targets. The impacts of climate change are likely to be more significant on the vulnerable and marginalised in our community - reducing the carbon impact of travel will help reduce the effects of climate change.

The gains through increased physical activity, reduction in congestion, improvements in air quality and a safer travel environment provide benefits for all equality groups in our community and the programme overall is considered positive.