

Appendix 4

Equality Impact Assessment: conversation screening tool

Policy/Service under development/review:	Permanent Traffic Orders for Pilot School Streets
What changes are being made to the policy/service?	<p>Making Traffic Orders which will give permanent effect to the School Streets Experimental Traffic Orders for Somerville Road (E1 2022), Ashmore Crescent (E2 2022), St Clement's Gardens (E3 2022), and Livingstone Road (E4 2022) which facilitated the School Streets Pilot Scheme.</p> <p>A School Street is where the road directly outside a school is closed to motor vehicles for short periods at drop off and pick up times. The aim is to improve safety, air quality, and the general atmosphere at the school gate, as well as to nudge people into considering walking, wheeling, scooting or cycling to school.</p> <p>Details of the restrictions to be made permanent are included in Appendix 1 to the Cabinet Report – 'Permanent Traffic Orders for Pilot School Streets'.</p>
Service Unit:	Transport and Sustainability
Persons present in the conversation and their role/experience in the service:	<p>Clare Griffiths - Senior Traffic Technician</p> <p>Andy Brown – Traffic Management Team Leader</p>
Conversation dates:	<p>16 March 2023 - Additions to EIA taken through Equality Panel prior to start of pilot schemes.</p> <p>5 November, 2 December, 8 December 2021 - Beth-Barker-Stock – Senior Cycling and Walking Officer, Richard Barnes - Strategic Public Transport Manager, Emma Cocksedge – Sustrans Delivery Coordinator</p>
Do you know your current or potential client base? Who are the key stakeholders?	<p>People who walk (with or without mobility aids), wheel, scoot or cycle to one of the four pilot schools in the BCP Council area – including people who may do so in the future. People who drive to one of the four pilot schools in the BCP Council area – including people who may choose not to do so in the future. The affected Schools – including staff, pupils, and visitors. Residents who live on the School Streets, or on nearby surrounding streets. BCP Council officers and Councillors - when making decisions or forming policies relating to, affecting, or affected by, transport and travel and also education within the conurbation. 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, BH Active Travel Forum Dorset Local Access Forum.</p>
Do different groups have different needs or experiences in relation to the policy/service?	<p>Age – Children are the people most likely to benefit from this proposal. Children are more susceptible to lung damage from vehicle pollutants in the air, and therefore reducing the amount of traffic at the school gate, where children are likely to congregate, will be beneficial to their long-term health. Many children do not</p>

meet the government's recommendations for physical activity, which can adversely affect physical and mental wellbeing. Improving opportunities for them to walk, scoot and cycle as part of their daily routine could help address this. Physical activity is also believed to have a positive impact on children's ability to concentrate at school and is associated with better educational attainment. Older people who need to drive in the area may be affected if they feel restricted in when and how they can travel – this could be residents of the School Street or grandparents who have childcare responsibilities. Measures are in place to ensure that residents and any Blue Badge holders are able to enter/leave the School Street at all times.

Disability – Disabled people are less likely to have access to a car than non-disabled people. Certain disabilities may also make people more susceptible from lung damage or conditions caused/exacerbated by vehicle pollutants. Improving transport options for people that can't drive will be a benefit to those people whose disability does not preclude them from walking (including with a mobility aid) or cycling (including with a non-standard cycle). Disabled drivers who need to enter the School Street are permitted to do so.

Disability groups are a consultee for the statutory consultation undertaken for this Experimental Traffic Order as per statutory requirement and no responses from these consultees were received.

Gender – Women are more likely to do the majority of school runs than men, and therefore will be more likely to be impacted. They will benefit from the improved road safety and air quality, but some women may have to change their usual routine if they usually drive their children to school and park in the School Street.

Race – Individual School Streets schemes are unlikely to disproportionately affect people with respect to Race. However, more broadly, initiatives which promote travel alternatives to the car are likely to have a positive impact. Ethnicity is a factor in car use, with all people from all ethnicities far less likely to have access to a car than white people. People from black and minority ethnic backgrounds are more likely to live in areas which suffer from a lack of public transport options, and therefore walking and cycling can be a good option for these communities, if safe and direct infrastructure is provided. Better access to free/cheap transport is likely to improve access to employment, education, leisure and social opportunities.

Sexual Orientation – Individual School Streets schemes are unlikely to disproportionately affect people with respect to Sexual Orientation. However, more broadly, initiatives which promote travel alternatives to the car are likely to have a positive impact. People who identify as one of 'All other sexual orientations' are less likely to drive compared to heterosexuals. 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.

Deprivation – People living in the most deprived areas are significantly less likely to drive than less-deprived areas.

	<p>However, they 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 from more deprived backgrounds will benefit from more choice over how they travel, and more equalised access to education and other opportunities.</p>
Will the policy or service change affect any of these service users?	<p>The proposed changes will affect anyone who currently travels on or through the particular School Streets during the hours that the streets are proposed to be closed. Many people whose travel is not connected with travel to the particular school are likely to already if they can, avoid travelling through areas with high school traffic at the relevant times of the day.</p>
What are the benefits or positive impacts of the policy/service change on current or potential service users?	<p>There are positive benefits, to varying degrees, of School Streets, in particular to many of the groups as listed above. The main benefits are improved road safety and perception of safety, improved air quality, a calmer, more relaxed atmosphere, and enabling/encouraging more children and their families to travel in an active way. More broadly, walking and cycling has the potential to improve access to essential services and facilities; education; employment; social contact and leisure – and the School Streets initiative helps BCP Council introduce and integrate active travel into our communities. School Streets are part of wider local and national transport policy to encourage sustainable transport. By improving means to travel around without the need for a car a more inclusive environment is created. There are benefits accordingly for many protected groups including young and old, BME and 'Other White' ethnicities, different religious groups and those without religion.</p> <p>The groups positively affected by the Traffic Orders proposals are age and disability as School Streets improve the highway environment for vulnerable users. A calmer experience outside the school helps neurodiverse children and their parents, as one parent mentions as quoted in the Sustrans report (The Sustrans School Streets Report 'BCP School Streets Pilot, Creating Safer Spaces and Increasing Active Travel to School' (Appendix 2)). A volunteer is quoted as witnessing that parents or parents of children with a blue badge can now park at drop-off and pick up time.</p> <p>The Sustrans report concludes that with the School Street in place there has been an increase in children travelling to school actively and a decrease in the number being driven, the closures have provided a more accessible space with those with limited mobility and for parents with younger children using pushchairs, a stronger sense of community and improved physical and mental health for children. The percentage of children travelling actively to school increased from 61% to 68% and 92% of the parents and carers spoken to and 70% of the pupils said they want their School Street to continue beyond the trial.</p> <p>The online School Streets Trial Surveys (Appendix 3) results for all sites illustrate a large majority of those completing the survey agree with the idea of School Streets, its introduction at these schools, that the changes have made it safer to walk in the area or to cycle in the area and would like to the closures to continue beyond the trial. The majority have positive perceptions of the impact of the changes such numbers of people cycling or walking,</p>

	and the and the decrease in traffic, people parking inconsiderately, traffic noise and traffic fumes.
What are the negative impacts of the policy/service change on current or potential service users?	<p>Negative impacts could include adding time to people's journeys for those who usually drive and park in the School Street – some of these people may be from Protected Characteristic groups and may fall outside of mitigation measures put in place. Based on the known profile of people that are more likely to drive and have access to a car, some groups may view they are impacted to a greater extent - middle aged, some disabled, 'White British', Christians and heterosexual people.</p> <p>Through the consultation road users have been given opportunity to express their views and needs. The feedback from the consultation has not identified any material negative impacts which cannot be mitigated.</p>
Will the policy or service change affect employees?	This could affect employees who have children at the affected schools, or who live on the affected streets.
Will the policy or service change affect the wider community?	<p>The traffic restrictions resulting from the implementation of these Experimental Traffic Orders affected the wider community insofar as all road users should become accustomed to and comply with the new restrictions.</p> <p>The changes are believed to have positive effect on the wider community, by reducing traffic and parking issues, and improving air quality. Also, as one volunteer noted, residents on the school streets may enter or leave their property without facing aggression.</p> <p>Where motorists usually use the streets concerned as part of their usual route, specifically at the start and end of the school day their journey could be affected.</p>
What mitigating actions are planned or already in place for those negatively affected by the policy/service change?	<p>The School Streets closure points are manned by trained stewards, who will manage any required entry by exempt drivers – for example residents, carers of residents, or Blue Badge holders. Continued discussions are had with the schools to ensure that any other exemptions are considered and managed also – for example if there are disabled children arriving by minibus.</p> <p>Sustrans officers, funded by BCP Council via central Government funding, have worked with the School Streets schools to engage with the children and teach them about road safety, scooter skills, planning walking routes to school etc This mitigated concerns that families or residents might have, and help facilitate modal shift.</p> <p>The mileage of road space under the restriction is very small compared to the total highway network. Many may already avoid areas surrounding schools if their journey is not linked to the school in question. As a result, it is not envisaged that there will be any substantial wider network implications. A positive impact has arisen with the reduced car trips to the schools.</p>
Summary of Equality Implications:	School Streets have an overall positive impact on people from protected characteristic groups, to varying degrees. Both nationally and locally, the transport network has for many years been dominated by the private motorcar. Whilst the car undoubtedly brings advantages to many people in terms of

mobility and convenience, its dominance has tended to be to the detriment of other transport modes, including walking and cycling. This has had a disproportionate effect on people who don't drive – which is more likely to be older people, people from low-income households, disabled people, people from a black or ethnic minority background, women, and of course, children. Many of these people are also the most likely to be adversely affected by air pollution and road danger. Certain groups in our population are more likely to be involved in and impacted by traffic accidents including school aged children. All of these things are of particular concern outside many of our local schools. The aim of School Streets is to reduce road danger and air pollution, whilst encouraging and enabling travel to school by means other than driving. Rebalancing our streets will benefit everyone, including those who have no choice but to travel by car.

The traffic restrictions to be made by these Traffic Orders have positive outcomes for all sections of the community as they will help provide a safer environment for all road users and an improved environment closer to the schools to encourage a greater number of people of all ages and abilities to walk and cycle.

The Sustrans School Streets Report 'BCP School Streets Pilot, Creating Safer Spaces and Increasing Active Travel to School' (Appendix 2) concludes the closures have provided a more accessible space for with those with limited mobility and for parents with younger children using pushchairs.

Any physical changes proposed to enhance and support the permanent school street traffic restriction will be designed in accordance with the relevant guidance to ensure it is fully accessible.