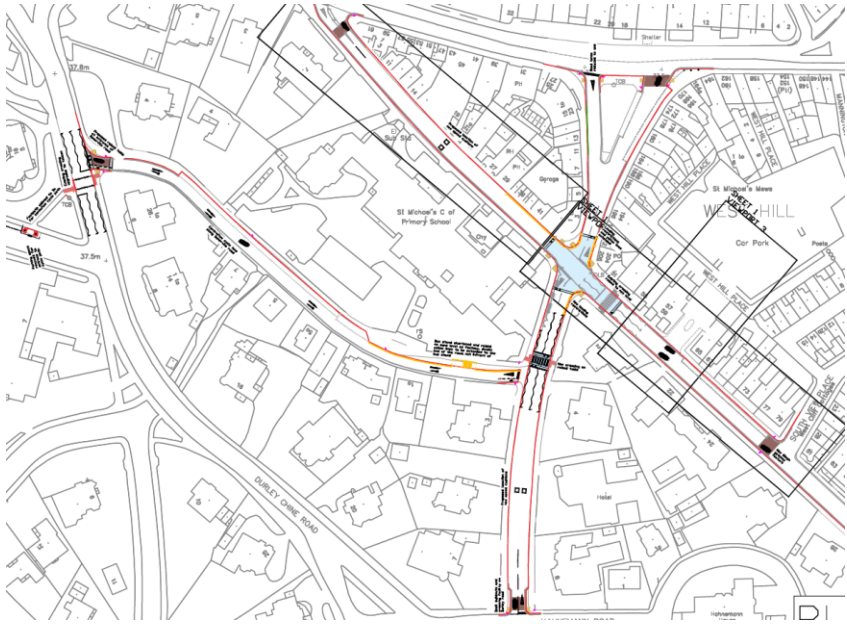


Equality Impact Assessment: Conversation Screening Tool

<p>What is being reviewed?</p>	<p>Durley Road Car Park (Section 106 Scheme):</p> <p>West Hill Road, Somerville Road, Durley Road, and Commercial Road TRO Advert including 20mph Zone around St Michaels CofE Primary School</p> <p>The Section 106 20mph scheme incorporates a number of separate but linked elements as part of the Durley Road Car Park Highway Mitigation Works, which are required as part of the Planning Consent. These proposed changes are due to be advertised through a single Traffic Regulation Order (TRO).</p> <p>The main objective of the scheme is to enhance the area around St Michael's school for walking and cycling by providing a lower speed environment, new/enhanced controlled crossings and suitable facilities for all road users.</p> <p>By creating a safer accessible neighbourhood, it will encourage walking and cycling within the area, promote active sustainable travel to St Michael's School and therefore create opportunities for integration and reduce social isolation.</p> <p>The Section 106 Agreement relating to this Scheme states</p> <p>SCHEDULE 4 (Transport and Highways Mitigation) 1. SPEED REDUCTION SCHEME CONTRIBUTION 1.1 The Owner will not Commence Development unless and until it has paid the Speed Reduction Scheme Contribution to the Council.</p>
<p>What changes are being made?</p>	<p>The Speed Reduction Scheme changes being proposed include:</p> <ol style="list-style-type: none"> 1. The creation of an area-wide 20mph zone around St Michael's School with gateway treatments/signage at zone entry points as follows: <ol style="list-style-type: none"> a. West Hill Road between South View Place and Poole Road; b. Commercial Road entire length; c. Poole Hill (part); d. Durley Road from West Hill Road to its junction with Hahnemann Road e. Somerville Road (entire length) 2. Speed Cushions installed on West Hill Road as part of 20mph zone traffic calming. 3. A new Zebra Crossing plus kerb build-outs and speed cushions on Durley Road as part of 20mph zone traffic calming. 4. A new raised table on West Hill Road at its junction with Durley Road with the existing Zebra Crossing being raised.

	<ol style="list-style-type: none"> 5. A raised table at the junction of Somerville Road and Durley Chine Road. 6. For Somerville Road, a contraflow cycle lane along the entire length of one way road, a raised bus stop clearway at the rear entrance to the school plus a continuous footway across its junction with Durley Road. 7. On Durley Chine Road the existing Puffin near Somerville Road is upgraded to a Toucan. 8. A widened cycle path is created on Durley Chine Road linking to traffic islands to assist crossing Marlborough Road. 9. No right turn except cycles from Durley Chine Road into Somerville Road. 10. Kerb works on Commercial Road/Poole Hill as part of 20mph Zone entry/exit gateway treatment. 11. Various double Yellow Lines plus Loading Bans to keep junctions, crossings and speed tables clear. 
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 Aisleighn Sheppard Project Engineer/Team Leader
Conversation date/s:	The TRO Advert must be prepared by 24 February 2023 in order to complete the scheme this financial year

<p>Do you know your current or potential client base? Who are the key stakeholders?</p>	<p>School Pupils, Parents and Carers on way to/from St Michaels School</p> <p>Cyclists and pedestrians using the roads in this area to access homes and work or other facilities.</p> <p>People living in or visiting nearby Shopping/ Retail/ Restaurants/Beaches.</p> <p>Households on travel corridors will be affected by any changes in road layout to improve sustainable travel options.</p> <p>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 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 • Road 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 travel 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. <p>Race</p> <ul style="list-style-type: none"> • 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. <p>Religion or Belief</p> <ul style="list-style-type: none"> • 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.
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	<p>Gender</p> <ul style="list-style-type: none"> • 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. <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.
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<p>Will this change affect any service users?</p>	<p>The 20mph limit may marginally increase journey times for some local 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>What are the benefits or positive impacts of the change on current or potential users?</p>	<p><u>Proposed 20mph Zone</u></p> <p>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.</p> <p>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.</p> <p>20mph limits/ zones can reduce perceptions of road danger, something which disproportionately affects 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.</p> <p>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.</p> <p>Further research documenting the benefits of 20mph limits/zones include the following:</p> <ul style="list-style-type: none"> • 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 • 20's plenty website includes various research into the implementation of 20mph limits and zones.

	<p><u>Proposed Parking Restrictions</u></p> <p>The proposed double yellow lines and waiting bans should help to reduce vehicles parking at the raised table junctions and crossing facilities. improving visibility and reducing the possibility of vehicle collisions.</p>
<p>What are the negative impacts of the change on current or potential users?</p>	<p><u>Proposed 20mph Zone</u></p> <p>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</u></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>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 the area, businesses, schools, 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 two parking spaces on Marlborough Road and the loss of some informal disabled parking on single/double yellow lines is mitigated by the fact that it is safer for pedestrians and cyclists to cross the road here, which should in turn promote Active Travel.</p>

<p>Summary of Equality Implications:</p>	<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, enhancing existing crossing facilities and providing alternative new 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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