

## Equality Impact Assessment: Conversation Screening Tool

<b>What is being reviewed?</b>	<p>Traffic Order: Albert Road (Bournemouth) Loading Bay Proposals 2023 - Ref: P41 2023</p> <p>This reviews the proposed change of an existing disabled bay to a Loading Bay in Bournemouth Town Centre.</p> <p>Currently there is a Disabled Bay for 3 vehicles. The proposal replaces this with a loading bay to relieve issues in Albert Road whereby daytime delivery vehicles are blocking the access gate to the pedestrianised section and blocking the turning head which is also adjacent to a residential development of approximately 80 flats.</p>
<b>What changes are being made?</b>	Traffic order – Loading Bay (Current restrictions are disabled bay)
<b>Service Unit:</b>	Transport and Sustainability
<b>Participants in the conversation:</b>	<p>Robert Walter – Senior Traffic Technician</p> <p>Andrew Brown – Traffic Team Leader</p>
<b>Conversation date/s:</b>	October 2023
<b>Do you know your current or potential client base? Who are the key stakeholders?</b>	Road Users, Residents, Local businesses and Organisations on the statutory consultation list for Traffic Orders including the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability.
<b>Do different groups have different needs or experiences?</b>	<p>Disabled – currently disabled blue badge holders can park in the existing disabled bay for up to 3 hours. They would not be able to park within the loading bay. However, in review there are other disabled parking bays within the vicinity along with sections of single and double yellow lines where disabled blue badge holders can park for up to 3 hours. Blue badge holders can also park in nearby on street Pay &amp; Display bays for free. This is within 10 metres of the proposed loading bay. The original proposal allowed for a new disabled bay in Richmond Hill however there were objections from businesses to the removal of parking for other users in this location.</p> <p>Age (elderly and young), Disabled – The turning head in Albert Road is adjacent to the entrance of a residential development. This currently gets blocked by delivery vehicles and therefore blocks access to the flats which potentially includes families with children, elderly and disabled residents. By providing a loading bay it is hoped that the access will remain accessible to all residents.</p>

<b>Will this change affect any service users?</b>	This will primarily effect where deliveries are carried out in the daytime. Nighttime deliveries can also be carried out in the pedestrianised section of Albert Road.
<b>What are the benefits or positive impacts of the change on current or potential users?</b>	The proposal provides a safe location to load and unload for local businesses, which they currently do not have in the daytime hours.
<b>What are the negative impacts of the change on current or potential users?</b>	There may be a negative impact on some disabled blue badge holders due to the removal of the disabled bay in Albert Road. However, there are single and double yellow lines nearby that can be used by blue badge holders along with further disabled bays in Post Office Road. It must also be noted that blue badge holders can use the on street Pay & Display bays in Richmond Hill for free as per the blue badge scheme. It is planned to review parking in the town centre in the near future. This will include disabled bay provision.
<b>Will the change affect employees?</b>	No.
<b>Will the change affect the wider community?</b>	Yes, this will ensure loading is carried out in a safe location.
<b>What mitigating actions are planned or already in place for those negatively affected by this change?</b>	None.
<b>Summary of Equality Implications:</b>	<p>In conclusion, the proposed loading bay, which is currently a disabled bay creates a safe loading bay to ensure that local businesses have the facility and that the turning head is kept free.</p> <p>The only protected characteristic group that may be affected is the disabled as this removes a current facility used by blue badge holders.</p> <p>In conclusion it is considered that the provision of a loading bay to ensure a safer environment outweighs the loss of disabled bay at this location as there are alternative facilities in the town centre. This includes sections of single and double yellow lines to park for up to 3 hours, disabled bays in Post Office Road and the use of the on street pay &amp; display bays in Richmond Hill for free as per the blue badge scheme.</p>