

## Equality Impact Assessment: Conversation Screening Tool

<p><b>What is being reviewed?</b></p>	<p><b>Pedestrian crossing facility (zebra) over Woodside Road and a cycle contraflow on Sandecotes Road. Delivered through the safer roads to school and LCWIP programmes</b></p> <p>This scheme was originally identified through the safer routes to school programme. The Council received a petition from Baden-Powell School for a formal crossing facility to aid the safe passage of children across Woodside Road whilst walking to and from the school.</p> <p>Through the LCWIP it had previously been identified that Sandecotes Road required a short section of contraflow cycle lane at each end to facilitate a safer and more convenient cycle route. The zebra crossing does not require any Traffic Regulation Orders (TROs). However, changes relating to the new cycle contraflow will be advertised through the TRO process.</p> <p>The main objective of the scheme is to improve the environment for students walking and cycling to and from Baden-Powell School via Woodside and Sandecotes Road. The new facilities will help create a safer route to the school for the students and should therefore encourage more students to choose sustainable and active travel modes to travel to and from the school.</p> <p>In addition, the creation of these facilities should also help encourage sustainable travel more widely across the community in this area, not just for the school children. It is also noted that a formal crossing facility provides a much improved and safer crossing point for visually impaired and more vulnerable pedestrians such as the elderly and wheelchair users.</p>
<p><b>What changes are being made?</b></p>	<p>The scheme will include the following elements:</p> <ol style="list-style-type: none"> <li>1. The creation of a parallel zebra crossing facility over Woodside Road (to the east of its junction with Sandecotes Road).</li> <li>2. Two short sections of contraflow cycle lane with exemptions for cycles to the existing No Entry points at either end of Sandecotes Road.</li> </ol>
<p><b>Service Unit:</b></p>	<p>Infrastructure</p>
<p><b>Participants in the conversation:</b></p>	<p>Damian Lush - Senior Road Safety officer (Engineering) Beth Barker-Stock – Sustainable Travel Team Leader Aisleighn Sheppard Project Engineer/Team Leader</p>
<p><b>Conversation date/s:</b></p>	<p>16/6/2023 17/11/2023 12/01/2024</p>

<p><b>Do you know your current or potential client base? Who are the key stakeholders?</b></p>	<p>School Pupils, Parents and Carers travelling to/from Baden-Powell School</p> <p>Cyclists and pedestrians using the roads in this area to access homes and work or other facilities.</p> <p>People who drive through this junction or along Sandecotes Road.</p> <p>Organisations on the statutory consultation list for Traffic Regulation Orders (TRO) as new or amended 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 Health Dorset – relevant to the health benefits of active travel.</p> <p>Department for Transport linked to funding and monitoring of programme.</p>
<p><b>Do different groups have different needs or experiences?</b></p>	<p><b>Age</b></p> <ul style="list-style-type: none"> <li>• Children and young people are less likely/unable to drive, and therefore improving other sustainable options will benefit them.</li> <li>• Older people are less likely to cycle or drive, but more likely to walk and use public transport. Consequently, proposals to improve facilities for pedestrians will be of benefit.</li> <li>• The road crossing 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Groups that are more likely to drive are likely to be concerned to a greater extent about any changes to traffic flow</li> </ul> <p><b>Disability</b></p> <ul style="list-style-type: none"> <li>• Improving pavement access for people with mobility needs is intended to benefit many disabled people.</li> <li>• Improved cycling and walking facilities, including road safety improvements will reduce conflict between motor vehicles and vulnerable road users, which includes some disabled people.</li> <li>• Disabled people where a car is essential for all their transport needs are potentially affected by any changes to car parking.</li> </ul>

	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p><b>Race</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul> <p><b>Religion or Belief</b></p> <ul style="list-style-type: none"> <li>• The BCP Travel Survey showed that people with no religion and all other religions were less likely to drive than Christians.</li> <li>• 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.</li> <li>• Consultation as part of the Transforming Travel Programme across BCP showed that people with no religion are significantly more likely to travel by bicycle and were more in agreement to proposed schemes compared to Christians.</li> </ul> <p><b>Gender</b></p> <ul style="list-style-type: none"> <li>• The BCP travel survey indicated that men are twice as likely to cycle regularly compared to women. This means that parts of this project will benefit men more than women.</li> <li>• Women cited personal safety/ security concerns and busy roads as a barrier to cycling. As this project aims to make cycling safer through some cycle facilities, this should encourage more women to cycle by addressing some of the concerns raised by women.</li> <li>• 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. This project should benefit both men and women since it is providing both improved walking and cycling facilities.</li> </ul>
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	<p><b>Sexual Orientation</b></p> <ul style="list-style-type: none"> <li>• People who identify as one of 'All other sexual orientations' are significantly less likely to drive (56%) compared to heterosexuals (82%).</li> <li>• 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.</li> <li>• This project is likely to benefit all other sexual orientations more than heterosexual people.</li> </ul> <p><b>Deprivation</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>
<b>Will this change affect any service users?</b>	Yes – improved journeys for people walking, wheeling and cycling.
<b>What are the benefits or positive impacts of the change on current or potential users?</b>	The proposed changes will make it far easier for people, particularly school children, to cross the busy Woodside Road. It will also make it easier for people to cycle north-south from Bournemouth Road to/along Sandecotes (and vice versa).
<b>What are the negative impacts of the change on current or potential users?</b>	<p>There is a small chance of increased journey times for people driving due to the introduction of the crossing. However, the impact from this scheme is likely to be very minor.</p> <p>There is a small reduction in on-street car parking in order to improve safety and sightlines for people crossing the road. There is however plenty of alternative parking and no dedicated blue badge spaces are affected.</p>
<b>Will the change affect employees?</b>	It is possible that some BCP employees may use this location to walk and or cycle in their daily lives or indeed may have children that attend the Baden-Powell School
<b>Will the change affect the wider community?</b>	Yes – it increases people's options for travel by creating a safe route. Where new facilities encourage a modal shift towards

	sustainable travel, there could be an improvement in congestion and air quality.
<b>What mitigating actions are planned or already in place for those negatively affected by this change?</b>	The proposals are unlikely to negatively affect anyone to such an extent that mitigating actions are required.
<b>Summary of Equality Implications:</b>	<p>The implementation of this scheme seeks to encourage people to walk and cycle by creating safe, formal facilities. The project will also 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 implementing a zebra crossing on Woodside Road and by implementing a cycle contraflow on Sandecotes Road. Whilst maintaining the facility for those who need to travel by car, the scheme will also provide for people walking, wheeling or cycling. Therefore, overall, the equalities implications of the proposed scheme are extremely positive.</p>

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