

## 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*]

<p><b>What is being reviewed?</b></p>	<p><b>Traffic Order: P43 Safer Routes to School</b></p> <p>This EIA covers a series of new Community Traffic Regulation Orders (TRO) that have been proposed throughout the BCP Council area.</p> <p>The proposals are the community list priorities that have been requested by road safety, ward councillors, schools, residents, town and parish councils, businesses, bus operators, waster services, emergency services etc. Requests are assessed and prioritised as per the Minor Traffic Scheme Guidance which includes council obligations and policies that support Road Safety and accessibility.</p>
<p><b>What changes are being made?</b></p>	<p>The amendment and introduction of waiting restrictions at specific points along junctions, bends and roads</p>
<p><b>Service Unit:</b></p>	<p>Infrastructure – Transport &amp; Sustainable Travel</p>
<p><b>Participants in the conversation:</b></p>	<p>Andrew Brown – Traffic Team Leader          Clare Griffiths – Senior Traffic Technician          Rob Walter – Senior Traffic Technician          Matthew Carruthers -Senior Traffic Technician</p>
<p><b>Conversation date/s:</b></p>	<p>April 2023                      September 2023          July 2023                      February 2024</p>
<p><b>Do you know your current or potential client base? Who are the key stakeholders?</b></p>	<p>All Road users including pedestrians, cyclist and those with mobility issues as well as motor vehicle users.</p> <p>Residents, Local schools, Parents/carers and children/students by all forms of transport predominantly travelling to schools.</p> <p>Organisations on the statutory consultation list for Traffic Orders including the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability</p> <p>Local bus companies – More Bus, school transport services who operate multiple services around the locations and their sites.</p>
<p><b>Do different groups have different needs or experiences?</b></p>	<p>Yes – the needs or experiences will be different depending on the form or transport, where people live, how travelling locally affects them, how safe they feel and will vary with the individual traffic regulation. There will be specific individual impacts where parking arrangements are changed at a specific location. Wider changes are also likely, where any changes affect the traffic network.</p> <p>The needs/experiences will vary according to how people travel, with some Traffic Orders designed to improve conditions for</p>

	<p>walking, cycling and bus travel. Motorists are likely to have a different need compared to people that walk, cycle or use the bus.</p> <p>Businesses usually determine that changes that reduce to car parking will affect their trade, but safety and environmental improvements as a result will be supported by others.</p>
<b>Will this change affect any service users?</b>	<p>The proposed changes to waiting restrictions resulting from the Traffic Order impact all road users, including those in protected characteristic groups, who may wish to park vehicles in the affected area.</p> <p>The proposed changes to parking/waiting restrictions resulting from the Traffic Order impact all road users including those in protected characteristic groups, who may wish to park vehicles in the affected area. Where a traffic order is intended to improve safety, people from more vulnerable groups, some young, elderly, women and disabled people are likely to support the Traffic Order and what its intended to achieve. Where the traffic order is proposed to support more sustainable transport modes – walking, cycling and public transport, travel by these forms of transport will be improved, which will benefit some particular groups more than others.</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. *Please delete prompts before publishing]</p>	
<b>What are the benefits or positive impacts of the change on current or potential users?</b>	<p>The waiting restrictions have been designed to improve the parking facilities available to the local community, to discourage parking where this causes a road safety issue, and to discourage parking where this causes disruption to essential services.</p> <p>Where a Traffic Order is proposed on the grounds of road safety improvements many more vulnerable protected groups are intended to benefit. This is likely to include children and younger people, the elderly, women and many disabled people. These more vulnerable groups are both more likely to be involved in a traffic accident and also take more time to recover or have a more serious injury. Removal of some areas of parking restrictions (as outlined in Appendix 1) will have a positive effect as it improves parking options for all users.</p> <p>Proposed Parking restrictions at junctions will ensure that Dropped kerbs &amp; tactile paving are kept clear thereby a positive affect as it improves access for all pedestrian users especially children, the elderly and those with disabilities. Where a Traffic Order is proposed to support cycling, walking and public transport, there are benefits for people that do not have access to a car. Locations with higher levels of social deprivation in the BCP Council area have lower levels of car ownership so there are socio-economic benefits.</p>

	As current users (and fully supportive), the proposed restrictions will assist the local bus companies continue to provide a regualker scheduled service.
<b>What are the negative impacts of the change on current or potential users?</b>	The waiting restrictions in the proposals will reduce the availability of on-street parking; possibly resulting a negative effect on the individuals currently parking in those locations. Visitors will impacted in respect of the fact that they will have to park in some points further away than they do now. There will remain still ample parking for all on the surrounding roads.
<b>Will the change affect employees?</b>	Yes - BCP Council colleagues will be affected like all general public that visit or live in the area.
<b>Will the change affect the wider community?</b>	Yes - It should make it easier for traffic to move and safer for the pedestrians to move around. It is hoped that it will also encourage others to walk or cycle to their respective schools or destinations helping with health benefits as well as potentially reducing the number of vehicles in the areas. It will also make it easier for emergency vehicles and public transport to access some areas and streets.
<b>What mitigating actions are planned or already in place for those negatively affected by this change?</b>	The statutory consultation provided the opportunity for members of the public to provide their views on the proposed waiting restrictions. The representations have helped inform the equality implications of the proposals. Moreover, as a result of the comments received, and where appropriate certain restrictions are to be reduced in scale to that advertised or will not be implemented (as set out in Appendix 1). Some Traffic Orders are required to support specific schemes or projects. Equality considerations have been reviewed as part of the process and mitigating actions provided accordingly.
<b>Summary of Equality Implications:</b>	<p>The restrictions as part of Safer Rutes to School package will be a benefit to all road users especially young children walking to and from school, the elderly and those with mobility issues. The restrictions will clear junctions and certain pinch points increasing visibility and ease for passing of vehicles, including buses, waste services and emergency services.</p> <p>This proposal has many positives to make note of:</p> <ul style="list-style-type: none"> <li>• Increases safety along routes near schools.</li> <li>• Decreases chance of road collisions.</li> <li>• Stops access to properties being blocked.</li> <li>• Improves access for emergency vehicles.</li> <li>• Better access for local transport.</li> </ul>