

Equality Impact Assessment: Conversation Screening Tool

What is being reviewed?

Travel Plan Monitoring Fees

The main types of Travel Plans include Commercial, Workplace, Residential & School Travel Plans. They have a range of benefits including:

- providing people with a range of travel options
- supporting people to try new ways of travel through incentives, offers, events or training
- encouraging active travel options to improve health and fitness
- helping to reduce air pollution, climate change, reduce noise and improve safety
- supporting more connected and liveable communities
- reducing traffic, congestion and delays
- lowering car dependency and potential car parking provision costs
- reducing vehicle trips to and from the site

A review of working practices across the Transport Development Management Team has identified that Travel Plan monitoring charges historically have not been applied across the Bournemouth and Christchurch areas of BCP.

This inconsistency has only recently been realised as part of working practices and income by the Transport Development Management Manager, hence, this process is now being enacted to harmonise the approach across the service.

Travel Plan monitoring charges have and are currently continuing to be applied across Poole area via the inclusion of a condition in the planning consent to enable the Council to collect a fee to fund the following:

- the initial setting up the travel plan;
- ongoing annual monitoring;
- ensuring arrangements are made at the end of monitoring period to continue initiatives identified in the travel plan.

It is proposed that a tiered charging schedule reflecting monitoring bands over a 7-year monitoring period is implemented harmonising practice across BCP. The tiered charges reflect the additional set-up, monitoring, and succession work required from small (BCP1) developments right up to the largest developments (BCP5).

Band Thresholds	BCP1	BCP2	BCP3	BCP4	BCP5
Fees (£)	3370	4950	6800	7265	9700
Charge for set-up and					

	<table><tr><td>7 years monitoring:</td><td></td><td></td><td></td><td></td><td></td></tr></table> <p>As this would be a new charge in Bournemouth and Christchurch areas a public consultation targeted at planning agents & developers is to be undertaken. This consultation will include the proposed tiered approach alongside, a no charge option, and an alternative market average option.</p>	7 years monitoring:					
7 years monitoring:							
What changes are being made?	Introduction of a single BCP wide fee structure for Travel Plan monitoring to replace the existing legacy agreements.						
Service Unit:	Planning & Transport						
Participants in the conversation:	Alexis Edwards – Transport Development Manager Richard Barnes - Service Unit Equality Champion Ian Selby – Senior Travel Plan Officer Amanda Shorey – Travel Plan Officer						
Conversation date/s:	11 March 2024, 14 March 2024, 27 March 2024						
Do you know your current or potential client base? Who are the key stakeholders?	Planning Agents, Developers, Transport Consultants, Schools, Businesses, House builders.						
Do different groups have different needs or experiences?	Each travel plan applies to individual developments and so would not have any particular impact on any protected characteristics. As such, accessibility and travel will be improved by the introduction of the proposals, for all, including those with protected characteristics.						
Will this change affect any service users?	Current service users not contributing towards travel plan monitoring fees would be adversely (financially) affected by the introduction of such a policy. End users of the developments subject to a travel plan would remain unaffected by the change.						
What are the benefits or positive impacts of the change on current or potential users?	The proposal would increase the council’s ability monitor more closely the travel plans of new developments to check that the assumed modal share benefits are being realised. This could lead to improved sustainable transport options and reduce reliance on private car usage for the users of new developments.						
What are the negative impacts of the change on current or potential users?	The proposal may result in future occupiers paying slightly more for their developments as developers/agents recover the monitoring fee cost.						
Will the change affect employees?	The proposal would not directly affect BCP employees as it applies to travel plans relating to new developments.						
Will the change affect the wider community?	As more and more developments come forward with travel plans future occupiers will benefit from more effective travel plans that are monitored more closely and increased opportunities to live and work without sole reliance on private car access.						

<p>What mitigating actions are planned or already in place for those negatively affected by this change?</p>	<p>No planned mitigation measures are proposed.</p>
<p>Summary of Equality Implications:</p>	<p>The harmonisation of Travel Plan Fees do not have any specific impact on any protected characteristic group.</p> <p>Travel plans seek to ensure trips arising from new developments are wherever possible by sustainable transport including those with protected characteristics.</p>