

Equality Impact Assessment: Conversation Screening Tool

<p>What is being reviewed?</p>	<p>This EIA focuses on improvements in Pokesdown & Southbourne as part of BCP Council's Bus Service Improvement Plan (BSIP).</p> <p>BCP Council was successful in being awarded £8.9m of BSIP funding in February 2023, over a three year period, to deliver a package of improvements for bus passengers. These include providing bus priority to reduce delays to services and improvements to passenger waiting facilities.</p> <p>Southbourne is one of six locations identified across BCP, with further schemes being developed for Bournemouth Town Centre, Westbourne, Branksome, Purewell and Christchurch. Note an overall EIA has been completed for these schemes EIA Screening Tool Bus Service Improvement Plan Delivery V1 Aug 2023.docx, which received the following EIA panel outcome EIA Panel outcome form - Bus Service Improvement Plan (002).docx . Individual EIAs are now being produced as projects progress as recommended in the above mentioned EIA Panel.</p> <p>The proposed work can be summarised as follows:-</p> <ul style="list-style-type: none"> <p>Seabourne Road (Christchurch Road to Darracott Road)</p> <p>At present there is parking provision available on the northbound side of Seabourne Road. Due to limited road width in some sections, it is not possible to allow two vehicle movements. Although some of the sections of parking are broken up, the space is only sufficient for cars and cannot accommodate buses. This means buses need to wait for larger gaps in oncoming traffic to be able to proceed. This adds additional delay to services and can cause an increase in congestion through to Fishermans Walk.</p> <p>Seabourne Road (Darracott Road to Wentworth Avenue)</p> <p>As with the above section, parking provision is available on the northbound side of Seabourne Road. The area of parking in question is between Stourfield Road and Parkwood Road. Due to limited road width in this section it is not possible to allow two vehicle movements. This means buses need to wait for larger gaps in oncoming traffic to be able to proceed. This adds additional delay to services and can cause an increase in congestion through to Fishermans Walk.</p> <p>Southbourne Grove (Wentworth Avenue to Southbourne Road)</p> <p>Southbourne Grove has parking provision available on both sides of the road. Within this section there is a set of bus stops known as 'Grand Avenue'. Buses often struggle to serve these stops effectively due to current road configuration. The eastbound bus stop clearway is insufficient in length, in additional to one vehicle car space at the front of the stop, this means buses cannot serve the stop with the vehicle parallel to the kerbside to enable safe embark/disembarkation of passengers including, elderly, disabled or young persons in push chairs.</p> <p>For the westbound bus stop, although the clearway is of suitable length, as has been increased in length in the past, there is a differentiation in the</p>
---------------------------------------	--

	<p>road surface of the clearway, with part of the surface painted red with the other retained as black. This results in cars illegally parking on the black section of tarmac, again making it difficult for buses to effectively serve the stop.</p> <p>Some services join Southbourne Grove from Southbourne Road. This involves a right turn manoeuvre. Buses come in a variety of configurations and if a longer bus is used on this service, the bus can often struggle to make the turn, due to street furniture at the junction or cars parked in the current parking provision opposite the junction. In some cases the front overhang of the bus will come over the footpath behind the parking provision in order to negotiate the turn. If a vehicle is parked with an overhang also over the pavement, there is a risk that the bus will get stuck.</p> <ul style="list-style-type: none"> Southbourne Road (Pine Avenue to Stourwood Avenue) 'Carbery Row' <p>In this section, the existing westbound bus stop clearway is flanked at both ends by parking provision. Combined with a bus stop clearway which is insufficient in length, buses are unable to effectively serve the stop by parking parallel to the kerb. This proves particularly difficult for elderly and disabled users as well as for parents of young persons in pushchairs. It also results in the rear of the vehicle causing an obstruction to cyclists and general traffic, which increases congestion in the area.</p>
<p>What changes are being made?</p>	<ul style="list-style-type: none"> Seabourne Road (Christchurch Road to Darracott Road) <p>Removal of existing limited wait on-street parking on Seabourne Road, with like for like alternative provision made available on nearby adjacent roads (Stourvale Road, Harcourt Road, Norwood Place and Cromwell Road). Removal of on-street parking on Seabourne Road will provide additional length of carriageway to accommodate two-way vehicle movement. This will increase the flow of traffic along Seabourne Road, reducing congestion and improving reliability of bus services as well as journey times for all road users. Reduction in on-street parking will also improve safety for cyclists and pedestrians.</p> <p>Existing 'No Waiting At Any Time' restrictions at Seabourne Road junctions with Harcourt Road and Norwood Place, will be enhanced to include 'No Loading At Any Time'. This will restrict vehicles from parking near to these junctions, improving line of sight for pedestrians and road users as well as keeping pedestrian crossing points clear.</p> <p>Additional loading bay provided to support local businesses. Loading bay operation in daytime only until 6pm, then becoming unrestricted parking to accommodate residents in evening until 8am.</p> Seabourne Road (Darracott Road to Wentworth Avenue) <p>Removal of existing limited wait on-street parking on Seabourne Road between Hosketh Road and Parkwood Road, with like for like alternative provision made available on nearby adjacent roads (Hosketh Road Parkwood Road and Woodside Road). Removal of on-street parking on Seabourne Road will provide additional length of carriageway to accommodate two-way vehicle movement. This will increase the flow of traffic along Seabourne Road, reducing congestion and improving</p>

	<p>reliability of bus services as well as journey times for all road users. Reduction in on-street parking will also improve safety for cyclists and pedestrians.</p> <p>An existing taxi bay on Parkwood Road to be amended to enable loading in the daytime to support local businesses, reverting to taxi use in the evenings.</p> <p>Additional signage to promote nearby Public Car Park in Woodside Road will also be provided</p> <ul style="list-style-type: none"> • Southbourne Grove (Wentworth Avenue to Southbourne Road) <p>Reduction in size of section of parking on Southbourne Grove by 1 vehicle, replacing with build out to prevent vehicles occupying space.</p> <p>Nearby public realm improvements to be provided with additional signage to Woodside Road Car Park.</p> <ul style="list-style-type: none"> • Southbourne Road (Pine Avenue to Stourwood Avenue) 'Carbery Row' <p>Reconfiguration of parking arrangement to facilitate increase in length for bus stop clearway. This will be achieved through an increase in length of parking section at the front of the clearway with a reduction in length of parking section at the rear of the clearway. Overall will result in loss of two spaces. This will ensure buses can effectively serve the stop with the vehicle in line to the kerb. This will aid passenger boarding in particular for elderly and disabled users and parents with children in pushchairs. It will also mean that vehicles will be able to pass whilst the bus is in the bus stop, improving traffic flow and improving the reliability of services.</p> <p>To offset lost spaces along parade of shops, propose replacement for parking on Irving Road. This includes review of usage of existing disabled bay to determine if road space can be better utilised to assist all road users.</p>
Service Unit:	Planning & Transport
Participants in the conversation:	<p>Richard Barnes – Service Unit Equality Champion / Sustainable Transport Including Policy Team Richard Wintrip – Sustainable Travel Policy Team Leader Nick Phillips – Sustainable Travel Operations Team Leader. Kevin Brolan – Senior Transport Officer Liva Rigler – Public Transport Technician Andy Brown – Traffic Team Leader Matthew Curruthers – Senior Traffic Technician Clare Griffiths – Senior Traffic Technician Sean Bevis – Senior Research Officer Wendy Lane – Director, Planning & Transport Councillor Andy Hadley – Portfolio Holder, Climate Mitigation Environment and Energy</p> <p>Councillor Eleanor Connolly – Ward Member, Boscombe East & Pokesdown</p>

	<p>Councillor Brian Chick – Ward Member, West Southbourne</p> <p>Councillor George Farquhar – Ward Member, Boscombe East & Pokesdown</p> <p>Councillor Jeff Hanna – Ward Member, West Southbourne</p>
Conversation date/s:	<p>Discussions with Traffic team since 16 January 2024 to discuss arrangement concerning advertising of changes to TRO. This has included regular discussion with Morebus including a site visit on 12 April 2024 to reconstruct issues experienced by services.</p> <p>Recommendations presentation sent to Senior Officers on 24 May 2024 with support received.</p> <p>Recommendations presentation shared with Portfolio Holder and Leader on 30 May 2024 with support received. Recommendations presentation shared with impacted Ward Councillors on 8 July 2024 with a site visit held on 20 September 2024. Following site visit amendments to the recommendations were made and returned to impacted Ward Members for comments to be provided by 25 October 2024. No further comments were received.</p> <p>Discussion between Sustainable Travel Operations Team, Traffic Management Team and Consultation Team was held on 24 October 2024. The meeting was held to agree suitable level of consultation to be undertaken. As the proposed works consist solely of alterations to existing Traffic Regulation Orders, it was agreed that the existing statutory Traffic Regulation Order consultation process would be appropriate. To enhance awareness of the consultation and to encourage responses it was agreed that leafleting of directly impacted residents would be undertaken. The proposed method of consultation was shared with the impacted Ward Members on 29 November 2024 to which no objection was received.</p> <p>Consultation was launched on 10 January 2025 running for 21 days until 31 January 2025. The consultation was publicised through display of public notices along the corridor and advertising in local press; these are requirements to fulfil a statutory Traffic Regulation Consultation. In addition as mentioned above a leafleting campaign to residents was also undertaken – all residents and businesses within 100m of the scheme extent were leafleted to, with a total of 2000 leaflets delivered.</p> <p>The results of the consultation have been reviewed and show a mixture of support and objection across all sections of the scheme as follows:</p> <ul style="list-style-type: none"> - 196 total respondents to the proposals - 59 overall supported the proposals - 110 overall objected the proposals - 27 general comment with no clear support or objection. <p>The main points of objection raised were for the loss of parking impacting to residents not only residing along the length of Seabourne Road where parking is considered for removal but also to those of nearby side roads as this change would increase pressure already on demand for on-street parking here impacting availability of parking for residents, parents and school children attending Pokesdown Community Infant School, those</p>

	<p>wishing to park to access nearby shops and services and indeed employees of said businesses.</p> <p>Those supporting the scheme suggested that the scheme helped reduce congestion, improving traffic flow for all road users. This would make public transport more efficient and encourage modal shift but also the reduction of carriageway obstruction would improve safety for vulnerable road users including cyclists, wheelers and pedestrians.</p> <p>This results of the consultation have been briefed to the Enhanced Partnership Board (which includes Director and Portfolio Holder as members) who have recommended the scheme be presented to Transport Advisory Group (TAG) for consideration on 7 May 2025, where the scheme can be further scrutinised before a recommendation be made to Cabinet.</p>
<p>Do you know your current or potential client base? Who are the key stakeholders?</p>	<ul style="list-style-type: none"> - Local bus operators including Morebus. - Taxi and Private Hire operators - Residents and visitors that are current bus users. - Future bus users as improved bus priority/passenger facilities are intended to increase patronage. - Residents and visitors that use the BCP transport network as some changes will affect all road users, not just those who travel by bus. - Business and organisations in the locations where changes to road layouts will be undertaken. - BCP Council colleagues working in transport and other roles that need to support the activity required to deliver the changes. - Councillors – through relevant democratic process. - Suppliers who will undertake the works required.
<p>Do different groups have different needs or experiences?</p>	<p>The overall aim of the scheme is to improve bus priority to increase reliability of bus services and improve bus stop infrastructure to ensure bus services are accessible for all. The proposed changes intend to deliver faster journey times on sections of road with frequent bus services (up to 15 buses per hour) – the BCP Council Bus Service Improvement Plan (BSIP) identifies faster journey times as one of the most important means to increase passenger numbers. Priority schemes in locations with a very frequent service deliver proportionately greater benefits. Bus use is particularly common for people aged 17-20, aged over 70, for women and girls, most ethnic minority groups and people on lower incomes – according to the National Audit Office.</p> <p>A BCP Council travel survey from October 2018-Jan 2019, https://www.bcpCouncil.gov.uk/About-the-council/Research-reports/Documents/Travel-Survey-Report.pdf showed that 60% of respondents had used a bus within the last 12 months. Locally bus use was for age; highest for over 65's and under 24rs; disability – disabled people were more likely to travel by bus than people without a disability; ethnicity – 'White Other' and BME people were more likely to use buses than white British people; sexual orientation – all other sexual orientations were more likely to travel by bus than heterosexual people; religion – all other religions were more likely to travel by bus compared to Christians and residents from more deprived areas were more likely to use buses.</p>

	<p>A BCP Council residents survey from September 2021 suggested that younger age groups are more satisfied with local bus services – particularly the 16-24 age groups. Those aged 35-44 are less satisfied – this could be as car ownership is higher compared to younger people so with more of this group having a choice of transport, they are less satisfied.</p> <p>Whether a household has a car available may result in a different need or experience – this could be linked to socio-economic conditions, with households from less prosperous areas having lower levels of car ownership and more likely to rely on bus services for transport needs.</p> <p>A repeated perspective from a BCP Council survey 'Bus Back Better' from 29 November 2021 to 7 January 2022 to inform priorities for the Enhanced Partnership, mentioned safety and security concerns travelling on buses and waiting at stops and interchanges. These concerns are likely to be more prevalent amongst certain protected groups including women and some ethnic groups. As part of the overall Bus Service Improvement Plan, live stream CCTV has currently been installed in 149 bus shelters, which includes bus stops along this corridor at 'Pokesdown Station' and 'Fishermans Walk'.</p> <p>Where changes are made to road layouts studies have shown, that people react in different ways. A Transport for All study - 'Pave the Way' January 2021, covered the impact of low traffic neighbourhoods on disabled people and the future of accessible active travel. It mentioned that 'Any change implemented which affects the movement of vehicles and pedestrians as well as flow of traffic will inevitably have some sort of impact on disabled people who feel the changes more strongly due to limited alternative options for travel'. The report also mentioned that change itself can be an access barrier.</p> <p>Improvements to the layout of bus stops will allow buses to correctly pull alongside the raised boarding kerb, giving flat, level access onto the vehicle. This is particularly beneficial to wheelchair users as well as maternity/paternity users of pushchairs and buggies. All local buses are compliant in Public Service Vehicles Accessibility Regulations (PSVAR) 2000, which includes provision of step free access to the vehicle and provision of space aboard to accommodate wheelchairs.</p> <p>Where parking is considered for removal or redistribution to nearby side roads, residents and visitors to the area using parking to access businesses or other activities may be less supportive of this, however we do not believe this will implicitly impact on any specific protected group.</p> <p>There are not any identifiable or known impacts specific to Marriage and Civil Partnership, Gender reassignment, human rights, the Armed Forces or those with caring responsibilities.</p>
<p>Will this change affect any service users?</p>	<p>This project considers changes to deliver bus priority, it does not directly cover any service users as it is not a policy change. Service users may be affected as part of the wider community and likely changes will be covered in that section.</p>

<p>What are the benefits or positive impacts of the change on current or potential users?</p>	<p>The National Bus Strategy stated that improvements to bus services would liberate people who are old, young, disabled and isolated. The BCP Council BSIP mentions that based on the profile of people that use buses, improving the offer has equal benefits for younger, older, disabled, BME, 'White other', non-heterosexual people and people from all other non-Christian religious groups.</p> <p>By providing bus priority/improved passenger facilities the viability of bus services will increase and the operators are committed as part of the partnership to re-invest savings to provide service enhancements. This creates a "virtuous circle" of improvements. A better local bus network will initially benefit the groups that tend to use them more but if as intended, bus use increases, then other groups who currently use buses less will also gain.</p> <p>Ensuring that the configuration of bus stops is fit for purpose – allowing a bus to properly access the stop ensures that people that are less mobile – so some elderly and disabled people including wheelchair users, and pushchairs and buggies (Paternity and Maternity) can safely get on the bus.</p> <p>More people using buses will lead to improved air quality as bus fleets are increasingly 'Euro 6' designation with very low levels of tailpipe emissions and with modal shift from cars to buses also improving air quality. Poor air quality disproportionately impacts children and people with existing health conditions, so improvements provide positives for these groups in particular.</p> <p>Through increasing numbers of people travelling by bus footfall in town and local centres could increase. The number of trips on buses in the BCP area has a target to increase from 17 million in 2022 to 28 million at the end of the current BSIP funding in 2025.</p> <p>The configuration of time limited on-street parking on adjacent roads will ensure a regular churn of car users utilising these parking provisions. This will increase footfall on these roads which in some cases can act as a deterrent to anti-social behaviour. After 6pm parking on these sections becomes unrestricted as per existing parking arrangements allowing this to be used by nearby residents as overnight parking as is the current situation.</p> <p>The proposed changes will also improve the passage of all traffic, not just buses, through the area specified - the existing parking and loading arrangements cause delays to all vehicles. Progression of the changes are intended to benefit all vehicular traffic and a wider profile of people. The reduction in obstructions in the highway such as on-street parking will make it safer to travel along for all road users including those of vulnerability including pedestrians, cyclists and wheelers including those with impairment.</p> <p>The scheme currently has one disabled parking bay located within the area of the review. This is situated on Irving Road and the consultation</p>

	<p>showed this is used by customers wishing to access businesses on Carbery Row. It will therefore be retained. In addition, feedback from the consultation included requests for additional disabled bays in the wider Southbourne area. These have been noted by the Traffic Management Team for future consideration as part of their Community Request Program.</p> <p>Holders of blue badge parking permits may park for up to three hours on street where it is safe to do so:-</p> <p>The Blue Badge scheme: rights and responsibilities in England - GOV.UK</p> <p>The exception to this is when “No Loading At Any Time” markings are provided. It is proposed these are installed at the junctions of Harcourt Road and Norwood Place to improve visibility for drivers exiting from these side roads onto Seabourne Road.</p>
What are the negative impacts of the change on current or potential users?	<p>During the construction period there will be a degree of disruption. The works will therefore not be undertaken during the busiest times of the year including the 6 weeks of the Summer holidays, at Christmas or during events such as the Shake & Stir Festival.</p> <p>In order to reduce congestion on the main road whilst retaining parking close to local businesses a re-arrangement of spaces is proposed. Limited wait arrangements will therefore be introduced on side roads that are closest to the nearby businesses. This will potentially inconvenience some residents. It is therefore proposed that the time restrictions will be in the daytime only and after 6pm the spaces will be available for residents to use.</p> <p>The junction of Harcourt Road / Seabourne Road and Norwood Place / Seabourne Road with a No Loading At Any Time restriction means no parking is permitted on these sections. However, these restrictions are essential to ensure safe drivers can exit safely from these side roads.</p>
Will the change affect employees?	<p>Many employees and others in their households will use buses, to get to/from work, for work business travel and general personal travel. The BCP employee travel survey 2022 stated that 7% sometimes used a bus to travel to/from work, with bus as the main mode for 4%.</p> <p>It has not been determined whether any residents directly impacted by recommendations along this corridor are employees of BCP Council. Any employees residing along the corridor who own a private vehicle could be impacted by parking reconfigurations as explained above.</p>
Will the change affect the wider community?	<p>Yes – for the schemes to be successful improvements to bus services will be provided which are intended to benefit the wider community. The partnership with local bus operators means that re-investment of operational savings will go towards wider bus network benefits. Positives will include –</p> <ul style="list-style-type: none"> • Improved access to work, education, healthcare, leisure and community activity.

	<ul style="list-style-type: none"> • Increased opportunity through access to employment for areas of higher social deprivation with lower levels of car ownership. • Reduced congestion and pollution – improving air quality. (The Dorset Local Enterprise Partnership conference in May 2019, voted 'Transport Infrastructure and Congestion' as the top main external constraint to business growth) • An improved bus network contributes to combating climate change considering BCP Council's declared Climate and Ecological emergency. Increased modal shift to public transport, with a full bus taking up to 75 cars off the network, reduces our transport carbon footprint. • Buses reduce social isolation for many one person households – particularly for elderly people. • Contribution to the participation equality domain from the Equality and Human Rights Commission. – though participation in communities and access to services.
<p>What mitigating actions are planned or already in place for those negatively affected by this change?</p>	<p>Changes to road layouts have been cited as an access barrier for some disabled people, even if the changes are intended to be of benefit to them. Consultation has been enhanced accordingly to ensure that all immediately impacted residents and businesses are aware of the intended changes and allow comment on any concerns and understanding of revised layouts.</p> <p>In regard to loss of parking provision in particular along Seabourne Road. There are currently two public car parks nearby (Seabourne Road Car Park and Woodside Road Car Park). Surveys undertaken by parking services show these to be underutilised and have sufficient space available to accommodate displaced parked vehicles from Seabourne Road. The car parks offer rates starting from £1.30 for up to an hour, £1.80 for two hours. Time restricted on-street parking will also be established on a nearby adjacent roads with time restrictions in daytime only. This will allow both rotation of vehicles so all can utilise parking to access local services, whilst retaining evening and overnight unrestricted parking for residents. An existing 'Taxi Only' bay on Parkwood Road will also be reconfigured to enable 'Daytime Loading' and night-time taxi use. Where 'No Waiting At Any Time' Traffic Regulation Orders are applied in replacement of on-street parking, disabled car users with a valid 'blue badge' are able to park for a short period of time in order to access any nearby shops and services.</p> <p>The strategy supporting the works will be communicated to those affected and concerns about any negative impacts will be covered. The benefits to communities and business of improving bus services including spend by bus passengers is usually not considered as any parking changes dominate discussions.</p> <p>There is an opportunity in communications to highlight the economic benefits that more people travelling by bus will bring to local shopping centres. The living streets 'Pedestrian Pound' report from 2018 states that retailers have been shown to over-estimate the importance of the car for customer travel, studies have shown that more people walked, cycled, or came by bus than car.</p>

	<p>Changes to street parking arrangements require consultation before implementation according to specific Traffic Regulation Order requirements. The consultation is scheduled for January 2025, responses to the consultation required to deliver this scheme will be evaluated, including any equality issues raised and these will be provided as part of the decision making process linked to the consultation.</p>
<p>Summary of Equality Implications:</p>	<p>The basis of the capital schemes resulting from the award of Government funding through the Bus Service Improvement Plan (BSIP) is to improve the viability of bus services. This will be achieved through measures to prioritise buses through traffic at known locations where they are delayed and new or enhanced facilities to encourage more people to use buses.</p> <p>There are significant anticipated positive equality impacts – based on the profile of people that use bus services. These benefits will not just affect people who are existing bus users but also potential users as the strategy aims to encourage people that have not necessarily used buses before to do so.</p> <p>The profile of people that use buses from both national and local evidence are groups the Equality Act is intended to benefit by advancing equality of opportunity between people who share a protected characteristic and those who do not. Much older, much younger age groups, people with a disability, women, other ethnic groups, other religions, other sexual orientations and residents from more deprived areas are all more likely to use buses, compared to others in their protected groups.</p> <p>Enhancements to infrastructure to support people that use buses – shelters, CCTV, better information, extended clearways and raised boarding kerbs will benefit all, but easier boarding and egress from buses and a safer waiting environment will particularly help many disabled and elderly people and women. Additionally easier access onto and off buses with pushchairs/buggies provide a maternity/paternity benefit. As some of these enhancements address as a mitigating action, safety concerns raised by some protected groups, while waiting for the bus.</p> <p>Developing priority for buses and bus users help create a more viable bus network with potential for services to expand. Increasing frequencies and better bus provision throughout the day and days of the week will benefit the groups that use buses but also encouraging new people from different profiles.</p> <p>Wider benefits to our communities through improved transport to access employment, education, healthcare, retail and leisure opportunities, reduced congestion and better air quality will also result in positive equality implications. Visitors to our area will also benefit from an enhanced public transport network. Some groups will view the outcomes from the partnership as less relevant to them, and also noting that the extent bus services vary across the BCP area. At this stage it is considered unlikely that any groups will be implicitly disadvantaged by the proposals and their implementation.</p> <p>The scheme focuses on removal of on-street parking on the key bus corridor between Pokesdown and Southbourne. This will increase</p>

pressure on demand for parking spaces for residents and those visiting the area, but will improve journey times for all road users making journeys to the area. Alterations to disabled parking provision are not considered but have been noted for future implementation, however the majority of the scheme, with exception to sections where waiting/loading has been restricted on the basis of road safety, remaining sections can be used for short periods by disabled blue badge holders, ensuring short term provision for those remains.

This EIA will continue to be updated as appropriate as further discussions including scrutiny from Transport Advisory Group are undertaken for which recommendations will be taken account in the final schemes provided.