

Report subject	Our Place and Environment: Local Transport Consolidated Fund Programme 2026/27
Meeting date	4 March 2026
Status	Public Report
Executive summary	The Department for Transport (DfT) has set out details of the new Local Transport Consolidated Funding settlement for Local Transport Authorities (LTAs) and confirmed funding allocations for the next Spending Review period (2026/27 to 2028/29 for revenue funding and 2026/27 to 2029/30 for capital funding). The new settlement grant conditions require the council by the 20 March 2026 to submit Local Transport Delivery Plans (LTDP) setting out the planned 2026/27 investment of the funding and an indicative programme for the future year allocations covering the period 2027/28 to 2029/30. The council then has until the 18 September 2026 to provide greater detail on the proposed 2027/28 to 2029/30 indicative programme. This report sets out the recommended 2026/27 programme (refer to Appendix A) for consideration and seeks approval and delegation to deliver it and to submit indicative programmes into the future to ensure compliance with the new grant conditions. Note 1: the recommended 2027/28 programme and future year programmes thereafter shall still be brought to Council for approval annually. In the instance of the 2027/28 programme that shall be in February/March 2027. Note 2: this report should be read in conjunction with the Active Travel Fund (ATF) and Local Authority Bus Grant (LABG) Cabinet reports.
Recommendations	It is RECOMMENDED that: a) Cabinet recommends to Council approval of the 2026/27 Local Transport Consolidated Fund programme as set out in Appendix A and delegates delivery to the Director of Planning and Transport in consultation with the Portfolio Holder for Climate Response, Environment and Energy and Portfolio Holder for Destination,

	Leisure & Commercial Operations b) Cabinet delegates the development and submission of Local Transport Delivery Plan (LTDP) programmes to meet Department for Transport grant conditions to the Director of Planning and Transport in consultation with the Portfolio Holder for Climate Response, Environment and Energy and Portfolio Holder for Destination, Leisure & Commercial Operations.
Reason for recommendations	Enable expedient delivery/investment of the Local Transport Consolidated funded programmes for 2026/27 in line with financial regulations. Enable the council to comply with the new grant conditions that require it to submit draft future Transport Delivery Plans for the period up to 2029/30 by 20 March 2026 and more detailed plans by 18 September 2026. Note: approval for the actual proposed 2027/28 programmes shall still be brought to Council for approval in February/March 2027.
Portfolio Holder(s):	Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy Councillor Richard Herrett – Portfolio Holder for Destination, Leisure & Commercial Operations
Corporate Director	Glynn Barton – Chief Operations Officer
Report Authors	Richard Pincroft – Head of Transport and Sustainable Travel Susan Fox – LTP and Capital Programme Manager
Wards	Council-wide
Classification	For Decision and Information

Background

1. The Local Transport Consolidated Fund programme seeks to deliver schemes and initiatives (see Appendix A) that align with the Council's Local Transport Plan (LTP 3) and the vision, key ambitions and priorities set out in the Corporate Strategy including the council's commitments to sustainability, equality, and diversity.
2. The Local Transport Plan (LTP3) covers the period from 2011 to 2026 and came into effect from April 2011. In south-east Dorset, the LTP 3 draws heavily on the South-East Dorset Transport Study. Local Transport Plan objectives include:
 - Reducing the need to travel
 - Manage and maintain the existing network more efficiently

- Active travel and 'greener' travel choices
- Public transport alternatives to the car
- Car parking measures
- Travel safety measures
- Strategic infrastructure improvements

The council is currently working with Dorset Council to develop and adopt a new joint Local Transport Plan (LTP) covering the next 15 years. This is expected to be adopted in Summer/Autumn 2026.

3. Government funding is provided by the Department for Transport (DfT) to deliver the objectives of the Local Transport Plan. DfT has confirmed a new local transport funding system to replace the current Local Transport Plan grant. Funding allocations for the Local Transport Consolidated Funding (LTCF) settlement are confirmed for the next Spending Review period (2027/27-2028/29 for revenue funding; 2026/27 to 2029/30 for capital funding).
4. The grant comprises of two principal elements: Integrated Transport Fund (ITF) and the Bus Services Fund (BSF). The ITF is intended to be used flexibly to deliver a wide range of local transport outcomes. The BSF should only be used to support outcomes for bus passengers/services. ITF includes Active Travel, Local Authority Bus Grant (capital), Local Electric Vehicle Infrastructure (LEVI), Highway Maintenance and Local Transport Grant.
5. A condition of the grant is that the council produces a Local Transport Delivery Plan (LTDP), setting out details of how all the available funding has been prioritised. The LTDP will include details of schemes and interventions or programmes and packages of spend. A detailed draft of the LTDP with all spending for 2026/27 and an outline plan to 2029/30, must be submitted to DfT by 20 March 2026.
6. An updated LTDP containing more detail for the planned future years investment needs to be submitted to DfT by 18 September 2026. Given the timescales and the requirement to align with to be published DfT guidance, Cabinet is recommended to recommend to Council that the development and submission of the Local Transport Delivery Plan to DfT is delegated to the Director of Planning and Transport in consultation with the Portfolio Holder for Climate Response, Environment and Energy and Portfolio Holder for Destination, Leisure & Commercial Operations. Note: future year programmes would still be brought to Cabinet and Council annually for approval.
7. DfT will set priority outcomes for transport expenditure through the Local Transport Outcome Framework. The council will be required to report to DfT on progress against the LTDP and the Local Transport Outcome Framework and to provide other key monitoring data, in addition to those already in place for highways maintenance and active travel.
8. The Secretary of State for Transport will set out their vision for domestic transport across England in the integrated national transport strategy (INTS) and publish updated LTP guidance in line with the INTS.

Due to existing reporting requirements that are set to remain in place during the funding period, separate Cabinet reports detailing the planned investment of the Active Travel Fund (ATF) and Local Authority Bus Grant (LABG) have been

prepared. This report requests approval of the Local Transport Consolidated Fund programme in consideration of the ATF and LABG programmes, as set out in Appendix A. Note: that approval is being sought for the funding shaded in **grey and in bold type Local Transport Consolidation (LTC) Grant element**. For information a breakdown of the capital funding by theme has been presented in a pie chart in Appendix B.

9. £3,721,100 comprising £3,345,900 capital and £375,200 revenue is allocated in 2026/27. Capital funding is invested in schemes that are prioritised using robust ranking mechanisms. For example, the 'Casualty reduction measures' allocation will be invested in proposals that will generate the best return for investment at reducing the likelihood of fatal and/or serious injuries at locations that have been identified as the highest priority by reviewing collision data.
10. The scale of the overall programme has substantially increased and offers the certainty of 4 years capital funding. This gives an opportunity to review and upscale resource capacity and capability to ensure effective and timely delivery to be funded from the revenue element. Any revenue not needed for capacity and capability building would be allocated to strategic scheme development.
11. For 2026/27 the programmes align with LTP3, from 2027/28 onwards the programmes are expected to align with the LTP4 and its associated delivery plan (once adopted), in addition to the DfT requirements outlined above.

Highways Maintenance element

12. Funding for Highway Maintenance is allocated annually by the DfT on a 'needs' basis. The nationally available budget is shared between authorities based on network length, number of bridges and number of streetlights.
13. DfT has allocated the available funding 2026/27 as follows. £7,763,000 capital is allocated, of which a proportion to be announced will be described as an incentive element. In 2026/27 at least 50% of the incentive element will be contingent on the council demonstrating compliance with criteria aimed at driving best practice and continual improvement in highways maintenance practice. The DfT has advised that it will be publishing details of the requirements in due course. In 2025/26 the council received its full allocation of incentive funding, on publication of the required transparency report.

Summary of financial implications

14. The Local Transport Consolidated Funding settlement for BCP Council as Local Transport Authority (LTA) is confirmed for the next Spending Review period as £89.3m. This comprises £77.7m capital (CDEL) for 2026/27- 2029/30, and £11.6m revenue (RDEL) for 2026/27-2028/29, as set out in Table 1.

Table 1: Allocations by year and spending category (£000s)					
	2026/27	2027/28	2028/29	2029/30	Total
Capital (CDEL)	16,377.4	18,093.5	20,211.1	23,025.6	77,707.6
Revenue (RDEL)	3,855.1	3,855.1	3,855.1		11,565.3
Total	20,232.5	21,948.6	24,066.1	23,025.6	89,272.9

15. The Local Transport Consolidated Funding comprises of the Integrated Transport Fund (ITF) and the Bus Services Fund (BSF) which is the revenue only element of the Local Authority Bus Grant (LABG). Table 2 is a breakdown of how the total figure has been calculated. The Integrated Transport Fund (ITF) consolidates the following stable formula-based grants:

- Highways Maintenance (CDEL)
- Active Travel (RDEL and CDEL)
- Local Electric Vehicle Infrastructure (LEVI) Capability Funding (RDEL)
- Local Transport Grant (RDEL and CDEL)
- LA Bus Grant (CDEL)

and as stated above the Bus Services Fund (BSF) corresponds to the LA Bus Grant (RDEL).

Revenue allocations for 2029/30 will be made during the following Spending Review period.

Table 2: Allocations by year and fund type (£000s)					
	Funding type	2026/27	2027/28	2028/29	2029/30
Highways Maintenance (HM)	CDEL	7,763.0	9,144.0	9,860.0	11,273.0
Local Transport Grant (LTG)	CDEL	3,345.9	3,620.3	4,961.2	6,302.0
Local Transport Grant (LTG)	RDEL	375.2	375.2	375.2	-
Active Travel	CDEL	2,249.7	2,249.7	2,249.7	2,249.7
Active Travel	RDEL	705.9	705.9	705.9	-
Local Electric Vehicle Infrastructure Grant (LEVI)	RDEL	152.9	152.9	152.9	-
LA Bus Grant (LABG)	CDEL	3,018.8	3,079.5	3,140.2	3,200.9
LA Bus Grant (LABG)	RDEL	2,621.1	2,621.1	2,621.1	-
Total		20,232.5	21,948.6	24,066.1	23,025.6

16. The Highway Maintenance programme includes £1.25m funding to enable Neighbourhood Services to deliver preventative permanent repairs to manage condition and support surface treatment and resurfacing programmes.
17. Incentive Elements: As was the case in 2025/26, a portion of the Highway Maintenance pot will be designated as incentive funding. The Council must demonstrate compliance with best practice to receive its full allocation. In all four years at least 25% of the annual incentive funding will be dependent on the council publishing transparency reports. In 2026/27, 50% of the incentive funding will be subject to performance, with the measures to be confirmed by DfT.
18. Local Authority Active Travel Capability Ratings influence allocations for Active Travel. The allocation presented above reflects the Council's rating as Level 3.

Should an increase or decrease in rating occur then this would adjust the amount in 2027/28 and beyond.

19. Bus funding is contingent on the timely receipt of a delivery plan satisfying DfT expectations and continued compliance with those expectations.
20. LTG revenue funding shall be used for capability and capacity building and to fund direct staff time allocated to delivering the programmes. In 2026/27, subject to approval £75k of the LTG shall also be utilised to establish the BCP Lane Rental Scheme – refer to separate Cabinet Report. It shall be in-effect repaid back to the programme in future year if/when sufficient Lane Rental revenue has been generated.
21. Separate reports to Cabinet/Council will consider the programmes for Active Travel and LA Bus Grant.
22. At the end of the financial year any unspent grant identified for schemes shall be carried forward into 2027/28.

Summary of legal implications

23. Public engagement and/or consultation shall be undertaken for the projects and programmes. The requirements will be identified through review of the equalities impact screenings/assessments which shall be undertaken at the outset of the projects.
24. Where applicable relevant legislation and processes shall be complied with. For example, the need to undertake statutory consultations for the adjustment of traffic regulation orders.

Summary of human resources implications

25. Continuity of delivery of the programmes is subject to securing appropriate resources, both within the Transport & Sustainable Travel, and Engineering units, and through the ongoing partnering contract for technical consultancy support and successor arrangements.
26. The announcement of the multi-year settlement is very helpful in so much as it enables the council to plan resource for future years more effectively.

Summary of sustainability impact

27. A DIA has been completed (ID 760) and the impact summary is included at Appendix C to this report. The overall impact is positive, with few minor impacts, and the carbon footprint score is low.

Summary of public health implications

28. The schemes within the programmes aim to promote sustainable/active travel and/or minimise congestion and as such aim to deliver improvements to air quality and increase levels of activity.

Summary of equality implications

29. The recommended programme has been Equality Impact Assessment (EIA) screened, included at Appendix D to this report. Individual projects within the programme will be EIA screened and full EQIAs completed should a need be identified during screening. The DfT has emphasised the need for funded schemes to meet accessibility standards and guidance will be complied with.

Summary of risk assessment

30. No significant risk implications with regards to approval of the respective programmes have been identified. Schemes of significant scale would be subject to specific risk assessments and risk registers as part of the overarching programme delivery process.

Background papers

None

Appendices

Appendix A – Local Transport Consolidated Funding Programme 2026/27

Appendix B – Pie chart showing percentage of capital spend by theme

Appendix C - DIA ID (760) Impact Summary table

Appendix D - Equality Impact Assessment Screening

Appendix A – Local Transport Consolidated Funding Programme

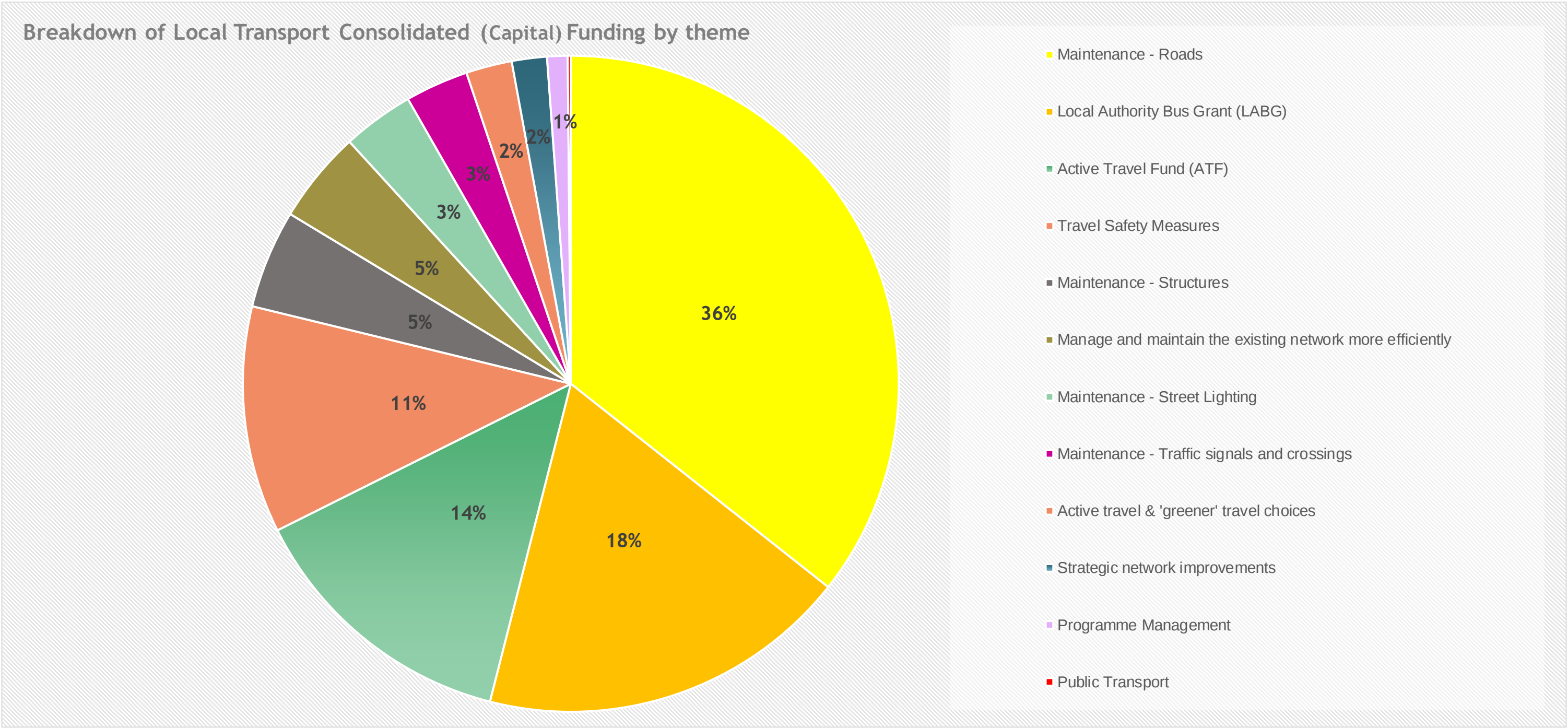
Note: the funding within the column headed “2026/27 LTC Funding [£]” in bold type and shaded is that for which approval is being sought in this report.

Highways Maintenance	Funding Source (£)		
	2026/27 LTC Funding [£]	External grant indicative spend during 2026/27 [£]	Total funding 2026/27 [£]
Maintenance - Roads			
Preventative Patching (repair road/footpath to receive surface treatment, or resurfacing)	1,500,000	0	1,500,000
Resurfacing programme	1,400,000	0	1,400,000
Surface Treatments Micro Asphalt & Surface Dressing (preserving/renewing existing surfacing)	1,300,000	0	1,300,000
Cross Asset Priorities – resurfacing	580,000	0	580,000
Highway Drainage	300,000	0	300,000
Footway and Cycleway Treatments	250,000	0	250,000
Surveys & software	190,000	0	190,000
Programme Management Fees	350,000	0	350,000
Sub-total	5,870,000	0	5,870,000
Maintenance - Structures			
Structures Maintenance	680,000	0	680,000
Principal Inspection Programme	120,000	0	120,000
Sub-total	800,000	0	800,000
Maintenance - Street Lighting			
Street Lighting Maintenance	580,000	0	580,000
Sub-total	580,000	0	580,000
Maintenance - Traffic Signals and Crossings			
Traffic Signals and Crossings Maintenance	513,000	0	513,000
Sub-total	513,000	0	513,000
Total for Highway Maintenance	7,763,000	0	7,763,000

Local Transport Grant	Funding Source (£)		
	2026/27 LTC Funding [£]	External grant Indicative spend during 2026/27 [£]	Total funding 2026/27 [£]
Strategic improvements			
<i>Local Transport Grant Resource Fund (RDEL)</i>	375,100	0	375,100
Local Transport Plan (LTP), Business Case Development for Strategic Transport Priorities	120,000	0	120,000
Advanced design for future year schemes	100,000	0	100,000
South-East Dorset Strategic Transport Model	65,000	0	65,000
Sub-total	660,100	0	660,100
Travel Safety Measures			
Pedestrian Crossings including School Crossing Patrol site upgrades to permanent crossings – MTFP	850,000	0	850,000
20mph speed limit areas	490,000	0	490,000
Prioritised casualty reduction measures	400,000	0	400,000
Safer Routes to School	100,000	0	100,000
Sub-total	1,840,000	0	1,840,000
Manage and maintain the existing network more efficiently			
Castle Lane East/Deansleigh Road junction upgrade	500,000	0	500,000
Minor Transportation Schemes – MTFP	100,000	0	100,000
Intelligent Transport Systems (ITS)	100,000	0	100,000
Data Collection	50,000	0	50,000
Sub-total	750,000	0	750,000
2/3 (Continued next page)			

Local Transport Grant (cont'd)	Funding Source (£)		
	2026/27 LTC Funding [£]	External grant indicative spend during 2026/27 [£]	Total funding 2026/27 [£]
Active travel & 'greener' travel choices			
Active Travel Fund (ATF) 2026-27 (CDEL) – refer to separate Cabinet Report for detail	0	2,249,725	2,249,725
Active Travel Fund (ATF) 2026-27 (RDEL) – refer to separate Cabinet Report for detail	0	705,900	705,900
<i>Local Electric Vehicle Infrastructure (LEVI) (2026/27) (RDEL)</i>	0	152,900	152,900
Public Rights of Way	100,000	0	100,000
Cross-pavement EV charging channel grant	0	93,000	93,000
Walking and Cycling (priorities derived from Local Cycling and Walking Infrastructure Plan)	80,000	0	80,000
School Streets	50,000	0	50,000
Accessibility improvements	50,000	0	50,000
Sub-total	280,000	3,201,525	3,481,525
Public transport alternatives to the car			
Local Authority Bus Grant (LABG) 2026/27 (CDEL) – refer to separate Cabinet Report for detail	0	3,018,821	3,018,821
Local Authority Bus Grant (LABG) 2026/27 (RDEL) – refer to separate Cabinet Report for detail	0	2,621,127	2,621,127
National Passenger Travel Information	25,000	0	25,000
Sub-total	25,000	5,639,948	5,664,948
Programme Management	166,000	0	166,000
Total for Local Transport Grant	3,721,100	8,841,473	12,562,573
Total Local Transport Grant and Highway Maintenance 2026/27 Programme	11,484,100	8,841,473	20,325,573
3/3			

Appendix B – Pie chart showing percentage of capital spend by theme



Appendix C - DIA Impact Summary table

Impact Summary

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	
Waste & Resource Use	Amber - Minor negative impacts identified / unknown impacts	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	No positive or negative impacts identified	
Natural Environment	Amber - Minor negative impacts identified / unknown impacts	
Sustainable Procurement	No positive or negative impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: **0.5**

Answers provided indicate that the carbon footprint of the proposal is:	Low	
---	------------	---

Equality Impact Assessment: Conversation Screening Tool

What is being reviewed?	The Department for Transport (DfT) has set out details of the new Local Transport Consolidated Funding settlement for Local Transport Authorities (LTAs) and confirmed funding allocations for the next Spending Review period (2026/27 to 2028/29 for revenue funding and 2026/27 to 2029/30 for capital funding). The new settlement grant conditions require the council to submit Local Transport Delivery Plans (LTDP) setting out the planned 2026/27 investment of the funding and an indicative programme for the future year allocations covering the period 2027/28 to 2029/30. The DfT has set out expectations that local authorities deliver accessible and inclusive local transport as part of the funding conditions: “Authorities must role model inclusive policy making, and embed active consideration of accessibility within the development and delivery of policies funded through their consolidated funding. In particular they must: Assess equalities impacts throughout the policy development and delivery lifecycle, and reflect such consideration in Equality Impact Assessments for individual projects, which must be made available to the Secretary of State upon request: - Co-design policy, infrastructure and service change initiatives funded from consolidated funding with disable groups; - Align their processes with the government’s Transport Accessibility Charter, once published.” A new programme of activity will be produced for Cabinet approval each financial year to determine priorities and to profile the annual DfT grant funding
What changes are being made?	The LTCF comprises of two principal elements: Integrated Transport Fund (ITF) and the Bus Services Fund (BSF). The ITF is intended to be used flexibly to deliver a wide range of local transport outcomes. The BSF should only be used to support outcomes for bus passengers/services. ITF includes Active Travel, Local Authority Bus Grant (capital), Local Electric Vehicle Infrastructure (LEVI), Highway Maintenance and Local Transport Grant. Due to existing reporting requirements that are set to remain in place during the funding period, separate Cabinet reports detailing the planned investment of the Active Travel Fund (ATF) and Local Authority Bus Grant (LABG) have been prepared with associated Equality Impact Assessment Screening Tools Local Transport Grant funded improvements include: - Strategic network improvements, - Travel safety measures such as 20mph zones, pedestrian crossings, and Safer Routes to Schools - Active travel and ‘greener’ travel choices including walking and

	cycling schemes identified in the Local Cycling and Walking Infrastructure Plan (LCWIP); accessibility improvements • Public transport information • Intelligent Transport Systems (ITS) and data collection to manage the road network more efficiently – smarter traffic control • Minor transportation schemes. Highway Maintenance schemes include: • Resurfacing of roads and footways • Bridge and structures maintenance • Street lighting maintenance • Traffic signals maintenance
Service Unit:	Planning and Transport
Participants in the conversation:	Richard Barnes - Service Unit Equality Champion Susan Fox, LTP & Capital Programme Manager
Conversation date/s:	January 2026 and ongoing as integral part of the delivery of individual schemes.
Do you know your current or potential client base? Who are the key stakeholders?	People living in, or visiting, Bournemouth, Christchurch, and Poole – as all are affected by local travel in some way. Households on travel corridors will be affected by any changes in road layout to improve sustainable travel options. BCP Council officers and Councillors - when making decisions or forming policies relating to, affecting, or affected by, transport and travel within the conurbation – with the Local Transport Plan 3 and forthcoming LTP4 as a point of reference. Organisations on the statutory consultation list for Traffic Regulation Orders (TRO) as new or amended TRO's will be needed to deliver the programme. Organisations include - the emergency services – Police, Fire, Ambulances, Taxi associations/operators, and DOTS Disability/Dorset Local Access Forum - community interest company. Transport providers within our area who are involved in the programme – bus companies, Go South Coast – More Bus Network Rail and South Western Railway train operator Beryl - bicycle and scooter hire BH Active Travel Forum - local network promoting cycling and walking. Walk Wheel Cycle Trust – charity promoting sustainable transport. Other organisations including - Local Chambers of Commerce and Trade. Town Business Improvement Districts, employers, Bournemouth University, and the Arts University Bournemouth. Public Heath Dorset – relevant to the health benefits of active travel. Department for Transport linked to funding and monitoring of programme.
Do different groups have different needs or experiences?	The difference in needs or experience will cover the general programme and will not go into detail of specific development or delivery schemes or other measures. For each individual scheme it will be essential to explore and assess how specific proposals could affect people from different protected characteristic groups, and how the needs of these groups can be met through the design.

The Local Transport Grant (LTG) elements of the programme will give different experiences depending on how people travel currently and how they could travel after the programme is complete. There is evidence of how both protected groups and different people within those groups are affected. From –

- A Bournemouth Christchurch and Poole travel survey from October 2018-January 2019, with detailed equality report and analysis of local travel patterns.
[Travel Survey Report](#)
- Consultation from recent active travel schemes (Summer 2020 onwards) introduced in the BCP area using HM Government funding linked to the COVID-19 pandemic.
- Initial consultation and engagement from Transforming Travel proposals.
- National transport studies and research include:
[Low Traffic Neighbourhoods Residents' Survey \(DfT, Jan 2021\)](#)
[Pave the Way - The Impact of Low Traffic Neighbourhoods on Disabled People \(Transport For All, Jan 2021\)](#)
- [BCP Council participates in the National Highways and Transport Network \(NHT\) Public Satisfaction Survey](#) which collects the public's views on different aspects of Highways and Transport in local authority areas.

Sometimes this evidence base is contradictory.

The needs or experience will cover the ethos of improving sustainable transport options, noting that individual parts of the programme will differ in specifics. Impacts for each scheme will be covered at a later stage as proposals are developed and issues identified.

Age

- Children and young people are less likely/unable to drive, and therefore improving other sustainable options will benefit them.
- Older people are less likely to cycle or drive, but more likely to walk and use public transport. Consequently, proposals to improve conditions for pedestrians will be of benefit. There is a Transforming Travel objective to 'Improve pavement access for people with mobility needs' - anticipated to benefit both older and younger people
- With bus use 'Particularly common for people aged 17 to 20 and over 70 years' (source National Audit Office), public transport improvements will advantage these groups.
- LTG funded trip end facilities e.g., cycle parking, for schools and educational facilities are planned, under the Transforming Travel initiative, which will assist younger people.
- Improvements, at bus stops and bus priority measures will benefit both younger and older people according to the local and national profile of people that use the bus.
- Road signal crossings provided through some schemes 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.
- 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. • 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. • Groups that are more likely to drive are likely to be concerned to a greater extent about any changes to traffic flow or reduction in car parking arrangements arising from cycle schemes or bus priority measures. • Initial consultation as part of the Transforming Travel programme showed; younger groups 18-24yrs more likely to walk and use the bus, but less likely to cycle; Middle aged groups from 35-54 yrs. more likely to cycle, but less likely to use the bus; older people from 55 yrs. and over were more likely to travel by car and bus and much less likely to cycle. Where asked for agreement with proposed schemes, for some measures, those from middle aged groups showed support; but people aged 65 and over, were much more likely to disagree with proposals. • A Department for Transport review of Low Traffic Neighbourhoods introduced during the COVID pandemic showed that people aged over 65 were less supportive of schemes than people aged under 65. This shows that LTG fostered transport schemes prioritising active travel, are likely to vary in support and experience based on age profiles. • Disability • Disabled people overall are less likely to have access to a car than non-disabled people and are also more likely to use buses (BCP Council Travel Survey). Improving transport options for people that are unable to drive will be a benefit to those people whose disability does not preclude them from walking (including with a mobility aid), cycling (including with a non-standard cycle) or able to access public transport. • Improving pavement access for people with mobility needs is intended to benefit many disabled people. Traffic signal crossings provided through some schemes will assist more vulnerable groups including disabled people. • Improved cycling and walking facilities, including road safety improvements will reduce conflict between motor vehicles and vulnerable road users, which includes some disabled people. • Disabled people where a car is essential for all their transport needs are potentially affected by any changes to car parking and if car journeys are affected by different road layouts. Some disabled people will find it more challenging to get used to new road layouts compared to those without a disability. • Respondents to the BCP Council 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. • Programme improvements prioritising buses will proportionately benefit disabled people who locally are more likely to use buses than drive. • 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. - Initial consultation as part of the Transforming Travel Programme showed; that disabled people were more likely to travel by bus but much less likely to cycle. Overall disabled people were much more likely to disagree with proposals compared to non-disabled people. For the Evening Hill active travel scheme consultation responses for those whose 'Disability limited their activity a lot' - showed the lowest levels of support at 21%. - 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. - The Transport for All report cited the concerns of disabled people as the focus of debate about the impact of active travel schemes without their effective participation. Race - 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. - Bus use is particularly common for most ethnic groups (Source – National Audit Office), so public transport improvements will help most ethnic minorities. - Some differences according to race were evident from responses to the BCP active travel schemes. 'White Other' people were much more supportive than 'White British' respondents. There were also higher levels of satisfaction for the schemes from other ethnic groups. Lower levels of support were noted from 'White British' respondents. - White British people who are more likely to own cars are anticipated to be less supportive of measures to develop walking, cycling and public transport. The objectives of the Transforming Travel Programme are less likely to benefit this group based on their current travel patterns. - 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. Religion or Belief - The BCP Travel Survey showed that people with no religion and all other religions were less likely to drive than Christians. - 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. - Initial consultation as part of the Transforming Travel Programme showed - people with no religion are significantly more likely to travel by bicycle and were more in agreement to proposed schemes compared to Christians.
--	--

Gender

- The BCP travel survey indicated that men are twice as likely to cycle regularly compared to women. This means that parts of the programme that improve cycling facilities will benefit men more than women.
- Women cited personal safety/ security concerns and busy roads as a barrier to cycling. As the programme aims to make cycling safer through some segregated cycle lanes this should encourage more women to cycle by addressing some of the concerns raised by women.
- Bus use is particularly common for women and girls, (source National Audit Office), so any public transport improvements will particularly provide for females.
- 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. For one proposed scheme men agreed more than women.

Sexual Orientation

- People who identify as one of 'All other sexual orientations' are significantly less likely to drive (56%) compared to heterosexuals (82%).
- Bus use is also higher for 'All other sexual orientations' compared to heterosexual people.
- 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.
- Improvements to the transport network from the programme are likely to benefit all other sexual orientations more than heterosexual people.
- Initial consultation as part of the Transforming Travel Programme showed for one scheme, people identified as 'All other orientations' were more in agreement compared to heterosexuals. For the Evening Hill Active Travel Scheme consultation responses from - 'All other sexual orientations' showed the highest level of support of any group at 92%.

Deprivation

- 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.
- 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, cycling and public transport, 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.

	There is not any evidence available of any discernible differences likely to arise from Transforming Travel on the other groups of - gender reassignment, marriage and civil partnership, members of the armed forces community and human rights. Responses to consultations have included that where a carer relies on a car any loss of parking or longer journey times can impact on the ability to do their work.
Will this change affect any service users?	Yes, as above, information about how different forms of transport can affect protected groups is available from a recent local travel survey, from analysis of responses by protected characteristics. This can be used as a guide to show how specified activity and schemes within the programme will affect different groups of people. Each activity within the programme may affect groups differently and information will be gathered through review of evidence and consultation as plans for the schemes are progressed. For each activity and individual scheme, it will be essential to explore and assess how specific proposals could affect people from different protected characteristic groups, and how the needs of these groups can be met through the design.
What are the benefits or positive impacts of the change on current or potential users?	The emphasis on creating more infrastructure to help make sustainable travel (walking, wheeling, cycling and public transport) more attractive and accessible to everyone is intended to benefit all protected groups. Groups that already are shown to use sustainable travel modes more will benefit from better connected routes, reduced danger from the speed and volume of traffic, and improved air quality. People currently less likely to use sustainable travel modes could potentially benefit as new infrastructure/initiatives will make it more attractive and safer to do so and encourage opportunities for healthy lifestyles through integrating active travel into people's everyday lives, particularly for shorter trips. Examples of schemes with positive impacts recently delivered: • Zebra crossings, including with associated road safety measures, traffic calming and footway improvements • Controlled crossings including Puffins. Puffin crossings have sensors attached to the signal pole, instead of a timer. These sensors can detect whether any pedestrians are on the crossing and ensure that the lights for traffic do not change until all pedestrians have finished crossing the road. • Cycle tracks and facilities • Improving accessibility to bus stops and replacing bus shelters • Installing dropped kerbs to improve access to footways The highway maintenance programme is guided by the principles of BCP's Highway Asset Management Policy and Strategy. Maintaining a safe and accessible network of roads, footways, cycleways encourages people of all ages and abilities to get out and about and to live independent lives.
What are the negative impacts of the change on current or potential users?	Groups that are currently less likely to travel locally by sustainable transport may be negatively impacted by measures intended to make these travel means more attractive. Improving conditions for cycling and walking are seen by some car drivers as negatively impacting their travel. Consultation and

	research show that people who usually drive are less receptive and do not think they will benefit as much as from plans to improve walking, cycling and public transport. Changes to parking arrangements proposed to prioritise cycling, walking and public transport can impact on some groups who are less able to access some locations as a result. People that are older than 65, and disabled people according to some research, are less likely to support active and greener travel choices, particularly where road layouts are changed as a result. Reasons given are that disabled people can feel disproportionately impacted by any longer journey times and change in itself can be an access barrier due to anxiety and confusion from any change to usual travel patterns. Any change implemented which affects the movement of vehicles and pedestrians will have an impact on disabled people, who feel the changes more strongly due to limited alternative options for travel.
Will the change affect employees?	Yes, as infrastructure/initiatives should improve accessibility by rebalancing the needs of all network users through improvements to sustainable/active travel and because of network efficiency activity.
Will the change affect the wider community?	Yes – both residents and visitors to our area, businesses, schools and higher education establishments, as local travel affects all our community.
What mitigating actions are planned or already in place for those negatively affected by this change?	For each individual scheme it is essential to explore and assess how specific proposals could affect people from different protected characteristic groups, and how the needs of these groups can be met through the design. Individual schemes will be subject to an Equality Impact Assessment as they come forward for delivery. Transport and Sustainable Travel and Engineering Services officers have an embedded process to ensure a consistent approach to EIA screening throughout each project's lifecycle, from initial brief, design, consultation, and delivery.
Summary of Equality Implications:	The LTCF Programme seeks to set out and deliver against the intended LTP4 policy objectives: • Safeguard the climate and environment • Improve health and wellbeing • Create accessible and prosperous places • Enable a safer transport system • Maintain a resilient and fit for purpose transport network • Ensure public transport is inclusive and accessible to all. Therefore, overall, the equalities implications of the proposed programme are extremely positive. Individual schemes can affect protected groups in different and sometimes contradictory ways, and this will continue to be addressed on a scheme-by-scheme basis: • Individual schemes will be subject to Equality Impact Assessment Screening as they come forward for delivery. • Project management processes will ensure a consistent approach to EIA screening throughout each project's lifecycle.

	• Officers within Transport and Sustainable Travel and Engineering Services will continue to review individual scheme EIAs, share learnings and good practice.
--	--