

# Equalities Impact Assessment of the Bournemouth, Poole and Dorset Local Transport Plan 3

## EqIA Adoption Statement



April 2011

*Produced for*  
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Bournemouth Borough Council  
Dorset County Council

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# 1 Introduction

This report has been prepared by Mouchel for the Borough of Poole, Bournemouth Borough Council and Dorset County Council. Mouchel has been commissioned to produce an Equalities Impact Assessment for the Bournemouth, Poole and Dorset Local Transport 3 (LTP3).

This EqIA Adoption Statement supplements the EqIA report produced in January 2011 on the consultation draft LTP3. This Adoption Statement considers any material changes following consultation. It should also be read in conjunction with the Strategic Environmental Assessment (SEA) and the full Bournemouth, Poole and Dorset LTP3.

The purpose of an Equalities Impact Assessment (EqIA) is to ensure that policies, strategies or projects do not discriminate against specific target groups and, where possible, to contribute to improving the lives of local communities. It is a systematic process which considers the needs of each target group.

There is a legal obligation for local authorities and public bodies to consider project and policy objectives that are likely to benefit or adversely impact priority groups.

The EqIA has assessed the Bournemouth, Poole and Dorset Local Transport 3 (LTP3), for which the Preferred Strategy has now been adopted.

The EqIA takes into account all existing legislation and also impending and probable future legal requirements. It has regard for other relevant factors such as income deprivation and health.

EqIA has been undertaken to ensure that the LTP3 does not have disproportionate impacts on different groups of society based on ethnicity, gender, sexual orientation, age, disability and religion. The high level objective of this work is to seek to ensure that the LTP3 contributes to improving the lives of local communities by creating cohesive, inclusive and fair communities.

## 2 Equalities Impact Assessment

The EqIA Report was published in January 2011 for consultation with the SEA and Draft LTP3. This details full appraisal of the various LTP3 policies. No specific consultation feedback was received on the EqIA. Amendments to the draft LTP3 following consultation have been considered. No subsequent changes in policy were identified that would materially change the EqIA and require further appraisal.

### 2.1 EqIA conclusion:

The EqIA has highlighted a number of key issues which have been taken into consideration when assessing the suitability of different LTP3 policy options. The LTP3 includes a goal to achieve equality of opportunity through the transport system, which is one of 6 goals which guide all transport policy. This is expected to provide a positive impact for the equality groups.

Overall, the LTP3 contains a number of transport policies which are expected to have positive impacts for certain groups, and particularly children and young people, older people, those without access to a car and those with mobility impairments. The benefits to these groups are expected to be realised through the provision of more affordable, accessible and convenient public transport, and increased opportunities for walking and cycling. The LTP3 includes policies which seek to improve sustainable travel options for these groups and encourage more independent travel, particularly for older people and those with mobility impairments..

An accessibility strategy is being produced alongside the LTP3 and it is recommended that communication and awareness of transport options is addressed, for example information should be made accessible to those with disabilities and where English is a second language.

The LTP3 seeks to have greater involvement with local communities in delivering local transport solutions to meet local needs. This is likely to better cater for the particular needs of different groups and is expected to have positive impacts, particularly for rural communities, and may help to offset the risk to rural transport services caused by cuts to transport funding.

The LTP3 has been assessed to have some potential negative impacts on the target groups, although the majority of these impacts are likely to be shared across all target groups. These include negative effects such as an increase in noise, dust, pollutants, congestion during construction of any highways schemes. These impacts can be mitigated through consultation with local residents and the implementation of Construction Environmental Management Plans (CEMP) during the construction phase.

In terms of the long term impacts from air pollution, if congestion is not reduced and air quality decreases, this is likely to impact all equality groups. It is recommended

that air quality monitoring continues and sustainable active travel is promoted. The LTP3 includes proposals to improve air quality and reduce noise pollution in those areas most at risk – this includes contributing to effective Air Quality Action Plans and Noise Action Plans.

Potential negative impacts may also result from car parking measures which are targeted towards certain user groups. This could affect those who are dependant upon the use of the car to access work opportunities. Furthermore, there is a risk that some of the equality groups may not fully understand the purpose and need for new schemes - this can be mitigated through improved consultation on specific schemes which is accessible to all groups.

Policies LTP G-1 and LTP K-1 contain a clear intention for transport improvements to be consistent with the Equalities Act 2010 which should ensure that any potential inequalities are mitigated across the Equalities Groups.