

Ref. No.	PL/NI/5
Category:	
People	
Place	Yes
Corporate	
In Constitution	Yes

## Bournemouth, Poole and Dorset Local Transport Plan 3 2011-2026

### Policy Details

What is this policy for?	Local Transport Plans (LTPs) are statutory documents which set the strategy for the management, maintenance and development of the area's transport system. LTPs explain how funds, largely allocated by the government, will be used to deliver improved transport and help meet the key objectives for transport established by both government and local authorities.
Who does this policy affect?	The Local Transport Plan covers the whole of Bournemouth, Poole and Dorset and affects all residents, businesses and visitors travelling within Dorset and beyond.
Keywords	Transport Strategy, Sustainable transport, cycle strategy, bus strategy, freight strategy, accessibility, Local Sustainable Transport Fund, Three Towns Travel, Travel Plans.
Author	The joint LTP was written by Transport officers from Dorset, Bournemouth and Poole (they have all since retired). The LTP is now the responsibility of Kate Tunks (Infrastructure Manager, DCC) and Julian McLaughlin (Head of Infrastructure & Growth, BoP).
Dorset Council policy adopted from	Dorset County Council, Borough of Poole & Bournemouth Borough Council.  This policy applies across the Dorset Council area.
Does this policy relate to any laws?	All local transport authorities in England outside of London are required to produce a Local Transport Plan under the Transport Act 2000, as amended by the Local Transport Act 2008.
Is this policy linked to any other Dorset Council policies?	Dorset Passenger Transport Strategy
Equality Impact Assessment (EqIA)	An EQIA for the LTP was completed in December 2010. Summary of conclusions: 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. A new EQIA will be completed when the LTP is reviewed (LTP4) post 2026.
Other Impact Assessments	Strategic Environmental Assessment (SEA) Habitats Regulation Assessment

You can view the Local Transport Plan on our website: <https://www.dorsetcouncil.gov.uk/roads-highways-maintenance/transport-planning/local-transport-plan/local-transport-plan-3.aspx>

## Status and Approvals

Status	Live	Version	3
Last review date	2011	Next review date	2026
Approved by (Director)	Dorset County Council Environment Director	Date approved	2011
Member/ Partnership Board Approval	Cllr Peter Finney (Transport & Highways Portfolio Holder, Dorset County Council)	Date approved	2011

**Dorset County Council Equality Impact Assessment Toolkit  
Assessment Form**

<b>Title of Policy/Strategy/service, being assessed:</b>	<b>Local Transport Plan Team; Transport Planning Group</b>
<b>Name of Directorate and service:</b>	<b>Environment, Planning</b>
<b>Name and role of officers completing this assessment:</b>	<b>Sue McGowan – Management Engineer (Local Transport Plan) Steve Williams – Local Transport Plan Manager</b>
<b>Contact Telephone Number of lead officer :</b>	<b>Ext 4487</b>
<b>Date assessment completed:</b>	<b>Jan 2011</b>

**1. Is this a new policy/strategy/service or a review of an existing one?**

An existing function

**2. What are the aims and objectives of the policy/strategy/service that is being assessed?  
(For guidance see appendix B)**

The work of the Local Transport Plan (LTP) Team involves writing, monitoring and delivering the Local Transport Plan for Dorset. This plan sets out policy and strategies for all forms of transport in Dorset. It is subject to public consultation and is based around evidence that reflects the transport needs of the wider community. It is a statutory requirement to produce this plan, under the 2008 Transport Act.

The main objectives of the team are:

Set the policies and criteria against which all transport proposals are assessed. Develop the capital improvements programme for small transport schemes which best satisfy these criteria and therefore best meet the objectives of the LTP.

Work with officers in Bournemouth and Poole, principally on strategic transport issues in the South East Dorset conurbation.

Work with District, Borough and Parish Councils and Community Groups to establish the transport needs of the local communities in Dorset.

Work with partners to influence national and sub-regional transport strategies and develop funding bids.

Encourage sustainable transport at new development sites, aimed at reducing the need to travel.

Monitor the effectiveness of the LTP and assess performance against targets (national and local).

Secure developer-led improvements to the transportation network through the development control process.

Promote active and sustainable travel through a variety of initiatives.

**3. What needs or priorities is the policy/strategy/service designed to meet?**

Reduce the need to travel in order to tackle climate change through reduced carbon emissions and control the growth in congestion.

Contribute to improved health and wellbeing and reduced levels of obesity through increased uptake of active travel modes.

Mitigate the transport impacts of commercial and residential development.

Promote improved accessibility to employment, healthcare and other important services and facilities.

**4. Who and/or what has been involved with implementing the policy, strategy, or service?  
(For guidance see appendix B)**

**NB Only fill the sections that are relevant to you.**

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This assessment is based on the work of the whole team and all the team members are involved in delivering this function. The team consists of 1 full-time members (male) and 1 part-time member (female).

### 5. In relation to the policy/strategy/service what do you think are the main issues, positive and/or negative relating to the different equality strands?

Information in Section 5 will help with analysis, particularly about what impact the new policy/strategy/service will have on citizens under each of the diversity strands. Give a few examples of positive impacts (A) that have happened or will take place under each strand. Also identify under each strand where further development is/may be needed (B)

#### **An example under the disability strand:**

*(a) The National Retail Model for Integrated Community Equipment Service has impacted positively on people with a disability by offering citizens more choice and control over choosing equipment to help them live safely at home.*

*(b) Further development is required in order to help with collection of unwanted equipment (NB: further developments should end up in the Implementation Plan at the back of the EqIA)*

**You need to demonstrate that you have used data from existing sources to tell you about the current policy/strategy/service in terms of meeting the needs of the different equality strands.**

What does consultation with stakeholders/beneficiaries tell you about the current or proposed policy/strategy/service? Your sources could include, for example, census data, DCC employee survey, the bi annual residents' survey and other research findings.

(For an overview of the main issues to consider refer to guidance notes in appendix B and E.)

#### Disability

(a) As all the outputs from the team are in a readable format (text, graphs, diagrams, maps) it is anticipated that the only issue of access to this material would be for those with a visual impairment. This would include both people who might be unable to read any published material as well as those who might have problems differentiating between colours/shading used in any graphs that are produced. The LTP and local planning documents are available in large print format on request. The intended outcome of the transport policies and strategies created is to improve and widen travel choice for all users and to improve accessibility to important destinations, particularly by sustainable modes. Widening travel choice should help those with mobility impairment to access the services and facilities they need as long as they are able to access public transport. The work of the group supports community transport facilities which provides for the transport needs of many people who do not have access to a private car, particularly those who cannot access public transport and in rural areas where public transport is limited or absent.

(b) People with mobility impairments may not be able to take advantage of the benefits brought about by strategies to improve walking and cycling. Those with sever disabilities may not be able to access public transport and community transport facilities may not be sufficiently flexible to meet their needs.

#### Race/Ethnicity

(a) The written output of the team is provided to colleagues working in planning, engineering and maintenance, councillors, community groups, developers, consultants etc in either written or verbal form. The implementation of policies and strategies to widen and improve travel choice will not lead to exclusion on grounds of race or ethnicity and is likely to provide similar benefits regardless of race or ethnicity.

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(b) Where access to written output and to resultant services is available here should be no exclusion on grounds of ethnicity with the exception of those who experience difficulty understanding English. However, ensuring that certain hard-to-reach groups, for example Gypsies and Travellers have access to information and services can be challenging.

### Gender (including Transgender)

(a) The team aims to write transport planning policies, plans and strategies and to implement programmes without gender bias. Access to the services provided by the team to the public is not affected either negatively or positively by the gender of the end user.

### Sexual Orientation

(a) Access to the services provided by the team to the public is not affected either negatively or positively by the sexual orientation of the end user.

### Faith/Religion/belief

(a) The team aims to write policies and strategies and provide information without value judgements. From this perspective it is difficult to see how the team's output could exclude or offend people from different religions or faiths.

### Age

(a) Dorset has an ageing population with a relatively large number of people are unable to drive. This will increase in future so alternative forms of transport, eg public and community transport, should be available for use so people can access retail, health and leisure services. Beyond the restrictions of disability associated with old age there is nothing that would prevent an older person from accessing any of the information or policy work produced by the team.

(b) Young people without access to a car still need to be able to travel to educational, employment and leisure opportunities so walking, cycling and public transport must be made as easy as possible for them.

### Other factors of disadvantage to consider eg: socio-economic, rurality.

(a) Transport policies and plans are written with the specific aim of improving urban and to a lesser extent rural accessibility for those without access to a car to reduce socio – economic deprivation. This will also be increasingly important for those who cannot afford to use their cars to access education, employment and other services because of rising fuel prices.

(b) The low population densities in rural areas and limited demand for transport services results in provision that frequently does not meet the needs of potential users. Whilst we continue to seek original and creative solutions, such as demand responsive bus services, it will always be difficult to deliver services due to cost pressures.

**6. Are there any aspects of the policy//strategy/service (not already identified under Section 5) that result in quantifiable or different quality outcomes for different groups (higher or lower uptake/failure to access/receive a poorer or inferior service/evidence that different groups have different needs)?** (see guidance notes in appendix B)

Hard to reach groups such as young people, gypsies and travellers are difficult to get consultation responses from, so their views on transport are not captured.

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**7. What further data/consultation do you need carry out if any? Please include the actions in the attached improvement plan.**

Social networking sites such as 'Facebook' or 'Twitter' could be used in future consultations to reach young people.

**8. In what way(s) might this service/strategy/policy have an adverse impact on the grounds of race/ethnicity, gender, disability, age, religion/Faith/belief, sexual orientation, or rurality? Please give your reasons/evidence for this, use your answers from box 5 - 7 [Note: "Adverse impact" means that the policy/strategy/service is disadvantageous to one or more groups of people.]**

On grounds of cost and what is reasonable to provide, transport improvement funds are likely to be focussed where they will provide the most benefit to the largest number of people possible ie urban, suburban areas. This means for example that high frequency public transport services will not be provided in the rural areas of Dorset.

**9. If you have identified that the service or policy is having, or might be having, an adverse impact, is it justifiable or legitimate? Please give your reasons for this.**  
(see appendix B for examples)

This type of impact is justifiable on the basis of cost and what is reasonable to provide for a relatively small amount of the whole population of Dorset with wide-ranging transport needs. The majority of funds should go towards provision for the majority of the population where many people regularly make similar journeys. This can be determined by the spatial distribution of people.

**10. If you have concluded that the adverse impact or the discrimination is justifiable or legitimate, you will need to explain your actions and reasons. This is because the county council has a statutory duty to promote good relations between people of different groups. You will need to think what action could be taken to mitigate the adverse impact on people. Please include the actions in the attached improvement plan.**

Alternative strategies such as community travel planning, demand responsive transport and community transport services are more cost effective for rural areas and policies to deliver these are in place in the Local Transport Plan. The County Council continues to explore innovative ways of bringing services to people to reduce the need to travel.

**11. If you have concluded that the adverse impact or the discrimination is illegal, you must take action to remedy this immediately. Please outline the action you will be taking and include it in your improvement plan (see appendix B for examples)**

Not applicable

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**Improvement Plan** - Please list actions that you plan to take as a result of this assessment

<b>Date on which the improvement plan will be reviewed:</b>					
<b>Officer responsible for review of the improvement plan:</b>					
<b>A) Issue Identified and B) resulting equality target</b>	<b>Action Required</b>	<b>Please state:</b> • what plan the target will be incorporated into, e.g. directorate plan, service plan or team plan • <b>Timescale</b>	<b>Officer responsible</b>	<b>How will this target be monitored?</b>	<b>Budget Implications</b> Please notify the relevant service accountant

**These actions/targets will need to be SMART and built into the service planning framework.**

**Your EqIA will need to be signed off by your Diversity Directorate Group. Contact your Diversity lead for dates:**

- Adult Services and Community Services - Glen Gocoul
- Children’s Services - Richard Marchant
- Environment Services – Richard Road
- Corporate Resources - Steve Cheeseman
- Chief Executive’s Office - Ali Henderson

**Lead Officer - Sarah Reeves** - Diversity and Inclusion Manager – [s.reeves@dorsetcc.gov.uk](mailto:s.reeves@dorsetcc.gov.uk)  
01305 221523

**Consultation** - any consultation exercise should follow guidance provided by the Consultation and Engagement Team, research officers within each directorate, [www.dorsetforyou.com/consultationtracker](http://www.dorsetforyou.com/consultationtracker) and the ‘How to Guide on Participating with equality groups in Dorset’.