

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

24 December 2010

**EqIA**



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Borough of Poole Council  
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## Abbreviations

BME	Black and Minority Ethnic
CRE	Commission for Racial Equality
DRC	Disability Rights Commission
DfT	Department for Transport's
EHRC	Equalities and Human Rights Commission
EOC	Equal Opportunities Commission
EqIA	Equalities Impact Assessment
GOSW	Government Office for the South West
IMD	Indices of Multiple Deprivation
LDF	Local Development Frameworks
LTP	Local Transport Plan
LSOA's	Local Super Output Areas
MMA	Multi Area Agreement
NINO	Number of National Insurance Number



# 1 Introduction

## 1.1 Purpose

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.

This EqIA assesses the emerging the Bournemouth, Poole and Dorset Local Transport 3 (LTP3), for which the Preferred Strategy will shortly be subject to consultation. The assessment is based principally upon consultation responses to date and results from a Strategic Environmental Assessment which is being undertaken concurrently.

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.

Development must be non-discriminatory. This EqIA is being 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. Any negative impacts identified from the EqIA process will be integrated into the SEA and with suggested mitigation and monitoring.

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.

## 1.2 Guide to this Report

The EqIA appraises the options that have been considered in developing the LTP3 preferred strategy. This appraisal is presented in Section 4 of the report. In addition the EQIA appraises the policies that are currently been taken forward as part of the Preferred Strategy. This appraisal is presented in Section 6 of the report.

## 1.3 Legislation

There is a legislative requirement to consider the impacts of policies and strategies upon certain equality target groups. The requirements are set down in legal acts as follows:

- Race Relations (Amendment) Act 2000
  - The amendment requires Local Authorities to be pro-active and positive in promoting racial equality. The authorities are required to

undertake a Race Equality Impact Assessment of their strategies and plans. Failure to do so may lead to legal action being taken against them by the Commission for Racial Equality (CRE)<sup>i</sup>. Following the Equality Act, 2006, the CRE is now part of the Equalities and Human Rights Commission (EHRC), as discussed below.

- Disability Discrimination (Amendment) Act 2005
  - The Act requires Local Authorities to promote equality of opportunity for disabled people and avoid discrimination. The authorities must ensure that their policies, practices, procedures and services are not discriminatory against disabled people<sup>ii</sup>.
- Equality Act 2006<sup>iii</sup>
  - The Act establishes the Equality and Human Rights Commission (EHRC) which came into force in October 2007. It brought together as one organisation the CRE, Disability Rights Commission (DRC) and Equal Opportunities Commission (EOC). As well as gaining the powers of the three former commissions, it has additional powers to enforce equality legislation on age, disability, gender, race, religion and sexual orientation or transgender status more effectively<sup>iv</sup>.
- Gender Equality Duty 2007 (as required by the Equality Act 2006)
  - This Act came into effect in April 2007 and requires public authorities (including Local Authorities) to eliminate unlawful discrimination and harassment and promote gender equality. There is a requirement to produce and publish a gender equality scheme. As part of this, the authorities must assess the impact of their existing and future policies and practices on gender equality as well as consult stakeholders with a scheme review every 3 years<sup>v</sup>.
- The Equality Act 2010
  - The Act came into force from 1 October 2010 and consolidates numerous Acts and Regulations that formed the basis of anti-discrimination law in Britain. The Act provides a framework to protect all individuals from unfair treatment and promotes a fair and more equal society<sup>vi</sup>.

#### 1.4 Equality Target Groups

There are a range of different equalities target groups identified in UK legislation on discrimination.

This EqIA focuses on the following groups to try to find out whether they will benefit from or be disadvantaged by the LTP3:

- age
- sexuality
- faith or belief
- race
- ethnicity
- disability
- gender

The groups are not homogeneous and people within these groups have different and individual needs. Many will be members of several of the targeted groups.

## 1.5 Background

### 1.5.1 *Bournemouth, Poole and Dorset Local Transport Plan 3 (2011 – 2026)*

The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone', introduced the concept of Local Transport Plans (LTP's) to steer the development of national transport policies at the local level. The Transport Act 2000 (now amended by the Local Transport Act 2008) then made it a statutory requirement for local transport authorities to produce LTP's.

The LTP process has brought about a step change in the way local authorities plan strategically for transport in their areas. Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, environmental objectives and better local economies.

LTP's define the area's plans and strategies for maintaining and improving the local transport network within economic, environmental and social constraints and will set out programmes of expenditure on transport improvements in line with national transport policy. This covers all forms of transport (including freight). Public participation is a key part of developing LTP's to involve the wider community. LTP's have regard to objectives set out in Sustainable Community Strategies and other local documents.

LTP's are developed in the context of, and with close links to a number of wider policy documents and are the mechanism for delivering the transport requirements necessary to deliver the levels of growth set out in the Local Development Frameworks (LDF's). Partnership working with wider policy areas such as health and education is key to delivering LTP and wider policy objectives.

In July 2000 a first LTP (LTP1) was published for Bournemouth, Poole and Christchurch, and a separate LTP was published for rural Dorset. Both covered the five year period 2001/02 - 2005/06. In March 2006 a second and current LTP (LTP2), was published covering the South East Dorset travel to work area, with a

separate LTP covering rural Dorset. These LTP's cover the five year period 2006/07 2010/11.

A number of LTP progress reports have been produced –2008 LTP Progress Reports for both South East Dorset and rural Dorset were published in December 2008 and were well received by the Government Office for the South West (GOSW).

LTP3 must be in place by the end of March 2011 and should be based on the requirements of the Department for Transport's (DfT's) guidance which is in line with the Local Transport Act 2008.

Under the terms of a Multi Area Agreement (MAA), the three Local Transport Authorities of Bournemouth, Poole and Dorset have produced a single plan for the whole of Dorset for LTP3. The MAA contains the following vision:

*"To develop a strongly performing economy, characterised by a greater concentration of higher skilled, higher paid jobs than now and to do this while respecting and protecting our unique environment."*

This will strengthen the joint working between the authorities and focus efforts and resources towards joint goals that will benefit the wider area.

LTP3 will cover the whole of the Dorset sub-region.

The sub-region consists of the Shire Authority of Dorset County Council and the following Districts and Boroughs:

- West Dorset District Council, East Dorset District Council, North Dorset District Council, Purbeck District Council, Weymouth and Portland Borough Council, Christchurch Borough Council

And the following Unitary Authorities:

- Borough of Poole, Bournemouth Borough Council

The LTP area therefore includes the South East Dorset conurbation which, with a population of almost 450,000, is the second largest urban area in the South West. The entire Bournemouth, Poole and Dorset sub-region has a population of approximately 710,000.

For the purpose of this Report 'the Dorset sub-region' refers to all authorities, and 'Dorset' includes the 6 districts, excluding the unitary authorities of Bournemouth and Poole.

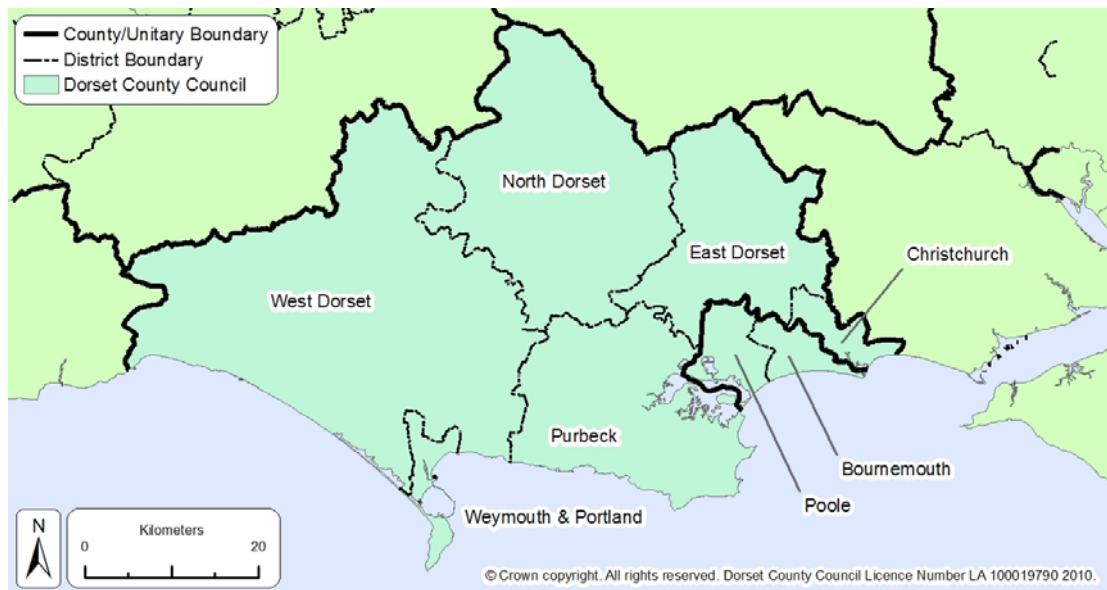


Figure 1-1 The Local Transport Plan area

### 1.5.2 Population Statistics and Structure

Population density and structure varies across the Dorset sub-region. The area consists of both rural and urban areas. Dorset’s population has grown by 6.2% in the last decade; this is higher than the national average of 4.5%. The highest rate of growth has taken place in North Dorset District where population increased by 15.7% between 1996 and 2006. The towns of Blandford, Gillingham and Shaftesbury have experienced the most growth and 40% of the population North Dorset District live in these towns. The latest population statistics show that 27.5% of Dorset’s population are aged 60-65yrs and above, higher than the national average of 18.8%.<sup>vii</sup> Current estimated figures for 2009 are 710,000 and these are expected to reach 778,100 (Dorset Including Bournemouth and Poole) by 2029.

The population structure for Bournemouth is quite different to the population structure of the national average and all the other boroughs and districts within the county. The proportion of elderly has fallen in Bournemouth in line with national percentages; however there is a lower than average number of under 19 year olds. It also has a larger proportion of 20 to 24 year olds than the England and Wales figure which is probably due to those residents who have moved or remained in the area to study at Arts University College Bournemouth. Overall, the population increases in all the age groups with the exception of the 60-84 year olds where the population actually has declined since 1991.<sup>viii</sup>

The population of Poole has increased by 4% since the 2001 census and future forecasts for the period 2029 show an overall increase in the size of population and also an ageing of the population; this is similar to the UK structure. Whilst the number of adults aged 20-44 is set to decline slightly, a substantial increase in the number of people aged 45 or over is forecast.

Christchurch has the highest proportion of older people of all LA's in the country with 36% aged 60+ years compared to 27.5% of the Dorset population at 18.8% nationally. Death rates are much higher than birth rates in Christchurch; reflecting the higher proportion of older people. The total population of the district is now estimated at 45,600 (2009) with a 9% population growth since 1991. The number of people aged 20-29 years has fallen by over 23%. During this same period the number of people aged 50-59 years has increased by 37%.

The total population of East Dorset is estimated at 87,700 (2009), there has been an 8% population growth since 1991. Two thirds of the population live in the suburbs that surround the Bournemouth & Poole conurbation. East Dorset has a high proportion of older people. The age structure in the district has changed significantly in recent years. Since 1991 the number of people aged 20-29 years has fallen by 29%. The number of people aged 50-59 years has increased by 49% from 8,740 in 1991 to 13,010 in 2003. 32% of the population are aged 60+, the second highest area after Christchurch. Population density in North Dorset is the second lowest in the County with just over 1 person per hectare. This is significantly lower than the national average of 3.5 people per ha. North Dorset has the largest percentage of population of people aged 0-15 years at 20%, 2% higher than the County average and equal to the national average.

The total population of Purbeck is now estimated at 45,000 (2009), this represents a 4% population growth since the 1991 Census. Purbeck also has a higher proportion of older people than the national average; over 28% are aged 60+ compared to 27.5% of Dorset's total population and 18.5% nationally.

The estimated total population of West Dorset is now 98,700 and there has been a 9% population growth since 1991. 31% of the population are aged 60+ years. Over the last 10 years the number of births in West Dorset has fallen by over 19%. During this same period the number of deaths has increased by almost 6%. Since 1991 the number of 20-29 year olds has fallen by 31% from 9,379 in 1991 to 6,477 by 2003. The number of people aged 50-59 years has increased significantly during this period. In 1991 there were 9,630 people in their 50's; this increased some 46% to 13,972 by 2003.

The total estimated population of Weymouth & Portland is 66,400 (2009), this represents a 4% population growth since 1991. Weymouth & Portland Borough has the highest population density in Dorset, but this is still significantly lower than the Unitary Authorities of Poole (21 per ha) and Bournemouth (35 per ha). The age structure in Weymouth & Portland has the lowest proportion of older people in the County, but this is still significantly higher than the national average.

The population increase within Dorset County along with the age structure, with a large ageing population in the rural areas, has implications for the LTP3.

The LTP3 will need to consider how sustainable transport initiatives can be promoted to ensure that they are effectively used through-out the sub region, with specific

focus on rural areas in order to reduce car dependency and improve accessibility to key services.

The impact of the LTP3 on children and young people must also be considered.

Figure 1-2 Total Population & Age Structure

Location	Total population	Age Structure (%)		
	All Ages	% 0-15	% 16-RA	% RA+
<b>Christchurch</b>	47,000	15.7	50.2	34.1
<b>East Dorset</b>	87,600	16.2	52.0	31.8
<b>North Dorset</b>	64,300	19.8	53.9	26.3
<b>Purbeck</b>	45,200	16.2	55.7	28.1
<b>West Dorset</b>	96,500	17.2	52.1	30.8
<b>Weymouth and Portland</b>	63,600	17.0	58.1	24.9
<b>DCC Dorset</b>	404,000	17.1	53.5	29.4
<b>Bournemouth UA</b>	164,900	15.6	62.3	22.1
<b>Poole UA</b>	141,200	17.4	58.2	24.4
<b>Dorset Sub Region</b>	710,100	16.8	56.5	26.7
<b>SW Region</b>	5,231,200	17.6	59.5	22.8
<b>England &amp; Wales</b>	54,809,100	18.7	61.8	19.5 <sup>ix</sup>

RA = Retirement age, 60 (Females)/ 65 (Males)

### 1.5.3 Ethnic Diversity

Dorset is less ethnically diverse than England as a whole. In 2001 3.2% of Dorset’s population classed themselves as not being “White British” (i.e. from a black and minority ethnic (BME) group), lower than the proportion for England (13.0%). Figures for the Districts ranged from 2.8% in East Dorset to 3.4% in North Dorset. Ethnic diversity is greater within Bournemouth and is now estimated to be 10.5% of the total population (Figure 1-3) however this is significantly lower than England as a whole.<sup>x</sup>

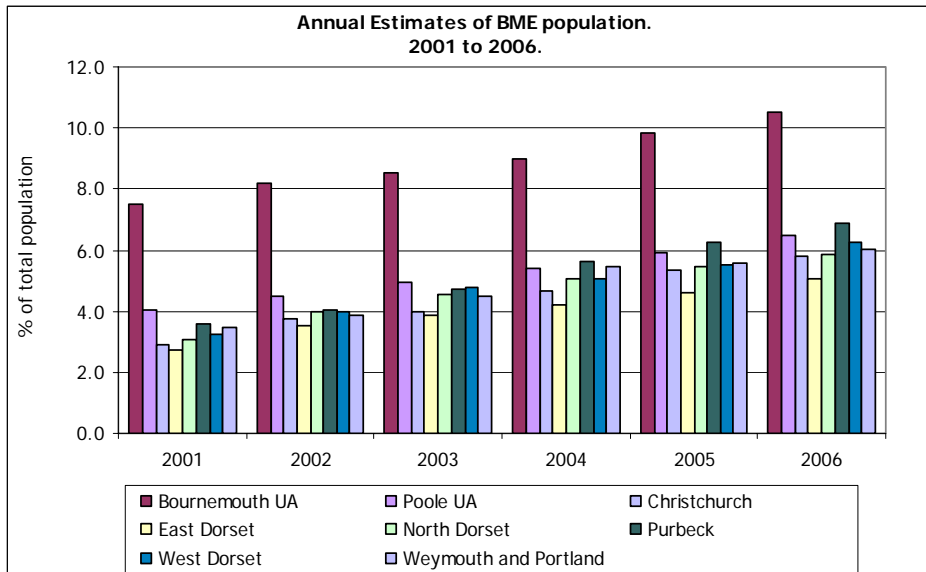


Figure 1-3 Ethnic Diversity

The most recent estimates for Dorset’s BME population suggest that 5.9% of Dorset’s population was BME in 2006. This is a significant increase of 85% over a 5 year period comparative to a 23% increase in the BME across England to 15.8% of the total population. <sup>x</sup>

The number of national insurance number (NINO) registrations allocated to non-UK nationals act as an indication of the numbers of international migrant workers moving to Dorset to work and live. In 2007/2008 there were 1,450 new NINO registrations in Dorset which is an 11% decline from the preceding year though the number of registrations has risen substantially from 2002/2003. All of the districts within Dorset show a decline of between 10 and 20% with the exception of Purbeck where the number of new registrations increased by 17%.<sup>xi</sup> Figure 1-4



**Total NINO registrations to non-UK nationals.  
2002/03 to 2007/08**

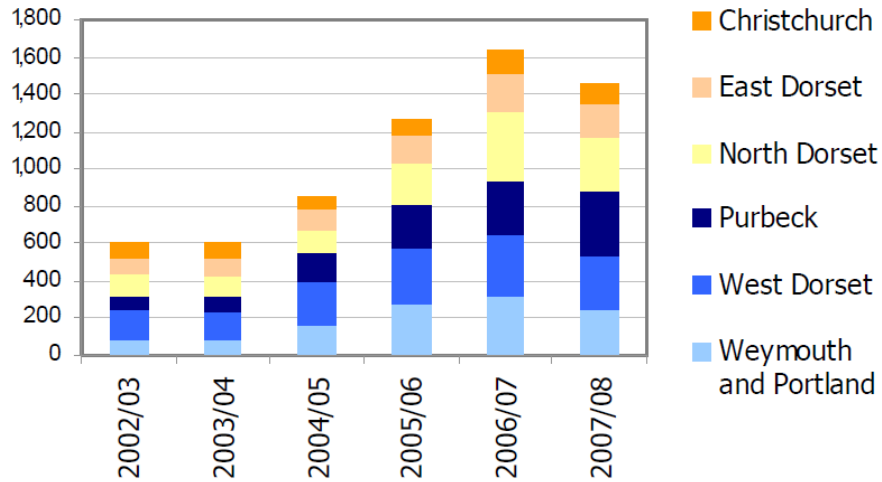


Figure 1-4 NINO registrations

Half of the new registrants in Dorset in 2007/2008 are originally from Poland. Asian nationals represent the second largest proportion of new registrants in Dorset. There is a similar pattern across Dorset’s districts with Poland being the most common country of origin. In Weymouth and Portland just under 70% of the new registrants were from one of the Accession countries. Figure 1-5

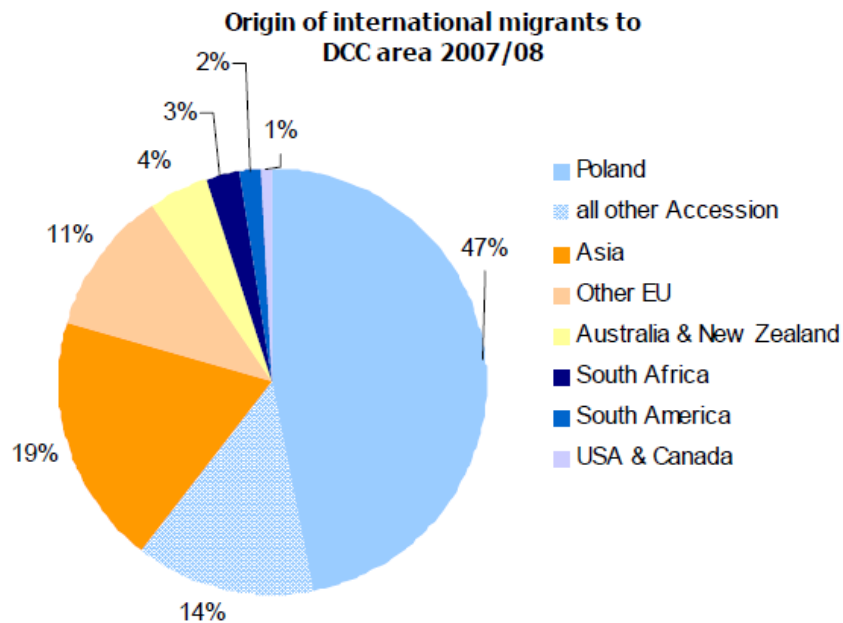


Figure 1-5 Origin of International Migrants

#### 1.5.4 *Indices of deprivation*

Deprivation is a result of environmental factors, socio-economic factors and health factors. The Indices of Multiple Deprivation (IMD) are based on income; employment; health and disability; education, skills and training; barriers to housing and services; living environment and crime.

According to the IMD, there are ten areas in Dorset that are within the top 20% most deprived nationally for multiple deprivation; eight are within the urban areas of Weymouth and Portland and two are in Christchurch. In East Dorset the majority of areas fall into the least deprived nationally on the IMD. Of the fifty nine areas in Dorset that fall into this category thirty five (61%) are in East Dorset.

There are 107 Local Super Output Areas (LSOAs) in the Bournemouth Unitary Authority area. According to the IMD, 17 of these 107 areas are among the most deprived 20% nationally, 2 fewer than in 2004. They are home to about 25,000 people. 8 of Bournemouth's 18 wards contain at least one of these areas.

Two Bournemouth LSOAs are within the most deprived 5% nationally. (Figure 1-8) These are both in Boscombe West ward. One of them is among the most deprived 1% of LSOAs in England. <sup>xii</sup>

There are 91 LSOAs in the Poole Unitary Authority area (Figure 1-8). According to the IMD, 4 of these 91 areas are among the most deprived 20% nationally, one more than in 2004. They are home to about 6,000 people. Two are within Alderney ward, with one each in Poole Town and Hamworthy West. The most deprived LSOA is among the most deprived 11% in England. It is part of Poole Town ward.

The EqIA process provides an opportunity to guide the LTP3 towards policies preventing the transportation-related elements of deprivation levels rising, but more importantly to contribute to reducing deprivation levels which are linked to access to services. These are a significant area of deprivation within Dorset (see Figure 1-6, Figure 1-7 and Figure 1-8).

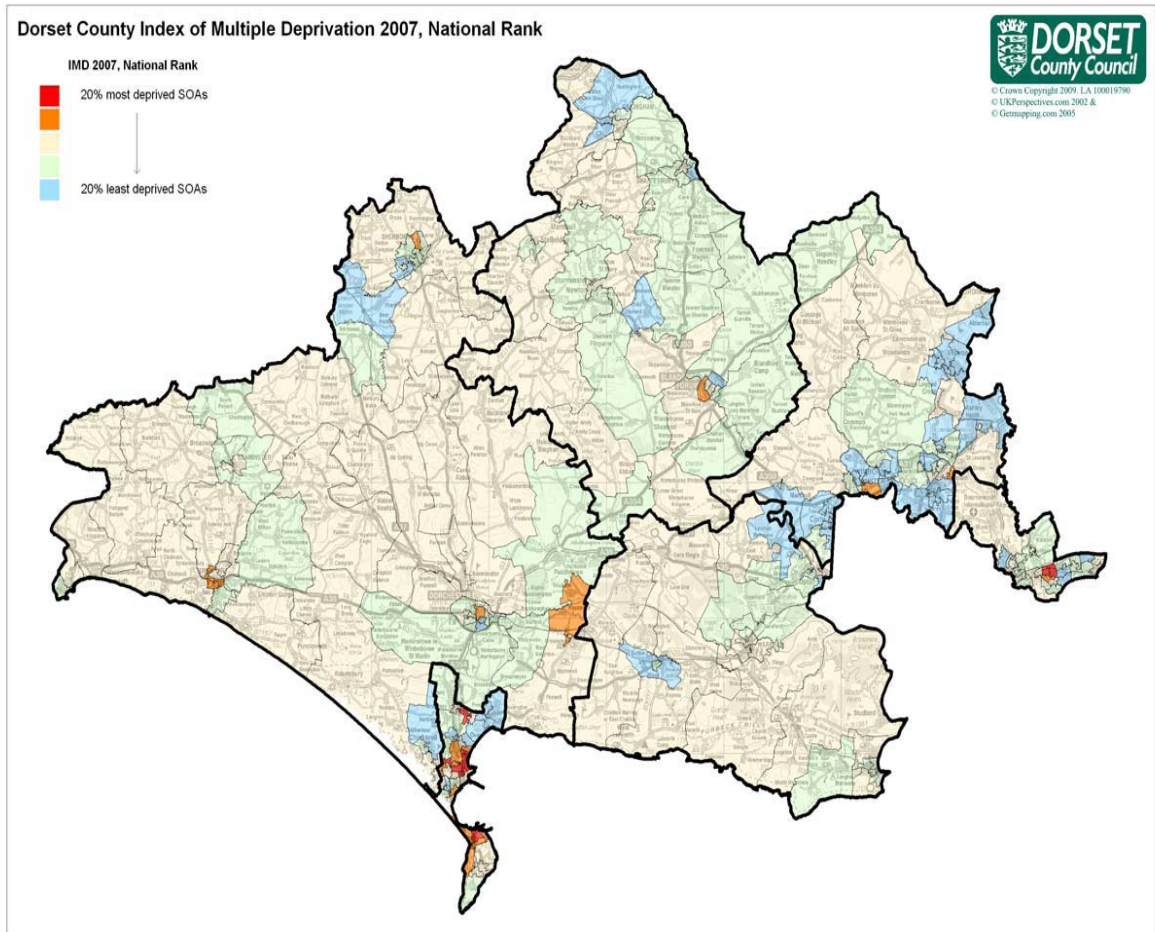


Figure 1-6 Index of Multiple Deprivation Dorset

**Indices of Deprivation 2007**  
**Index of Multiple Deprivation in Bournemouth**

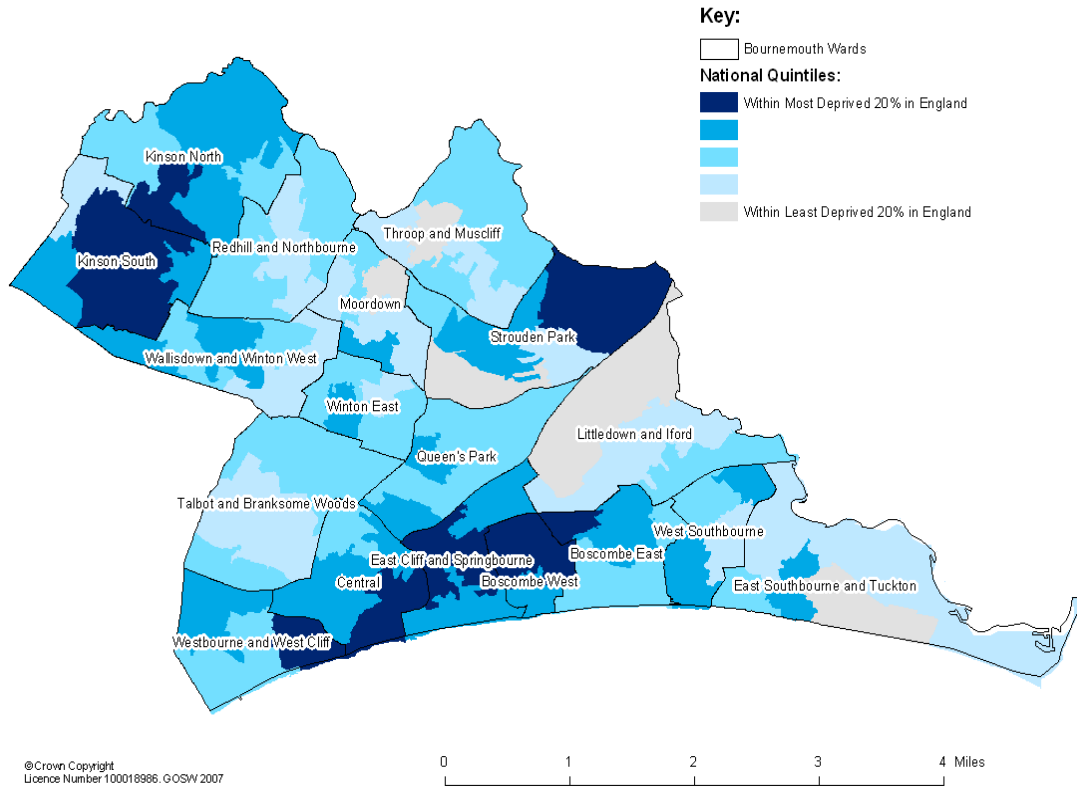


Figure 1-7 Indices of Multiple Deprivation Bournemouth 2007

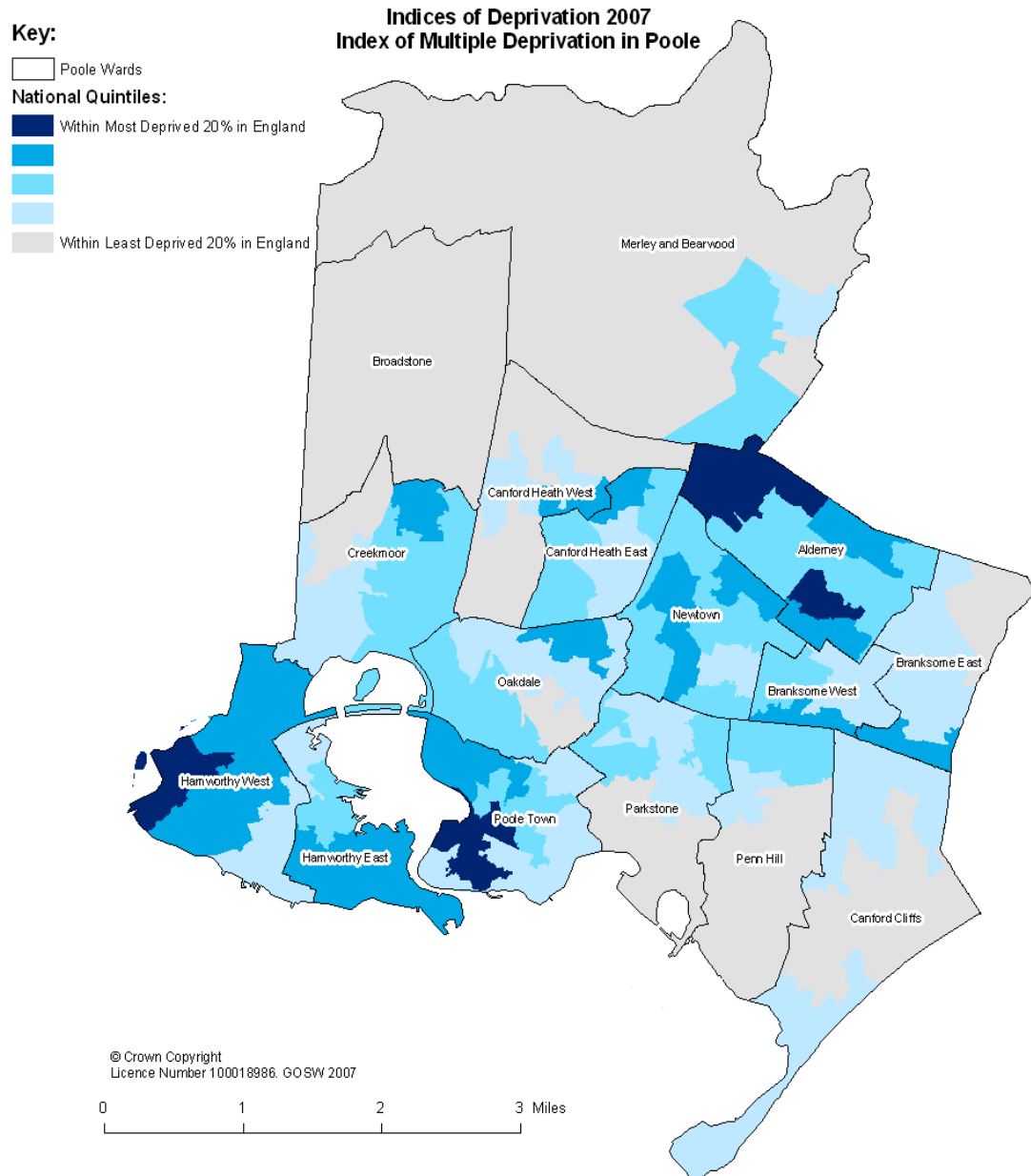


Figure 1-8 Indices of Multiple Deprivation Poole 2007

### 1.5.5 Disability

The level of people claiming one of the two disability related state benefits (Disability Living Allowance or Attendance Allowance) can give an indication of the percentage of individuals living with a disability in the population. The number of people claiming the either of these allowances is lower in all of the districts of Dorset than the national average. The district with the highest percentage of claimants is Weymouth and Portland where 6.8% of the population claim allowances. In contrast East Dorset has the lowest with 5.1% of the population claiming allowances. Due to Dorset having an older population the rate of people claiming the Attendance Allowance is higher in Dorset than nationally<sup>xiii</sup>. Figure 1-9

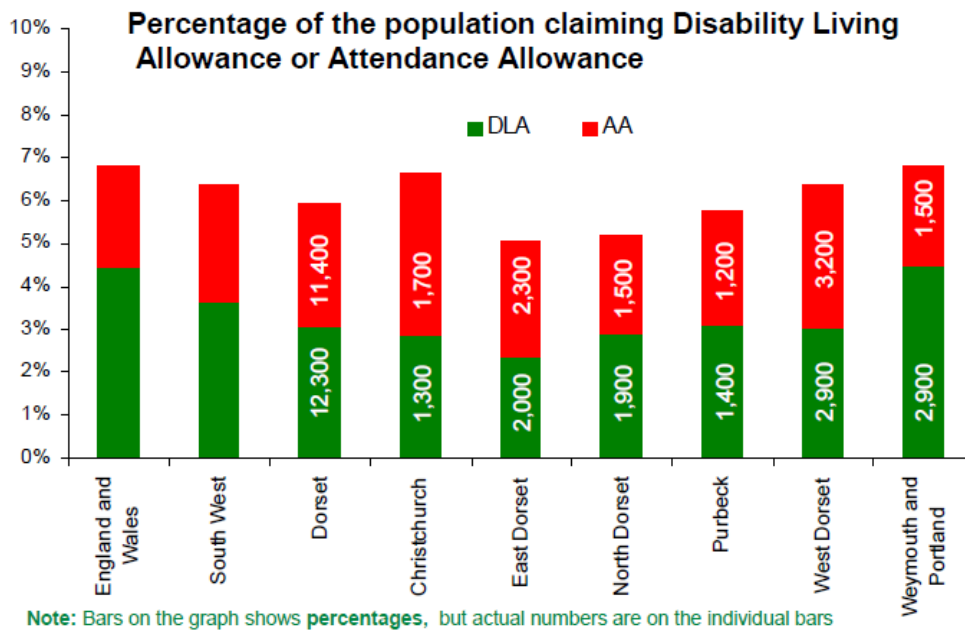


Figure 1-9 Disability Living Allowance or Attendance Allowance

### 1.5.6 Gender

The 2006 mid year population estimates show that females outnumber males in the country as a whole. In Dorset there are proportionally more women than the average for England and Wales. Christchurch has the highest proportion of women of all of the Dorset districts and North Dorset has the lowest<sup>xiv</sup>. Figure 1-10

Figure 1-10 Number of females per 100 males

### Females per 100 Males (2006)

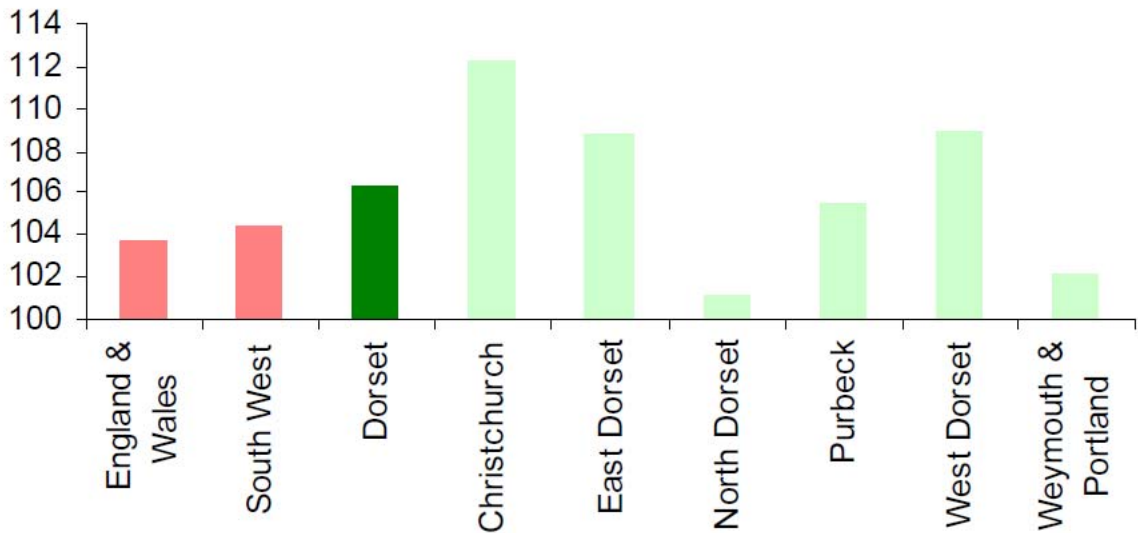


Figure 1-10 Number of females per 100 males

#### 1.5.7 Religion

In the 2001 Census 78% of the population of Dorset stated that they follow Christianity. This is higher than the percentage for England of 71%. 21% of individuals stated that they do not express religious belief or chose not to disclose their beliefs. Figure 1-11

### Generalised Religious Affiliation (2001)

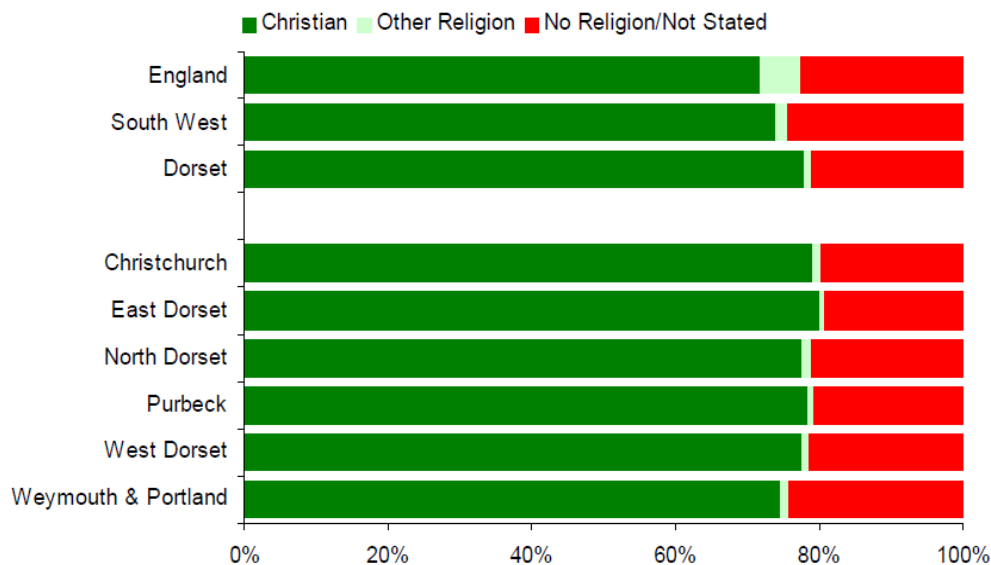


Figure 1-11 Religious Affiliation

Less than 1% of the population of Dorset expressed affiliation to a non-Christian religion. Buddhists form the largest proportion at 23.3%, followed by Muslims at 21.4% and Jews at 14.5%. These figures are in contrast to the national figures of 4.8%, 51.8% and 8.7% respectively<sup>xv</sup>. Figure1-12

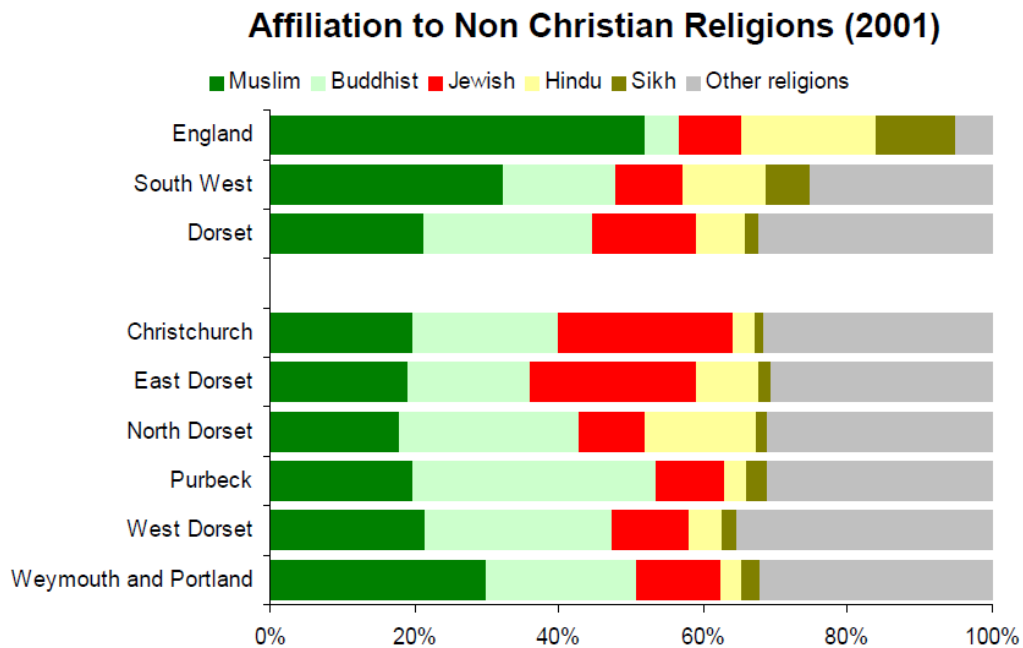


Figure1-12 Percentage of Non-Christian Religions

### 1.5.8 Sexuality

The 2001 Census Survey provides information regarding the relationships between adults living in the same households. In Dorset 58% of all people over the age of 16 were married, higher than the national figure of 51%. In total 0.13% of the Dorset population stated that they lived as a same sex couple, lower than the national average of 0.19%.<sup>xvi</sup> Figure1-13



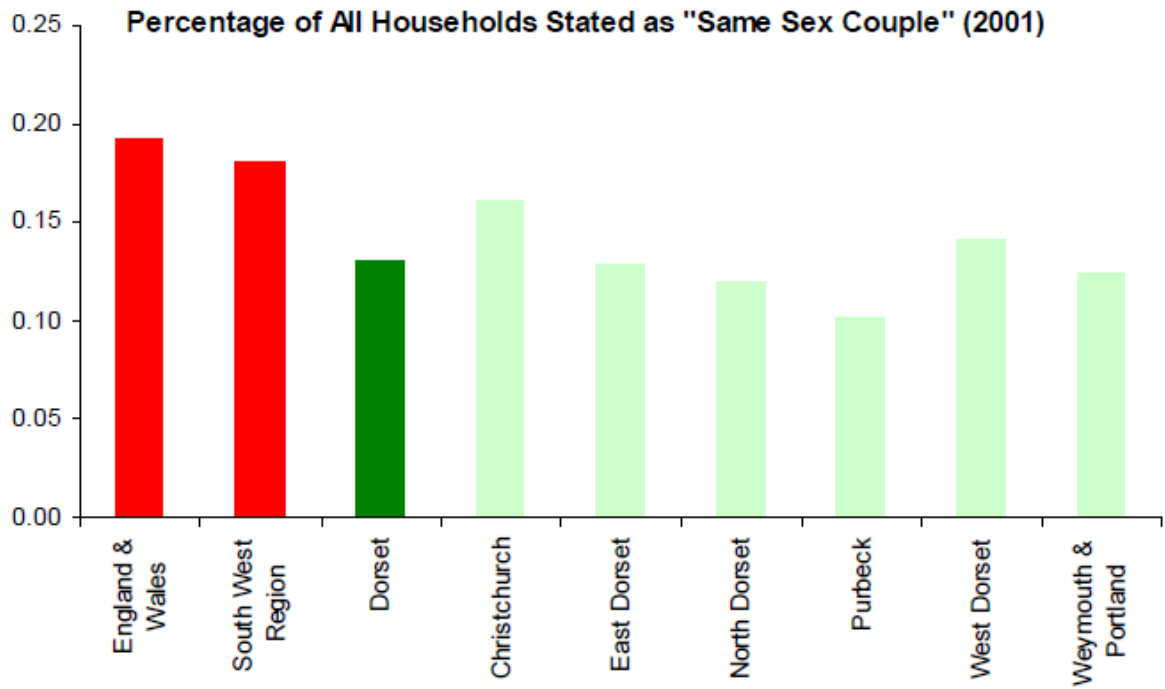


Figure 1-13 Same Sex Couple Households

## 2 Methodology

### 2.1 Equality Target Groups

The appraisal considers the following target groups:

- Women
- Men
- Race / Ethnicity
- Disabled People
- Sexuality
  - Lesbians, gay men, bisexuals, transgender people
- Age
  - Older people (60+), younger people (17-25), children
- Faith / Belief

### 2.2 Impact Categories

The appraisal methodology considers whether the impacts would be positive or negative, uncertain or neutral as defined below:

- Positive impact
  - Occurs when the option will have a positive effect on one or more of the equality target groups or, improve equal opportunities and/or relationships between groups.
- Negative or adverse impact.
  - Occurs when the option could have a negative/adverse impact on one or more of the equality target groups.
- Uncertain
  - Not enough information available to identify impacts
- Neutral
  - No significant impact expected

This EqIA appraises the impact of the strategic options which were considered as part of LTP3 on certain target Equality Groups

In summary, the four broad strategic options were as follows:

- A. Do minimum (business as usual).
- B. Significant public transport improvements and greener choices.
- C. More ambitious public transport improvements and greener choices while discouraging car based commuting.
- D. More roads with some public transport improvements and controlling demand for travel by car

Each theme has been divided into sub-topics. Each sub-topic was subject to a separate appraisal. The appraisal of the theme sub-topics has been used in the development of a Preferred Strategy. The Preferred Strategy for the LTP3 consists of various elements under each of the themes, considered to perform best in the appraisal work,

The principal sub-topics are as follows

- Smarter choices
- Public transport improvements
- Demand management
- Highways. :

## 3 Strategic Options Appraisal

### 3.1 Guide to the Appraisal Tables

For the purpose of the EqlA each sub-topic was subject to a separate appraisal; mitigation measures relating to each target equality group have been outlined specific to those sub-topics.

Table 4-1 Table 4-2 Table 4-3 Table 4-4 provide the appraisal of the four alternative strategic themes which were under consideration for the LTP3.

#### Key:

The symbols in the appraisal Table 4-1 - Table 4-4 illustrate the following;

- High level positive impact
- Low level positive impact
- Uncertain
- High level negative impact
- Low level negative impact
- Neutral

### 3.2 EqlA of Smarter Choice Options

#### **Option A: Smarter Choices**

- Moderate promotion of travel plans
- Some school travel initiatives
- Some cycle lanes and pedestrian improvements
- Expand/Promote the role of car clubs and other cost effective community travel options.
- Facilitate more sustainable access to visitor attractions including access to the Jurassic Coast

#### **Option B: Smarter Choices – active roll-out of measures including:**

- Improved cycling and walking infrastructure, in particular linking areas of new developments with employment, education and service centres
- harnessing existing cycle routes and the Rights of Way network to establish a more comprehensive network of routes
- Cycling/walking initiatives targeting short trips
- Improved access to rail stations for cyclists/pedestrians
- School Travel Initiatives
- Workplace Travel Plans

- Residential Travel Plans
- Personalised Travel Plans
- Creation of car clubs / expanded car sharing initiatives and other cost effective community travel options
- Expand the extent of sustainable access to visitor attractions, especially the Jurassic Coast

***Option C: Smarter Choices – vigorous introduction of measures including:***

- Creation of a Smarter Travel Branded Package – to include comprehensive marketing and promotion strategy
- Low carbon travel incentive scheme
- Improved cycling and walking infrastructure, in particular linking areas of new developments with employment, education and service centres
- harnessing existing cycle routes and the Rights of Way network to establish a more comprehensive network of routes
- Cycling/walking initiatives targeting short trips (including cycle hire scheme)
- More accessible and improved public realm to support walking & cycling environment
- School transport initiatives
- Workplace Travel Plans
- Station Travel Plans
- Residential Travel Plans
- Personalised Travel Plans
- Creation of car clubs / expanded car share initiatives
- Promotion of eco-driving
- Provision of infrastructure for alternative fuel vehicles and promotion
- Green infrastructure
- Travel centres (to serve significant new developments)
- Development of Community Travel Exchanges in the Rural Area
- Expand the extent of sustainable access to visitor attractions, especially the Jurassic Coast

***Option D: Smarter Choices – active roll-out of measures including:***

- Improved cycling and walking infrastructure, in particular linking areas of new developments with employment, education and service centres
- harnessing existing cycle routes and the Rights of Way network to establish a more comprehensive network of routes
- Improved access
- School transport initiatives
- Workplace Travel Plans
- Residential Travel Plans
- Personalised Travel Plans
- Creation of car clubs / expanded car share initiatives

Table 4-1 Smarter Choice Appraisal Option A, B, C & D

Options	Equality Target Group							Reason/comment	Mitigation/Improvement
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief groups		
<b>Option A</b>	N	N	N	N	N	N	N	Smarter Choices for this Option are not expected to have any impact on any of the Target Groups, because no new smarter choices are to be implemented.	
<b>Option B</b>	+	+	+	+	+	+	+	<p>All aspects of the Smarter Choices will be beneficial to all target groups.</p> <p>Information on accessibility to education and employment will be improved.</p> <p>This will be particularly beneficial to those people who do are on low incomes and do not own cars and young people.</p> <p>These improvements are likely to benefit only people living in Urban areas and those travelling to into the urban centres for work, shopping or to use public services.</p>	<p>An accessibility Strategy should be produced to include:</p> <p>Increased access to information, to include local faith groups, help the aged, schools, colleges, libraries</p> <p>Information should be available through a range of communication methods: website, leaflets, telephone</p> <p>Information should be provided in a range of languages suitable for the local communities for example Polish</p> <p>Information should be made available in Braille</p> <p>RoW need to be accessible to disabled persons and should include, parking for disabled persons, wheel chair access</p>

Options	Equality Target Group							Reason/comment	Mitigation/Improvement
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief groups		
									Information needs to be available to the people living in rural areas
<b>Option C</b>	++	++	+	+	++	+	++	<p>All aspects of the Smarter Choices will be beneficial to all target groups.</p> <p>Information on accessibility to education and employment will be improved.</p> <p>This will be particularly beneficial to those people who do are on low incomes and do not own cars and young people.</p> <p>Green infrastructure, improved public realm and travel centres will be beneficial to disabled persons and the ageing population; however these are likely to benefit only people living in Urban areas and those travelling to into the urban centres for work, shopping or to use public services.</p> <p>Ethnic, disabled, elderly and those living in rural areas, may not benefit as much unless the information is accessible.</p>	<p>An accessibility Strategy should be produced to include:</p> <p>Increased access to information, to include local faith groups, help the aged, schools, colleges, libraries</p> <p>Information should be available through a range of communication methods: website, leaflets, telephone</p> <p>Information should be provided in a range of languages suitable for the local communities for example Polish</p> <p>Information needs to be available to the people living in rural areas</p> <p>Information should be made available in Braille</p> <p>PRoW need to be accessible to disabled persons and should include, parking for disabled persons, wheel chair access</p>

Options	Equality Target Group							Reason/comment	Mitigation/Improvement
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief groups		
<b>Option D</b>	+	+	+	+	+	+	+	<p>All aspects of the Smarter Choices will be beneficial to all target groups.</p> <p>Information on accessibility to education and employment will be improved.</p> <p>This will be particularly beneficial to those people who do are on low incomes and do not own cars and young people.</p> <p>These improvements are likely to benefit only people living in Urban areas</p>	<p>An accessibility Strategy should be produced to include:</p> <p>Increased access to information, to include local faith groups, help the aged, schools, colleges, libraries</p> <p>Information should be available through a range of communication methods: website, leaflets, telephone</p> <p>Information should be provided in a range of languages suitable for the local communities for example Polish</p> <p>Information should be made available in Braille</p> <p>RoW need to be accessible to disabled persons and should include, parking for disabled persons, wheel chair access</p> <p>Information needs to be available to the people living in rural areas</p>



### 3.3 Public Transport Improvement Options Appraisal

#### **Option A: Public Transport Improvements**

- Bus priority measures including bus lanes, bus gates, etc
- Improved passenger information
- Improve public transport frequencies to support areas of new development and encourage public transport usage in those areas at the outset
- Improved/expanded community transport (inc creation of joint Community Transport Service)
- Extended coverage of demand responsive transport in rural areas
- Direct Swanage to Weymouth X53 type service (summer only) serving the Jurassic Coast
- Park & Ride for Weymouth

#### **Option B: Public Transport Improvements**

- **Bus Showcase Corridors**
  - A35 Poole to Christchurch via Bournemouth and Boscombe
  - A3049 Wallisdown Road
  - A341/A3060 Wimborne Road/Whitelegg Way/Castle Lane West
  - B3063 Charminster Road
  - Wimborne Road
  - A348/B3068 Ringwood Road
  - A354 Dorchester to Weymouth, including links to new development at Poundbury and Chickerell
- **Park and Ride:**
  - Creekmoor
  - Mannings Heath
  - Riverside Avenue (including link to A338)
  - Weymouth and Dorchester
  - Expanded network of express bus services especially from outlying communities
- Improve public transport frequencies to support areas of new development and encourage public transport usage in those areas at the outset.
- Extended coverage of demand responsive transport in rural areas
- Direct Swanage to Weymouth X53 type service (summer only) serving the Jurassic Coast
- Creation of single Public Transport Authority
- Smartcard based through ticketing across modes
- Improved/expanded community transport (inc creation of joint Community Transport Service)
- Additional peak hour rail between Wareham and Brockenhurst
- Additional rail frequency between Dorchester and Weymouth utilising a shuttle diesel unit.

#### **Option C: Public Transport Improvements**

- **New Rapid Transit service** (Dorset Area Rapid Transit System) from Wareham to New Milton, running:

- 'Tram ~ Train' running alongside/ utilising existing rail line between Wareham and New Milton with on street connections to Bournemouth Town Centre
- Operating at 10 vehicles per hour during peak periods/ 12 min frequency off peak
- **Bus Showcase Corridors**
  - A3049 Wallisdown Road
  - A341/A3060 Wimborne Road/Whitelegg Way/Castle Lane West
  - B3063 Charminster Road
  - Wimborne Road
  - A348/B3068 Ringwood Road
  - A354 Dorchester to Weymouth, including links to new development at Poundbury and Chickerell
- **Park and Ride:**
  - Creekmoor
  - Mannings Heath
  - Riverside Avenue (including link to A338)
  - Christchurch (rail-based with new Parkway station)
  - New Road – off Northbourne roundabout
  - Holton Heath (rail-based)
  - Bournemouth International Airport
  - Weymouth and Dorchester
- **Expanded network of express bus services** especially from outlying communities and Bournemouth International Airport
- Direct Swanage to Weymouth X53 type service (summer only) serving the Jurassic Coast
- Extended coverage of demand responsive transport in rural areas
- Improved frequency on coastal bus service from Bournemouth to Swanage.
- Expand inter urban bus services where there is no rail alternative, in particular Yeovil – Sherborne – Sturminster Newton – Blandford – Poole. Ensure good connections with train services at Poole and Yeovil Junction. Provide bus/rail integrated timetable.
- Development of town hopper services in coastal and market towns
- Enhanced Community Transport (inc creation of Joint Community Transport Service)
- Creation of single Public Transport Authority
- Smartcard based through ticketing across public transport modes (inc cycle hire)
- Expand the role of Waterborne Transport, in particular water taxis within Christchurch Harbour and improved boat links between Bournemouth, Poole and the Jurassic Coast.
- **Rail improvements**
  - Reconnection of Swanage rail to Wareham
  - New Boscombe station for DART system
  - Measures to encourage greater proportion of freight carried by rail
  - Additional rail frequency between Dorchester and Weymouth utilising a shuttle diesel unit.
  - New rail service (4 per day?) between Weymouth, Dorchester, Yeovil, Axminster and Exeter (with reversal at Yeovil Pen Mill.)
  - Increased frequency of services in the Weymouth – Yeovil – Bristol corridor.

**Option D: Public Transport Improvements**

- **Bus Showcase Corridors**
  - A35 Poole to Christchurch via Bournemouth and Boscombe
  - A3049 Wallisdown Road
  - A341/A3060 Wimborne Road/Whitelegg Way/Castle Lane West
  - B3063 Charminster Road
  - Wimborne Road
  - A348/B3068 Ringwood Road
  - A354 Dorchester to Weymouth, including links to new development at Poundbury and Chickerell
  - A351 Poole – Wareham – Swanage
- **Park and Ride:**
  - Creekmoor
  - Mannings Heath
  - Riverside Avenue (including link to A338)
  - Weymouth and Dorchester
- Expanded network of express bus services especially from outlying communities
- Enhanced Community Transport (inc creation of Joint Community Transport Service)
- Extended coverage of demand responsive transport in rural areas
- Direct Swanage to Weymouth X53 type service (summer only) serving the Jurassic Coast
- Creation of single Public Transport Authority
- Smartcard based through ticketing across modes
- Additional peak hour rail between Wareham and Brockenhurst

Table 4-2 Public Transport Improvements Appraisal Options A, B, C & D

Options	Equality Target Group							Reason/comment	Mitigation
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief groups		
<b>Option A</b>	-	-	-	-	-	-	-	This Option is unlikely to be of significant benefit to any of the Target Groups. No improvement to the current situation is planned increased accessibility is not addressed.	A range of measures should be implemented see remaining options/mitigation measures
<b>Option B</b>	+	+	+	+	+	+	+	<p>All aspects of the public transport improvements will be beneficial to all target groups, as accessibility will be increased.</p> <p>In particular extended coverage of demand responsive transport in rural areas, the creation of single Public Transport Authority and Smartcard based through ticketing across modes will be beneficial to the ageing population in both rural and urban areas, young people and people who commute to work will benefit as travel will become more convenient and quicker.</p>	<p>An accessibility Strategy should be produced to include:</p> <p>Increased access to information, to include local faith groups, help the aged, schools, colleges, libraries,</p> <p>Information should be available through a range of communication methods: website, leaflets, telephone</p> <p>Information should be provided in a range of languages suitable for the local communities for example Polish</p> <p>Information should be made available in Braille</p> <p>PRoW needs to be accessible to disabled persons and should include, parking for disabled persons,</p>

Options	Equality Target Group							Reason/comment	Mitigation
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief groups		
									wheel chair access  Increased access to rural areas where there is an increasing ageing population needs to be addressed  Public transport needs to be affordable to people on low incomes and school aged children
<b>Option C</b>	++	++	+	+	++	++	++	All aspects of the public transport improvements will be beneficial to all target groups, as accessibility will be increased.  In particular extended coverage of demand responsive transport in rural areas, the creation of single Public Transport Authority and Smartcard based through ticketing across modes will be beneficial to the ageing population in both rural and urban areas, young people and people who commute to work as travel will become more convenient and quicker.  Expanded network of express bus services, Rail improvements and the New Rapid Transit service will increase choice of transport modes to all target groups.	An accessibility Strategy should be produced to include:  Increased access to information, to include local faith groups, help the aged, schools, colleges, libraries,  Information should be available through a range of communication methods: website, leaflets, telephone  Information should be provided in a range of languages suitable for the local communities for example Polish  Information should be made available in Braille  PRoW needs to be

Options	Equality Target Group							Reason/comment	Mitigation
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief groups		
									<p>accessible to disabled persons and should include, parking for disabled persons, wheel chair access</p> <p>Public transport needs to be affordable to people on low incomes and school aged children</p>
<b>Option D</b>	+	+	+	+	+	+	+	<p>All aspects of the public transport improvements will be beneficial to all target groups, as accessibility will be increased.</p> <p>In particular extended coverage of demand responsive transport in rural areas, the creation of single Public Transport Authority and Smartcard based through ticketing across modes will be beneficial to the ageing population in both rural and urban areas, young people and people who commute to work as travel will become more convenient and quicker.</p>	<p>An accessibility Strategy should be produced to include:</p> <p>Increased access to information, to include local faith groups, help the aged, schools, colleges, libraries,</p> <p>Information should be available through a range of communication methods: website, leaflets, telephone</p> <p>Information should be provided in a range of languages suitable for the local communities for example Polish</p> <p>Information should be made</p>

Options	Equality Target Group							Reason/comment	Mitigation
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief groups		
									<p>available in Braille</p> <p>PRoW needs to be accessible to disabled persons and should include, parking for disabled persons, wheel chair access</p> <p>Increased access to rural areas where there is an increasing ageing population needs to be addressed</p> <p>Public transport needs to be affordable to people on low incomes and school aged children</p>

### 3.4 Demand Management Options Appraisal

#### ***Option A: Demand Management***

- Moderate, real-term annual increases in car parking charges

#### ***Option B: Demand Management***

- Increased parking charges above inflation in real terms (discounted exemptions for low emission vehicles)
- Reduced long stay parking capacity in town centres (in proportion to increased Park and Ride capacity).

#### ***Option C: Demand Management***

- Introduction of Workplace Parking Levy (discounted exemptions for low emission vehicles)
- Doubling of parking charges for long stay/all day parking
- Reduced availability of on-street parking with creation of further controlled parking zones

#### ***Option D: Demand Management***

- Congestion charge of 10p/mile for travel within the built up area of South East Dorset conurbation (discounted exemptions for low emission vehicles)
- Seasonal road user charging for non-residents in sensitive areas
- Introduction of Workplace Parking Levy (discounted exemptions for low emission vehicles)
- Doubling of parking charges for long stay/all day parking
- Reduced availability of all day parking in town centres



Table 4-3 Demand Management Appraisal Option A, B, C & D

Options	Equality Target Group							Reason/comment	Mitigation
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief groups		
<b>Option A</b>	N	N	N	N	N	N	N	Demand Management is not expected to have any impact on any of the Target Groups because no new demand management methods are to be implemented.	
<b>Option B</b>	-	-	-	N	-	-	-	<p>Demand Management measures may impact all targets groups. It is assumed that disabled persons who are eligible for disabled parking will be excluded from these measures and no reduction in disabled parking will occur.</p> <p>Those on a low income will be most severely impacted financially.</p>	<p>An accessibility Strategy should be produced to include:</p> <p>Information on increased parking charges should be communicated effectively, to include local faith groups, help the aged, schools, colleges, libraries</p> <p>Information should be provided in a range of languages suitable for the local communities for example Polish</p> <p>Public transport improvements should be implemented at the same time as the demand management measures and these need to be affordable to all target groups</p> <p>No reduction in disabled</p>

Options	Equality Target Group							Reason/comment	Mitigation
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief groups		
									parking should occur  Specific care should be taken to assess the impact on people on low incomes
<b>Option C</b>	-	-	-	-	-	-	-	As Option B above	As option B above
<b>Option D</b>	--	--	--	-	--	--	--	<p>These demand Management measures may have a higher negative impact on all targets groups.</p> <p>There will be a high cost involved and unless alternative accessible transport choices are provided along side these measures the all targets groups will suffer as results.</p> <p>Access to basic amenities may be limited, such as GPs, education, employment, community facilities etc</p> <p>It is assumed that disabled persons with who are eligible for disabled parking will be excluded from these measures and no reduction in disabled parking will occur.</p> <p>All target groups in particular those on a low income will be impacted.</p>	<p>An accessibility Strategy should be produced to include:</p> <p>No impact on Information on increased parking charges should be communicated effectively, to include local faith groups, help the aged, schools, colleges, libraries</p> <p>Information should be provided in a range of languages suitable for the local communities for example Polish</p> <p>Public transport improvements should be implemented at the same time as the demand management measures and these need to be affordable to all target groups</p> <p>No reduction in disabled parking should occur</p>

### 3.5 Highways Improvement Options Appraisal

#### **Option A: Highways**

- No other significant changes in highway capacity – limited congestion control through Intelligent Transport Systems (ITS), traffic signal settings, Urban Traffic Control (UTC) etc
- Local safety measures, focussing on those routes with highest accident rates through a comprehensive route management approach
- Dorchester Transport and Environment Plan (DTEP)

#### **Option B: Highways**

- A31 – Junction improvements at Canford Bottom with introduction of ‘hamburger’ scheme
- A31 – local west bound widening at Ringwood
- B3073 Parley Cross to A338 Blackwater junction – on line improvements and widening
- Improvements at key local junctions, especially associated with Bus Showcase Corridors
- In addition to the bus showcase corridors, adopt comprehensive and holistic route management approaches on other prime transport corridors to surrounding settlements in South East Dorset that will help facilitate development that will deal with issues of safety, congestion and air quality.
- Creation of joint traffic control centre

#### **Option C: Highways**

- A31 – Junction improvements at Canford Bottom with introduction of ‘hamburger’ scheme
- A31 – local widening at Ringwood
- B3073 Parley Cross to A338 Blackwater junction – on line improvements and widening
- Improvements at key local junctions
- In addition to the bus showcase corridors, adopt comprehensive and holistic route management approaches on other prime transport corridors to surrounding settlements in South East Dorset that will help facilitate development that will deal with issues of safety, congestion and air quality.
- Creation of joint traffic control centre

#### **Option D: Highway Improvements**

- A31 Ameysford to Merley – dual along the existing alignment with grade-separated junction at Canford Bottom
- A31 to Poole Link Road between Canford Bottom and Mannings Heath
- Castle Lane Relief Road between A338 and A341/A347 (Northbourne roundabout)
- A338 to A3060 Link serving Riverside Avenue Park and Ride site and then extended along Riverside Avenue to A3060 with widened Castle Lane East to Iford Bridge

- B3073 East Parley to A338 widening with improvements to Blackwater Junction
- Link from East Parley to A31 to Poole Link Road
- A338 widening between Blackwater (B3073) and Cooper Dean (A3060) junctions
- Junction improvements at A338 junctions – St Paul's roundabout (A35) and Cambridge Road(B3066)
- Junction improvements at Fountain roundabout (A35/B3073) and Stony Lane (A35/B3347)
- A350 Corridor improvements
- A31/A35 improvements – Wimborne to Dorchester
- Joint traffic control centre

Table 4-4 Highways Appraisal Option A, B, C & D

Options	Equality Target Group							Reason/comment	Mitigation
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/Belief groups		
Option A	N	N	N	N	N	N	N	This option is neutral to the Equality Groups as no significant change in highway capacity is proposed.	
Option B	+/-	+/-	+/-	+/-	+/-	+/-	+/-	<p><b>Short Term Impacts</b></p> <p>During the construction phase local residents may be impacted through noise, air quality and congestion. Older and disabled people may be particularly affected by congestion, reduced access, noise and dust during the construction phase.</p> <p>The road improvements between the B3073 Parley Cross and A338 Blackwater junction are located approximately 2km from Castle Lane West which was described as an area of concern for nitrogen dioxide. Thus diversions during the construction phase may have implications for the areas levels of nitrous oxide.</p> <p><b>Long Term Impacts</b></p> <p>Highways improvements will reduce congestion and improve safety, reducing road casualties. This will benefit all but especially disabled people, children and older people.</p>	<p>Ensure that non car-users are not detrimentally affected by incorporating cycling and pedestrian accessibility into the infrastructure.</p> <p>Access should be provided for older and disabled individuals particularly during the construction phase.</p>

Options	Equality Target Group							Reason/comment	Mitigation
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/Belief groups		
								<p>Route management will deal with issues of air quality, benefiting all but particularly those affected by respiratory illnesses, children and elderly people.</p> <p>Improvements associated with Bus Showcase Corridors will improve accessibility for all. But particularly those without a car who typically include the poor and unemployed as well as the young and the elderly.</p> <p>However, the improvements are only beneficial to car users and the reduced car journey time may increase car use in the long term.</p>	
<b>Option C</b>	+	+	+	+	+	+	+	<p>Highways improvements will reduce congestion and improve safety, reducing road casualties. This will benefit all but especially disabled people, children and older people.</p> <p>Route management will deal with issues of air quality, benefiting all but particularly those affected by respiratory illnesses, children and elderly people.</p> <p>Improvements associated with Bus Showcase Corridors will improve accessibility for all. But particularly those without a car who typically include the poor and unemployed</p>	<p>Ensure that non car-users are not detrimentally affected by incorporating cycling and pedestrian accessibility into the infrastructure.</p> <p>Access should be provided for older and disabled individuals particularly during the construction phase.</p>

Options	Equality Target Group							Reason/comment	Mitigation
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/Belief groups		
								<p>as well as the young and the elderly.</p> <p>During the construction phase local residents may be impacted through noise, air quality and congestion. Older and disabled people may be particularly affected by congestion and reduced access during the construction phase. Additionally, the improvements are only beneficial to car users and the reduced car journey time may increase car use in the long term.</p> <p>The road improvements between the B3073 Parley Cross and A338 Blackwater junction are located approximately 2km from Castle Lane West which was described as an area of concern for nitrogen dioxide. Thus diversions during the construction phase may have implications for the areas levels of nitrous oxide.</p>	
<b>Option D</b>	--	--	--	--	--	--	--	<p>During the construction phase local residents may be impacted through noise, air quality and congestion. Older and disabled people may be particularly affected by congestion and reduced access during the construction phase. Additionally,</p>	<p>Access should be provided for older and disabled individuals particularly during the construction phase.</p>

Options	Equality Target Group							Reason/comment	Mitigation
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/Belief groups		
								<p>the improvements are only beneficial to car users and the reduced car journey time may increase car use in the long term.</p> <p>Seven of the proposed highways improvements are located within 2kms of AQMAs and as such diversions during the construction phase may have implications for these AQMAs.</p> <p>Highways improvements will reduce congestion and improve safety, reducing road casualties. This will benefit all but especially disabled people, children and older people.</p> <p>Route management will deal with issues of air quality, benefiting all but particularly those affected by respiratory illnesses, children and elderly people.</p> <p>.</p>	



## 4 Preferred Strategy

### 4.1 Introduction

The final LTP3 Preferred Strategy includes a combination of elements from the sub – topics and these have been integrated as policies within the Draft LTP3 as listed below:

#### **LTP-GEN1**

#### **LTP3 Goals**

Bournemouth Borough Council, the Borough of Poole and Dorset County Council will pursue a co-ordinated package of education, integrated transport and land-use policies to achieve the following outcomes:

- Support a more productive and prosperous economy, with improved reliability, efficiency and connectivity of transport networks and communications
- Reduce the overall level of emissions of carbon dioxide and other greenhouse gases from travel and transport and ensure the network is resilient
- Promote more equal opportunities for everyone, including access to services they need, to create a fairer society
- Reduce the risk of death, injury or illness arising from transport and promote travel modes that encourage healthy, active lifestyles
- Protect and enhance the quality, local distinctiveness and diversity of Dorset's built and natural environment, and improve individual well-being and enjoyment of places
- Achieve value for money in all transport investment

#### **LTP-GEN2 - Sustainable travel patterns**

The authorities, together with their partners, will seek to manage travel demand through a mix of hard and soft measures to encourage sustainable travel patterns, including:

- Land use planning policies and strategic spatial planning
- Encouraging people and businesses to reduce the need to travel via virtual access and co-location of facilities through the land use planning process
- Encouraging smarter choices

- Car parking policies
- Prioritising the use of the highway network

### **LTP-GEN3 - Highway network function**

Reviews of the highway network function shall have regard to the need to balance user demands and reflect the local context. For all decisions affecting Dorset's rural highways the Dorset Rural Roads Protocol shall apply to ensure the conservation and enhancement of the outstanding quality of its landscape and settlements, while delivering a safe and convenient network for all modes of transport.

#### **1. Minimise the Need for Travel**

### **LTP-A1 - Land use and transport**

When preparing Local Development Documents, and their regeneration and investment strategies, the Local Planning Authorities and Regeneration Agencies shall have regard to the provisions of the LTP3, to ensure that as far as possible, development and redevelopment proposals make the best use of existing transport infrastructure and services, improve connectivity locally and in the wider area where appropriate, and provide high levels of accessibility for all with an emphasis on sustainable modes of travel. Where major development is permitted outside Town Centre areas, additional public transport, cycling and walking facilities will be sought to minimise use of the car.

### **LTP-A2 - Major development**

Through seeking a step change in the quality and reliability of public transport services, policy within the LTP will support land use policy that encourages major development in the main urban areas and in centres along key public transport corridors and around transport hubs, to maximise the potential use of public transport.

### **LTP-A3 - Developer funding**

In order to support delivery of the LTP, the Local Planning Authorities shall have regard to the provision of developer funding requirements for transport within Local Development Documents in order to ensure that new development is served by adequate transport infrastructure and that impacts on the existing transport network are mitigated. This shall include requirements for developers to:

- Contribute towards priorities and schemes contained within the LTP that are deemed to directly relate to, and mitigate impacts of, their development

- Fund the necessary transport infrastructure and mitigation measures required for the development of their particular site. This shall include sufficient links to walking, cycling and public transport networks
- Make financial contributions towards pooled funds or when introduced a Community Infrastructure Levy, where appropriate, to provide transport infrastructure identified as necessary to support planned growth and mitigate the proportionate cumulative impact of additional trips generated by their development on the wider transport network, in accordance with government guidance

### **LTP-B1 - Accessibility planning**

Working closely with the Local Planning Authorities, the authorities will seek to ensure that Accessibility Planning is embedded within planning and strategy documents and continue to encourage service providers to embed accessibility considerations within their service delivery investment programmes.

## **2. Strategic Road Networks**

### **LTP-C1 Strategic connectivity**

The authorities will work with Network Rail, public transport operators, the airport operator, the Highways Agency and neighbouring authorities to ensure that connections between Dorset and other parts of the UK, especially to Bristol and the north, are maintained, improved and resilient to climate change events. This shall include working with relevant partners to:

3. Ensure high quality surface access to Bournemouth Airport to support existing and projected passenger growth and promote it's role as an international gateway
4. Provide reliable access to the sub-region's ports and support growth in passenger and freight services
5. Identify and develop schemes on the rail network to increase capacity and reliability for both passenger and freight services
6. Support the role of local, national and international tourism in the sub-region

### **LTP-C2 HA memorandum of understanding**

In order to guide future development in Dorset so that its affects on the A31 / A35 strategic road network are minimised, the authorities will seek to ensure that the Highways Agency Memorandum of Understanding is a material consideration in the assessment of relevant planning applications.

### **LTP-C3 Freight connectivity**

Working with partners, strategic network improvements will support the efficient and reliable movement of freight within the sub-region whilst seeking to improve the environmental performance of the freight industry, including:

- Supporting the role of air freight at Bournemouth Airport in accessing international markets, whilst minimising associated impacts on local residents and the environment
- Maximising future opportunities to enhance the role of rail freight in the sub-region, including the development and expansion of rail freight terminals, particularly at the Port of Poole

#### **LTP C-4 Strategic network improvements**

In order to deliver the strategic transport infrastructure identified as necessary to mitigate the cumulative impacts of planned growth in South East Dorset to 2026, the authorities will seek to ensure that developer funding through pooled contributions, or as replaced by a local CIL, shall complement other third party funding sources, including bids to central government.

#### **LTP C-5 New road infrastructure**

New roads will only be constructed where it can be demonstrated there is a strategic need that meets corporate priorities and will be subject, where necessary, to further Appropriate Assessment to consider potential impacts on Special Areas of Conservation and Special Protection Areas. Design and construction shall take into account impacts on the environment and provision for alternative modes to the car.

#### **LTP-C6 Land reservations**

Local Planning Authorities will have regard to the requirements for significant transport improvements as proposed in the LTP3 when establishing land reservations in Local Development Documents.

### **3. Managing and maintaining the existing network more efficiently**

#### **LTP-D1 Asset Management**

The authorities will maximise opportunities for collaborative working, including with neighbouring authorities, to ensure that the transport network and associated assets are adequately managed and maintained to an appropriate and safe condition through effective Asset Management, which:

- focuses on the long term outcomes of providing a fully sustainable highway network with reduced costs and environmental impacts.

- incorporates maintenance programmes assessed against their impacts on waste, carbon emissions, noise and air quality, as well as the historic and natural environments.
- seeks to maintain current Levels of Service at a minimum

#### **LTP-D2 Co-ordination of maintenance**

Where feasible, maintenance schemes will be integrated with improvement schemes to minimise disruption to the network and ensure efficient use of resources.

#### **LTP-D3 Works on the highway**

Under current or new government guidance or powers, the authorities will ensure that works undertaken on the local network by third parties such as utility companies or developers are completed to the highest standard and that the robustness of such works are monitored, with the third parties being required to take corrective action as necessary.

#### **LTP-D4 Street lighting**

The street lighting network will be managed and improved to minimise environmental impact without compromising on road safety and personal security, and to enhance conservation and quality of life improvement areas.

#### **LTP-D5 Resilient transport network**

The authorities will identify the most vulnerable parts of the transport network to the impacts of climate change, seek to implement appropriate mitigation, and develop contingency plans for the maintenance of travel during extreme weather or other events affecting the network.

#### **LTP-E1 Efficiency of existing highway**

The efficiency of the existing highway will, where appropriate, be enhanced by:

- improvements at critical junctions;
- extension of Urban Traffic Control / Intelligent Transport Systems;
- management of on and off street parking;
- provision of parking information to motorists;
- re-allocating road space to give priority to buses, cyclists and pedestrians;

- promoting neighbourhoods that support the needs of residents;
- reviewing speed limits to regulate traffic flow and fuel efficiency of vehicles

### **LTP-E2 Traffic management**

On Bus Showcase Corridors traffic management and restrictions on parking and development will be applied to improve the flow and reliability of bus services.

### **LTP-E3 Joint Traffic Control Centre**

The authorities will seek to establish a Joint Traffic Control Centre (JTCC), operated by an independent organisation and overseen by a single Traffic Manager, to improve co-ordination of expeditious traffic movement within and across the authority boundaries.

### **LTP-E4 Long distance east-west traffic**

In conjunction with Hampshire County Council, long distance East- West traffic through the South East Dorset conurbation will be discouraged from diverting onto less suitable routes by:

- Direction signing promoting use of the A31 Trunk Road
- Better information for tourists
- Promotion of Rail Park & Ride

### **LTP-E5 Freight Quality Partnership**

The authorities will work with freight generators, through the Freight Quality Partnership, to pursue the following strategic priorities for freight movement within the sub-region:

- Support the sustainable and efficient movement of freight to, from and within the sub-region
- Support national and locally led initiatives to accelerate the introduction of low carbon transport through improving the environmental performance of the freight industry
- Minimise impacts of noise, pollution and disturbance on other road users, local communities and the environment

### **LTP-E6 Freight routes and facilities**

A Freight Route and Facilities Map will be established and be subject to review and update at each major LTP review. Information shall include recommended lorry

routes, road standards, weight limitations, area restrictions, lorry parking, ports and Ro-Ro ferries and major industrial estates.

#### **4. Public Transport alternatives to the car**

##### **LTP-F1 Integrated Transport Authority**

The authorities will seek to form a single Integrated Transport Authority to provide the driving force to co-ordinate, promote and secure, in partnership with public transport operators, a high quality, sustainable, and accessible low carbon public transport system in Dorset which responds to current and forecast future demand, and the local needs of both residents and visitors.

##### **LTP-F2 Bus provision**

Local bus services and provision will be kept under review in partnership with the main operators, and through Quality Bus Partnerships, with a focus on improving service levels, "greening" the bus fleet, and access, for all, to key services and facilities.

##### **LTP-F3 Park and Ride**

Strategic Park & Ride capacity will be developed at appropriate locations to assist sustainable transport movement to and from town centres. Park & Ride sites proposed in LTP3 shall be identified and safeguarded in relevant Local Development Documents. Implementation of new sites will be phased in conjunction with parking restraint, reviews of parking charges and other demand management measures.

##### **LTP-F4 Light Rapid Transit**

Further investigation will be undertaken during the LTP period into the feasibility of a future Light Rapid Transit scheme for the South East Dorset conurbation.

##### **LTP-F5 Rail Park and Ride**

Park & Ride journeys by rail will be promoted at stations with identified demand in conjunction with the rail operators.

##### **LTP-G1 Equality**

The authorities will work in partnership with relevant organisations to ensure the access needs of groups defined in the Equalities Act 2010 are met as far as practicable, including improving physical access to public transport services for elderly people, people with disabilities and families with children

##### **LTP-G2 Smartcards**

Opportunities will be actively sought to introduce a Smartcard based cross-modal fares system in Dorset. The authorities will support the implementation of a national system, and participate in local pilots where possible.

### **LTP-G3 Travel information**

In partnership with public transport operators, the authorities will ensure that high quality, accessible, and increasingly personalised travel information, is available to all covering end to end journeys involving public transport, and the integration with other modes.

### **LTP-G4 Seamless travel**

The authorities will work with LTP partners to develop seamless integration between all types of transport modes, with a focus on high quality public transport interchanges.

### **LTP-H1 Community transport**

The authorities will seek to increase social inclusion by working in partnership with Community Transport Providers and the voluntary sector to develop a thriving community transport sector that delivers financially sustainable services for disadvantaged groups which are well integrated with commercial public transport routes and hubs.

### **LTP-H2 Supported services**

Subject to the availability of resources, and consideration of alternative solutions, the authorities will seek to support socially necessary local bus services to complement commercially provided services where necessary to maintain levels of accessibility.

## **5. Active travel and “greener” travel choices**

### **LTP-I1 Active Travel priorities**

The authorities will prioritise and promote walking and cycling as the first choice travel modes for trips under 5 km, for people of all ages and abilities, in order to encourage modal shift towards sustainable travel modes and improve accessibility for those without access to a car. This will be supported by:

- maximising their role as key transport modes, and to assist in reducing LTP-Ithe use of private cars, by raising their status and promoting them as a healthy, economic, and energy efficient means of transport
- improving the pedestrian and cyclist environment by giving them greater priority and reducing danger from speed and volume of traffic



- developing and maintaining safe, convenient, efficient and attractive transport infrastructure conducive to cycling and walking

### **LTP-I2 Cycling infrastructure**

Cycling infrastructure investment will be targeted towards creating continuous, convenient and safe routes in line with prioritised Strategic Cycle Route Networks.

### **LTP-I3 Utility cycling**

Resources available for promoting cycling and making improvements to routes will be prioritised towards utility cycling (to access employment and services). The authorities will work with other partners and identify alternative funding sources to improve routes used purely for leisure and tourist cycling.

### **LTP-I4 Active travel in new development**

New development should actively seek to be well integrated with, and not compromise, existing and proposed walking and cycling routes and facilities. The provision of appropriately located new footways and cycle routes, or improvements to existing facilities, will be expected in order to achieve this.

### **LTP-I5 Cycle parking**

Secure and convenient cycle storage facilities will be provided at key destinations such as town centres, schools, transport interchanges, parks and tourist destinations. Businesses and other land owners will be encouraged to do the same.

### **LTP-I6 Integration with public transport**

The authorities will work with LTP partners to increase opportunities for cyclists and pedestrians to integrate and interchange with public transport. This will be supported by improved direction signing, access and facilities for pedestrians and cycles implemented at all local rail stations

### **LTP-J1 Green travel behaviour**

To promote modal shift towards sustainable travel modes, a long term co-ordinated, integrated package of targeted Smarter Choices measures will be pursued to instil positive travel choices and raise travel awareness of public transport, active travel and smarter choices alternatives to car use, and their associated health, environmental and wider social benefits.

### **LTP-J2 Transport Assessments and Travel Plans**

The authorities will ensure that Local Development Documents include requirements for Transport Assessments and Travel Plans for all planning applications for development that may have significant impacts on the transport network. These

should consider potential impacts on all modes of transport, including walking and cycling and the safety of all users, and clearly set out how access by alternative modes to the car will be promoted and impacts on the environment (including CO2 emissions) minimised.

#### **LTP-J3 Low carbon vehicle technology**

The authorities will support the uptake of new low carbon vehicle technology, and particularly local innovative businesses to stimulate the Green Knowledge Economy. Local Planning Authorities shall have regard to these requirements in preparing Local Development Documents to encourage the installation of charging points and /or the allocation of car parking spaces for electric vehicles in new development.

#### **LTP-J4 Sustainable tourism**

Sustainable tourism to, from and within the sub-region will be encouraged and supported with the aims of reducing carbon emissions, minimising the impact on the natural environment and supporting the local tourist industry.

#### **LTP-J5 Air Quality and noise**

The authorities will work with Environmental Health Officers to monitor, manage, and mitigate the impacts of noise and air pollution from transport, with a focus upon maintaining them within acceptable levels by:

- Ensuring effective Air Quality Action Plans are maintained for all Air Quality Management Areas
- Addressing the First Priority Areas identified in the DEFRA Noise Action Plans

#### **LTP-K1 Public realm and streetscapes**

The authorities will reduce street clutter and make streetscape improvements by seeking to use high-quality materials and street furniture to enhance the public realm and its accessibility, for all users, in ways that respond to the local context and strengthen local distinctiveness. On rural roads the Dorset Rural Roads Protocol will be applied to minimise the impact of street furniture, signing and lining on the rural environment.

### **6. Travel safety measures**

#### **LTP-L1 Integrated road safety**

An integrated approach to road safety will be adopted to reduce casualties which takes opportunities to support healthier lifestyles through promoting walking and cycling, tackle deprivation and enable neighbourhood renewal, and create quality public spaces and streetscapes.

### **LTP-L2 Road safety priorities**

The authorities will continue to develop strategic partnership working co-ordinated through the Dorset Road Safe partnership to apply a holistic approach to casualty reduction and prevention through Engineering, Education and Enforcement, targeted towards the most vulnerable users as appropriate, and focusing upon:

- Pedestrian and cyclist casualties in urban areas
- Protecting children and young people
- Motorcycle (Powered Two Wheeler) casualties
- Rural roads
- Poor road user behaviour
- Illegal and inappropriate speed

### **LTP-L3 Prioritisation of safety initiatives**

All road safety schemes will be identified based upon prioritisation of accident savings on routes, junctions, road lengths or speed limit sections, and a high priority will be given to integrating road safety within all highway maintenance schemes and schedules and other local improvement and regeneration projects

### **LTP-M1 Safety and security**

The authorities will work with partners, including the Police, public transport operators and Network Rail, to reduce actual and perceived safety and security concerns towards the use of the transport network and to reduce its vulnerability to terrorism and vandalism

## **7. Managing demand for private car use**

### **LTP-N1 Supply and pricing of parking**

Complementary parking policies will support the local economy but, through supply and pricing, not undermine the use of public transport and low carbon forms of travel. Parking policies in the urban areas should, through supply and pricing mechanisms, discourage commuter/ long stay parking in the town centres to actively encourage the use of park and rides, public transport and other low carbon forms of travel.

### **LTP-N2 Controlled parking zones**

Controlled Parking Zones (CPZs) will be further developed as a means of effectively regulating and managing on-street parking. In and adjacent to CPZs, the following controls will be investigated and introduced where appropriate:

Preferential Residents Parking Schemes – including investigating the use of differential rates based on vehicle fuel efficiency;

- Pricing of on-street spaces;
- Car parking restrictions to provide space for public transport, cycles or facilities for people with disabilities.


#### 4.2 Preferred Strategy Appraisal


This EqIA appraises the impact of the Preferred Strategy on certain target Equality Groups, the following Table 6-1 provides the appraisal of the Preferred Strategy.


##### Key:


The symbols in the appraisal Table 6-1 illustrate the following;

 - High level positive impact

 - Low level positive impact

 - Uncertain

 - High level negative impact

 - Low level negative impact

 - Neutral

Table 6-1 Preferred Strategy Appraisal

Policy	Equality Target Group							Comment
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief Group	
LTP-GEN1	++	++	++	++	++	++	++	Promoting equal opportunities for everyone will be particularly positive for elderly, disabled and people on low incomes who often face accessibility inequalities.
LTP-GEN2	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	Encouraging sustainable travel will benefit all Equality Groups in the long term but in the short term hard measures such as increased car parking charges and reduced availability of parking may be detrimental to accessibility for all Equality Groups.
LTP-GEN3	++	++	++	++	++	++	++	Balancing user demand to reflect the context of local transport needs should benefit all equality groups.
LTP-A1	++	++	++	++	++	++	++	If all of the Equality Groups are considered when providing 'high levels of accessibility for all' then the policy will be highly positive.
LTP-A2	+	+	++	+	+	+	+	Improving public transport links and major development along transport corridors will be beneficial especially for those on low incomes.
LTP-A3	+	+	+	+	+	+	+	Ensuring that new development has sufficient transport links should benefit all the Equality Groups.
LTP-B1	++	++	++	++	++	++	++	Accessibility Planning will benefit all Equality Groups
LTP-C1	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	Provided that the capacity for increases in freight services and increases in tourism are carried out in a sustainable way and that the local economy benefits the outcome, this will be positive, however any new infrastructure may increase noise and dust levels, during construction and operation and

Policy	Equality Target Group							Comment
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief Group	
								increase physical severance.
LTP-C2	+	+	+	+	+	+	+	Future growth while minimising the impact on the Strategic Road Network which will be beneficial to the Equality Groups.
LTP-C3	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	Supporting the efficient and reliable movement of freight will be beneficial. However, extensions of air freight may have a negative impact on the Equality Groups in terms of air quality and noise.
LTP C-4	-	-	-	-	-	-	-	Encourages the use of cars, therefore possibly negative impact on air quality, schemes may reduce congestion Increases severance and promotes private car use, thus will not promote healthy lifestyles and will not reduce car dependency
LTP C-5	+	+	+	+	+	+	+	The construction of roads only where strategically necessary, for instance to reduce congestion, should be beneficial to the equality groups provided that environmental impacts are considered and mitigated.
LTP-C6	+	+	+	+	+	+	+	Assuming that and EqIA has been carried out for all LDF documents this policy should be positive.
LTP-D1	+	+	+	+	+	+	+	Sustainable highways networks and the maintenance of transport infrastructure are beneficial to the equality groups.
LTP-D2	+	+	+	+	++	++	+	Minimising disruption particularly for the elderly and disabled will be beneficial.
LTP-D3	+	+	+	+	+	+	+	Maintaining high standards is beneficial to the equality groups.
LTP-D4	+	+	+	+	+	+	+	Minimising the environmental impact will be beneficial to the equality groups provided this does not compromise personal safety.

Policy	Equality Target Group							Comment
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief Group	
LTP-D5	+	+	+	+	++	++	+	Transport mitigation in terms of extreme weather events is particularly important for disabled and elderly people who may otherwise find themselves isolated.
LTP-E1	+	+	+	+	+	+	+	Positive provided that the short term negative impacts during the construction phase of highways improvements are mitigated.
LTP-E2	+	+	+	+	+	+	+	Provided that suitable parking facilities for the disabled are available.
LTP-E3	+	+	+	+	+	+	+	Improving co-ordination of expeditious traffic movement within and across the authority boundaries will be beneficial to all Equality Groups.
LTP-E4	+	+	+	+	+	+	+	Diverting traffic from the South East Dorset conurbation will reduce congestion and benefit local residents.
LTP-E5	+	+	+	+	+	+	+	Minimising noise, pollution and disturbance through the sustainable and efficient movement of freight will have a positive impact on the equality groups.
LTP-E6	+	+	+	+	+	+	+	Will be positive provided the placement of recommended routes and major industrial estates does not have a detrimental effect on any particular equality group.
LTP-F1	++	++	++	++	++	++	++	An accessible integrated transport system will have a highly positive impact on the equality groups.
LTP-F2	++	++	++	++	++	++	++	Improving access for all should benefit all of the equality groups.
LTP-F3	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	Park and Ride should reduce congestion in urban areas; however congestion may increase in rural areas dependant on locations. Noise, crime etc may increase.
LTP-F4	N	N	N	N	N	N	N	

Policy	Equality Target Group							Comment
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief Group	
LTP-F5	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	Park and Ride at rail stations should reduce congestion in urban areas; however congestion may increase in rural areas dependant on locations.
LTP-G1	++	++	++	++	++	++	++	By considering the Equalities Act 2010 differential impacts on the Equality Groups should be mitigated.
LTP-G2	+	+	+	+	+	+	+	Should encourage the use of public transport due to ease of use though initial campaigns to educate the Equality Groups must take place, for instance, the provision of information in different languages and formats, eg. Braille.
LTP-G3	+	+	+	+	+	+	+	Similarly travel information should be available in different languages and formats, eg. Braille.
LTP-G4	+	+	+	++	+	++	+	The integration of public transport modes will be beneficial to the Equality Groups in particular to those that do not have access to a car.
LTP-H1	++	++	++	++	++	++	++	By targeting disadvantaged groups the policy should promote equality.
LTP-H2	++	++	++	++	++	++	++	Supporting socially necessary local bus services is important to prevent isolation of communities particularly where people do not have access to a car and promote healthy lifestyles.
LTP-I1	+	+	+	+	+	+	+	Promoting alternatives to car use will benefit people without access to a car and promote healthy lifestyles.
LTP-I2	+	+	+	+	+	+	+	Providing continuous, convenient and safe cycle routes will benefit those without access to a car and promote healthy lifestyles.
LTP-I3	+	+	+	+	+	+	+	Promoting utility cycling will benefit people without access to a car, enabling access to employment opportunities.
LTP-I4	+	+	+	+	+	+	+	Integrating new development with walking and cycling routes



Policy	Equality Target Group							Comment
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief Group	
								should benefit the Equality Groups.
LTP-I5	+	+	+	+	+	+	+	The availability of secure cycle storage should make cycling a more practical transport option for the Equality Groups.
LTP-I6	+	+	+	+	+	+	+	Integrated public transport systems should help improve access to facilities particularly for those without access to a car.
LTP-J1	+	+	+	+	+	+	+	Information for the promotion of sustainable travel modes should be available in different languages and formats, eg. Braille.
LTP-J2	+	+	+	+	+	+	+	Incorporating Transport Assessments with planning applications should benefit Equality Groups.
LTP-J3	+	+	+	+	+	+	+	In the long term investment in low carbon technology should be beneficial to equality groups .
LTP-J4	+	+	++	+	+	+	+	Tourism should benefit the local economy by providing jobs and investment particularly benefiting those on low incomes but must be well managed to prevent congestion and the degradation of local assets.
LTP-J5	+	+	+	+	+	+	+	Mitigating noise and air pollution from transport will have a positive impact.
LTP-K1	++	++	++	++	++	++	++	Streetscape improvements will have a positive impact.
LTP-L1	++	++	++	++	++	++	++	Integrated approach to road safety should benefit the Equality Groups.
LTP-L2	++	++	++	++	++	++	++	Engineering, Education and Enforcement will benefit the Equality Groups.
LTP-L3	+	+	+	+	+	+	+	Positive provided that safety schemes are targeted to all communities.

Policy	Equality Target Group							Comment
	Women	Men	Race/ Ethnicity	Disabled people	Sexuality	Age	Faith/ Belief Group	
LTP-M1	+	+	+	+	+	+	+	Beneficial to all Equality Groups.
LTP-N1	-	-	--	--	-	--	-	Parking policies may detrimentally affect the Equality Groups particularly the elderly and disabled who may require access to parking due to dependence on car use and people on low incomes who may be unable to afford parking charges.
LTP-N2	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	+ / -	CPZs may differentially impact upon individuals who cannot afford to have the most fuel efficient cars or pay for on street parking.

## 5 Summary and Recommendations

The EqIA has highlighted a number of key issues which must be taken into consideration when assessing the suitability of the different potential LTP3 policy options. The majority of these impacts will be shared across all target groups and 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 the implementation of Construction Environmental Management Plans (CEMP) during the construction phase.

Negative impacts also include the introduction of demand management initiatives. Some of the equality groups may not understand the new schemes this may cause confusion.

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

In terms of the long term impacts from air pollution if congestion is not addressed and air quality decreases, this will impact all equality groups. It recommended that air monitoring continues and sustainable active travel is promoted.

Consideration of the Equalities Act 2010 in policy LTP-G1 should ensure that any potential inequalities are mitigated across the Equalities Groups.

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