

Revised February 2015

Department: Growth Places
Team or Service Area Leading Assessment: Planning and Transport
Title of Policy: Climate Emergency Action Plan
Proposals to introduce a Staff Travel Plan for 2023
Date of proposals: 2023 **Committee:** Levelling Up - Place
Lead Officer: Melanie Taylor

STEP 1 - IDENTIFYING THE PURPOSE OR AIMS

1. What type of policy, service or function is this?

Existing New/ proposed Changing/ updated

2. What is the aim and purpose of the policy, service or function?

This plan has the following aims and purpose:

- Reduce the Council's emissions due to transport by 20% by 2030
- Easing peak time congestion pressures on the town centre thus improving public transport reliability, public realm and freeing capacity for essential trips
- Reducing harmful emissions from motor vehicles across the resort, specifically nitrogen dioxide, sulphur dioxide and particulate matter (PM10 and PM2.5)
- Enabling the uptake of electric vehicles
- Assisting the Healthy Weight and Active Travel Strategies by encouraging cycling, walking and public transport uptake
- Supporting the public transport network
- Reducing Council travel support expenditure
- Contribute to enabling car parking land to be released for other purposes
- Providing a lead to other Blackpool organisations adopting travel plans
- To use the staff car parking and travel page and other promotion to encourage alternative transport mode use.

3. Please outline any proposals being considered.

Existing provision in support of the uptake of sustainable transport modes – public transport, cycling and walking – for commuting and in-work travel purposes, will be promoted and expanded. Progress will be tracked against a set of performance indicators, managed by an officer group. The premier target is reducing the Council's polluting emissions by 20% by 2030.

4. What outcomes do we want to achieve?

Significant modal shift from car travel for commuting and in-work travel to sustainable modes in line with the targets and performance indicators that have been stipulated. This will have a number of secondary outcomes in improving air quality, improving public realm and reducing traffic congestion.

5. Who is the policy, service or function intended to help/ benefit?

The Blackpool Council workforce and the wider community, together with contributing to national attempts to limit global warming.

6. Who are the main stakeholders/ customers/ communities of interest?

The Blackpool Council workforce and the community as a whole.

7. Does the policy, service or function have any existing aims in relation to Equality/ Diversity or community cohesion?

The Plan does not have any direct equal opportunities aims, but the traffic decongestion, air quality improvements and improved public realm that it might achieve in the long-term would be of considerable benefit to elderly persons, disabled persons, children and the community as a whole.

There is no detriment to car dependent groups as the right to drive is not affected, rather travel alternatives are suggested.

STEP 2 - CONSIDERING EXISTING INFORMATION AND WHAT THIS TELLS YOU

8. Please summarise the main data/ research and performance management information in the box below.

<i>Data/ information</i>
Reclaim Blackpool - awaited Census
<i>Research or comparative information</i>
Staff Travel Survey 2022
<i>Key findings of consultation and feedback</i>
Multidisciplinary Staff Travel Plan Group broadly in favour of the Plan's proposals. All current transport options would remain available for all groups. The Plan's advice might assist some people in reducing their travel costs, or highlighting travel opportunities of which people were not aware.

9. What are the impacts or effects for Key Protected Characteristics?

<i>Age</i>
No significant impacts, partly because the target group is largely of working age. Outside the workforce, the possible public realm improvements would assist elderly persons move around the urban environment, particularly those with infirmities.

<i>Disability</i>
<p>If disability extends to the inability to drive, enhanced public transport provision might assist disabled colleagues in reaching work and new colleagues in taking up employment. NoWcard holders can travel for £1 before 9:30. Improved access to journey planning as the potential to highlight viable public transport options to current and future colleagues.</p> <p>Public transport vehicles are disabled accessible by law to a defined standard, which includes some mobility scooters. Peak time crowding might make access difficult, but people will move aside to facilitate scooter access.</p> <p>As with elderly persons, the improved public realm that can come from reduced motor vehicle reliance can benefit disabled persons in moving around the urban environment safely.</p> <p>Parking would continue to be available to driving disabled colleagues, in line with the current situation.</p>
<i>Gender Reassignment</i>
<p>All current travel options would continue to be available and parking arrangements would be unchanged. It should be noted that public transport is a generally benign environment, CCTV monitored and with a professional driver as a witness to any incident. The vast majority of trips are taken without incident, but there can be issues and anti-social behaviour can be of concern, particularly on late evening services (outside normal working time).</p> <p>It is recognised that trans and other LGBT groups have an enhanced risk of harassment on public transport, although there is little local data on this and it might not be an issue. Trans people would weigh this in their decision as to use public transport or drive; however, the Plan's advice might be argued to be placing people in danger if it is excessively forceful.</p> <p>It should be noted that people can be ambushed in car parks, particularly if daily routines are tracked. However, on public transport there is no line of retreat or escape from a moving vehicle.</p>
<i>Marriage and Civil partnership</i>
<p>No additional impact.</p>

<i>Pregnancy and Maternity</i>
<p>It might be difficult for a pregnant woman to reach a seat on a crowded bus and cycling is more difficult in the later months. The individual would weigh this up when contemplating modal shift and the Plan's suggestions do not have to be heeded if they are not compatible with individual circumstances.</p> <p>The need to ferry children at the beginning and end of the working day came out as a concern and reason for driving in the staff travel survey and it's very likely that colleagues in this group will be less able to change travel mode in line with the Plan. However, previous travel options remain available. Improved access to journey planning might assist in finding transport solutions if individuals are so motivated.</p>
<i>Race</i>
<p>There is the potential for colleagues to be harassed on public transport on the grounds of ethnicity, having followed the plan's advice, and this can be an issue. No local data on this is available and it may very well not be an issue in Blackpool. Colleagues will weigh this up in selecting a travel mode. However, as in many areas of life, incidents can arise.</p> <p>It should be pointed out that close to all public transport vehicles are CCTV equipped and this will soon be universal. However, CCTV tends to be of use after an incident. As noted above, there may be no escape route from a moving public transport vehicle, a particular issue if an incident turns violent.</p> <p>During commuting hours when buses are full and people are focused on the working day, incidents are less likely to arise than during say late evening hours.</p>
<i>Religion and Belief</i>
<p>No significant impact.</p>
<i>Sex</i>
<p>Sexual harassment and inappropriate behaviour is sadly a recognised public transport issue and does apply to Blackpool. Clearly such incidents can occur in other contexts, but once more there are fewer escape opportunities on public transport. It also appears that female cyclists are targeted by aggressive drivers disproportionately.</p>

The Reclaim Blackpool project, focused on reducing or preferably eliminating, misogynistic harassment in the town, has some recorded incidents providing at least anecdotal evidence.

Unfortunately crowded peak time services provide cover for inappropriate behaviour. This issue seems intractable, but operators are aware of anti-social behaviour affecting their services and are working with law enforcement agencies to address problems.

Again the Plan might be seen as discriminatory as it can be foreseen that harassment might take place if its advice is followed. However, the same could be said of many areas of life and the only way to avoid this would be to not leave the home. Once again, it must be noted that people can also be targeted in car parks.

Sexual Orientation

The same factors as discussed above would apply. LGBT persons remain an 'out group' to many and this might exacerbate the intensity of any incidents.

10. What do you know about how the proposals could affect community cohesion?

In the long-term, public realm improvements made possible by the wide application of travel planning would make green space available and therefore enhanced social mixing.

Wider use of public transport facilitates social mixing and this can be enhanced as more people use it. There is occasionally a conversation.

11. What do you know about how the proposals could impact on levels of socio-economic inequality, in particular Poverty?

With season products and without a car's fixed costs, sustainable transport offers considerable savings, which can help alleviate poverty if a car is disposed of. There may be savings available while retaining the car, but these will obviously be reduced. If free parking is available, savings will be reduced further.

Many colleagues responding to the staff travel survey stated that the car was the cheapest travel option for them. It's suggested that motoring fixed costs have not

been counted in this calculation. Naturally there is a range of reasons a car must be retained and therefore its costs.

STEP 3 - ANALYSING THE IMPACT

12. Is there any evidence of higher or lower take-up by any group or community, and if so, how is this explained?

No local evidence.

13. Do any rules or requirements prevent any groups or communities from using or accessing the service?

No, all modes are available to all, depending on individual circumstance eg. Disability often means reduced ability to cycle.

14. Does the way a service is delivered/ or the policy create any additional barriers for any groups of disabled people?

No.

15. Are any of these limitations or differences “substantial” and likely to amount to unlawful discrimination?

Yes No

If yes, please explain (referring to relevant legislation) in the box below

16. If No, do they amount to a differential impact, which should be addressed?

Yes X No

If yes, please give details below.

As discussed above, following the Plan's advice could lead to discriminatory incidents eg racial/homophobic harassment. Work to determine whether this is actually a significant issue in Blackpool might be required.

STEP 4 - DEALING WITH ADVERSE OR UNLAWFUL IMPACT

17. What can be done to improve the policy, service, function or any proposals in order to reduce or remove any adverse impact or effects identified?

Intensified anti-harassment/anti-ASB work with law enforcement and transport operators.

18. What would be needed to be able to do this? Are the resources likely to be available?

Some resource is in place; this would be likely to need expansion. There were formerly public transport dedicated Police Community Support Officers and this could usefully be restored. For the Plan's benefit, the effort would need to be during commuting hours.

19. What other support or changes would be necessary to carry out these actions?

To discuss.

STEP 5 - CONSULTING THOSE AFFECTED FOR THEIR VIEWS

20. What feedback or responses have you received to the findings and possible courses of action?
Please give details below.

Contact with Reclaim Blackpool project.

Note results of Staff Travel Survey.

21. If you have not been able to carry out any consultation, please indicate below how you intend to test out your findings and recommended actions.

To discuss.

STEP 6 - ACTION PLANNING

Please outline your proposed action plan below.

Appendix 6(b)

Issues/ adverse impact identified	Proposed action/ objectives to deal with adverse impact	Targets/Measure	Timeframe	Responsibility	Indicate whether agreed
To discuss/complete					

STEP 7 - ARRANGEMENTS FOR MONITORING AND REVIEW

Please outline your arrangements for future monitoring and review below.

Agreed action	Monitoring arrangements	Timeframe	Responsibility	Added to Service Plan etc.
To discuss/complete				

Appendix 6(b)

Agreed action	Monitoring arrangements	Timeframe	Responsibility	Added to Service Plan etc.

Date completed:

Signed:

Name: David Simper

Position: Group Leader (Transport Projects)