


# EQUALITY IMPACT ASSESSMENT – FORDER VALLEY TRANSPORT IMPROVEMENTS

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> This is the person completing the EIA template.	Katrice Deves	<b>Department and service:</b>	Strategic Planning and Infrastructure, Place	<b>Date of assessment:</b>	30 November 2022
<b>Lead Officer:</b> Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine Head of Transport	<b>Signature:</b>		<b>Approval date:</b>	30 November 2022
<b>Overview:</b>	<p><b>Forder Valley Link Road</b></p> <p><u>Aims:</u>          Unlock sustainable growth by reducing current congestion and minimising the impact of additional trips on the highway network that will be generated from new developments in the area</p> <p><u>Objectives:</u></p> <ul style="list-style-type: none"> <li>• To reduce congestion by providing additional network capacity for all users, thereby improving journey times on the A386 corridor and improving access to Derriford from the east;</li> <li>• To support economic development by providing transport infrastructure to support the planned growth in the Derriford and Seaton area;</li> <li>• To promote public transport use by providing bus priority throughout the corridor and improving public transport connectivity from the east;</li> <li>• To encourage use of sustainable travel models by providing an off-highway cycling and pedestrian link between Forder Valley Interchange and Derriford, through to Derriford Community Park and Glacis Park on the west side of the A386.</li> </ul> <p><b>Forder Valley Interchange</b></p> <p><u>Aims:</u>          The Forder Valley Interchange scheme aims to unlock sustainable growth by reducing current congestion and minimising the impact of additional trips on the highway network that will be generated from new developments in the area. The scheme aims to improve journey times and reliability by increasing capacity through localised widening on Forder Valley Road and Forder Valley Interchange and enhancing the pedestrian and cycling facilities. The scheme also aims to relieve queuing on the Forder Valley Interchange circulatory and the A38 trunk road network.</p> <p><u>Objectives:</u></p>				

	<ul style="list-style-type: none"> <li>• Reduce congestion by providing additional transport capacity through localised widening on Forder Valley Road and Forder Valley Interchange.</li> <li>• Improve traffic flow by extending the substandard merge area on Forder Valley Road northbound from Forder Valley Interchange.</li> <li>• Support economic development by providing transport infrastructure to support the planned growth in the Derriford and Seaton areas.</li> <li>• Improve accessibility to employment, education and leisure facilities in the Derriford and Seaton areas particularly by bus and active modes through connecting to the new proposed Forder Valley Link Road.</li> <li>• Encourage use of walking and cycling by upgrading the off-road facility on Forder Valley Road.</li> </ul>
<b>Decision required:</b>	<p>A number of Traffic Regulation Orders (TROs) have been advertised for the schemes. They include:</p> <ul style="list-style-type: none"> <li>• A 40mph speed limit for the new link road (the A3822 Platinum Parkway)</li> <li>• An extension of the ‘clearway’ (no stopping at any time) restriction to include Forder Valley Road and the Platinum Parkway</li> <li>• ‘No u-turn’ restrictions between sections of the central reserve on Forder Valley Road, Novorossiysk Road and the Platinum Parkway</li> <li>• A new ‘no right turn’ restriction from Wilburt Road onto Forder Valley Road, due to the new central reserve (drivers wanting to travel northbound on Forder Valley Road can turn left out of Wilburt Road and route around Leigham Roundabout)</li> <li>• A permanent reduction in the speed limit on Blunts Lane from the national speed limit to 30mph. (The speed limit has been 30mph throughout the works and will remain in place to ensure safe ongoing access for residents, businesses and allotment owners)</li> </ul> <p>Consultation has been undertaken, call in has expired and the TROs should now proceed.</p>

**SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL**

<b>Potential external impacts:</b> Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	<b>Yes</b>		<b>No</b>	X
<b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?	<b>Yes</b>		<b>No</b>	X
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section two)	<b>Yes</b>		<b>No</b>	X

If you do not agree that a full equality impact assessment is required, please set out your justification for why not.

### SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
<b>Age</b>	<p>All data is from the 2011 Census except for age and sex which has been updated with 2021 data. Data will be updated with the 2021 Census data as it becomes available.</p> <p>Plymouth</p> <ul style="list-style-type: none"> <li>• 16.4 per cent of people in Plymouth are children aged under 15.</li> <li>• 65.1 per cent are adults aged 15 to 64.</li> <li>• 18.5 percent are adults aged 65 and over.</li> <li>• 2.4 percent of the resident population are 85 and over.</li> </ul> <p>South West</p> <ul style="list-style-type: none"> <li>• 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.</li> <li>• 22.3 per cent are aged 65 and over.</li> </ul> <p>England</p> <ul style="list-style-type: none"> <li>• 17.4 per cent of people are aged 0 to 14.</li> <li>• 64.2 per cent of people are aged 15 to 64.</li> </ul>	The scheme is not anticipated to have any adverse impact on specific age groups.	A reduction in the speed limit on Blunts Lane will make the lane safer for all age groups.	2022/23 Head of Transport

	<ul style="list-style-type: none"> <li>18.4 per cent of people are aged 65 and over.</li> </ul> <p>(Data sourced from the 2021 Census)</p>			
<b>Disability</b>	10 per cent of our population have their day-to-day activities limited a lot by a long-term health problem or disability (2011 Census).	The scheme is not anticipated to have any adverse impact on specific disability groups.	Crossings and other facilities will be provided to support the visually and mobility impaired.	2022/23 Head of Transport
<b>Gender reassignment</b>	<p>There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).</p> <p>However, in a study funded by the Home Office, the Gender Identity Research and Education Society (GIREs) estimate that between 300,000 and 500,000 people aged 16 or over in the UK are experiencing some degree of gender variance.</p>	The scheme is not anticipated to have any adverse impact on gender reassignment.	N/A	N/A
<b>Marriage and civil partnership</b>	<p>There were 234,795 marriages in England and Wales in 2018.</p> <p>In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of which 7,208 were registered in England and 358 were registered in Wales.</p> <p>There were 785 civil partnerships formed between same-sex couples in England and Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.</p>	The scheme is not anticipated to have any adverse impact on marriage and civil partnerships.	N/A	N/A
<b>Pregnancy and maternity</b>	There were 640,370 live births in England and Wales in 2019, a decrease of 2.5 per cent since 2018. The mid-year 2019 population estimates show that there were 2,590 births in Plymouth.	The scheme is not anticipated to have any adverse impact on pregnancy or maternity.	The scheme will improve journey times and reliability of journeys to health care facilities at Derriford Hospital.	2022/23 Head of Transport

	The total fertility rate (TFR) for England and Wales decreased from 1.70 children per woman in 2018 to 1.65 children per woman in 2019.			
<b>Race</b>	<p>92.9 per cent of Plymouth's population identify themselves as White British. 7.1 per cent identify themselves as Black, Asian or Minority Ethnic.</p> <p>Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three (2011 Census).</p>	The scheme is not anticipated to have any adverse impact on race.	N/A	N/A
<b>Religion or belief</b>	<p>Christianity is the biggest faith in the city with more than 58 per cent of the population (148,917). 32.9 per cent (84,326) of the Plymouth population stated they had no religion (2011 Census).</p> <p>Those who identified as Muslim were just under 1 per cent while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2011 Census).</p>	The scheme is not anticipated to have any adverse impact on religion or belief.	N/A	N/A
<b>Sex</b>	51 per cent of our population are women and 49 per cent are men (2021 Census).	The scheme is not anticipated to have any adverse impact on sex.	N/A	N/A
<b>Sexual orientation</b>	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	The scheme is not anticipated to have any adverse impact on sexual orientation.	N/A	N/A

**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

<b>Human Rights</b>	<b>Implications</b>	<b>Mitigation Actions</b>	<b>Timescale and responsible department</b>
	It is not anticipated that people's human rights will be impacted by the scheme.	N/A	N/A

**SECTION FIVE: OUR EQUALITY OBJECTIVES**

<b>Equality objectives</b>	<b>Implications</b>	<b>Mitigation Actions</b>	<b>Timescale and responsible department</b>
<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	The scheme is not anticipated to impact diversity.	N/A	N/A
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	The scheme is not anticipated to impact equality for women, and staff with disabilities in our workforce.	N/A	N/A
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	The scheme is not anticipated to impact implementation of Our People Strategy.	N/A	N/A
<b>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</b>	The scheme is not anticipated to impact victims of hate crime.	N/A	N/A
<b>Plymouth is a city where people from different backgrounds get along well.</b>	The scheme is not anticipated to impact people from different backgrounds.	The scheme will help provide improved connectivity between neighbouring areas.	2022/23 Head of Transport