


EQUALITY IMPACT ASSESSMENT – BLUNTS LANE/FORDER VALLEY LINK ROAD/SEATON NEIGHBOURHOOD

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Katrice Deves	Department and service:	Strategic Planning and Infrastructure, Place	Date of assessment:	24 April 2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine Head of Transport	Signature:		Approval date:	2 nd May 2023
Overview:	<p>Blunts Lane Blunts Lane is a narrow winding country lane, approximately 1.2km in length, located in the Moor View constituency of Plymouth that links Forder Valley with Plymouth Science Park. The lane currently allows two way traffic.</p> <p>Since its temporary closure in September 2019, the Council has received requests from local residents to keep the restriction in place permanently as local people have enjoyed the freedom of using a car free lane. During this time, traffic has been able to use Manadon, Miller Way and Forder Valley Road (via Crownhill) to access the north of the city. Furthermore, Platinum Parkway opened in February 2023 providing another strategic route to the north of the city making the need for Blunts Lane to remain open to motorised traffic unnecessary.</p> <p>In October 2022 we consulted the residents, businesses and allotment holders nearby and there was strong support for closure, with 92% of respondents supporting a permanent closure to through traffic (whilst maintaining access to properties and land accessed directly from the lane).</p> <p>Concerns raised by respondents were mostly in relation to driver behaviour (inappropriate speed, the lane being too narrow, a lack of passing places, ‘rat running’, poor driver behaviour, inappropriate parking, a perception of too much traffic and noise/pollution). Some respondents also pointed out that alternative routes area available, Manadon and the new Forder Valley Link Road.</p> <p>The Blunts Lane scheme and TROs will maintain access to homes and land, including allotments, directly accessed from the lane. It will however become necessary for residents and allotment holders to access and egress the lane via Davy Road, which has been the</p>				

working arrangement since 2019. Poole Farm, located at the southern end of Blunts Lane will continue to use the newly upgraded access via Forder Valley Link Road to access and egress the Farm.

Large vehicles, such as refuse trucks, will continue to access and egress the lane from Davy Road, which has always been the working arrangement (prior to, and post, the temporary closure in 2019). Street Services have confirmed that refuse vehicles are able to turn part way down the lane (which has always been the arrangement) and are too wide to use the southern access. The scheme does not obstruct this turning point. Gritters do not grit the lane and therefore do not require access.

Pedestrians and pedal cyclists will continue to be able to access the full extent of the lane. The scheme will not impact upon the stepped pedestrian access from local roads onto the lane.

Forder Valley Link Road

Aims:

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

Objectives:

- 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;
- To support economic development by providing transport infrastructure to support the planned growth in the Derriford and Seaton area;
- To promote public transport use by providing bus priority throughout the corridor and improving public transport connectivity from the east;
- 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.

Seaton Neighbourhood Development (Persimmon Homes – Palmerston Heights)

The Palmerston Heights development delivers key infrastructure measures identified as part of the Plymouth & South West Devon Joint Local Plan (PLY40), including a new sustainable mixed-use neighbourhood, the high street section of the Forder Valley Link Road (“Pintail Way”) and the new signalised junction connecting Pintail Way with William Prance Road, Brest Road and Peregrine Road.

Decision required:

The following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 have been advertised. The effect of the order shall be to add/amend;

1. **A Clearway to lengths of:** Blunts Lane, Pintail Way & Platinum Parkway
2. **Prohibition of U Turns to lengths of:** Peregrine Road & Pintail Way
3. **No Right Turn to lengths of:** Platinum Parkway & Forder Valley Road

	<p>4. Bus Lanes to lengths of: Platinum Parkway, William Prance Road & Pintail Way</p> <p>5. Prohibition of Driving to a length of: Blunts Lane</p> <p>6. No Waiting at Any Time to lengths of: Peregrine Road & Pintail Way</p> <p>7. No Waiting at Any Time – Restricted Parking Zone to lengths of: Blunts Lane</p> <p>8. A School Keep Clear to lengths of: Peregrine Road</p> <p>Implementation of the TROs will include the installation of appropriate signage and removable bollards to reflect the restrictions.</p>
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SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	X
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	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)	Yes		No	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
	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>Age</p>	<p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(Data sourced from the 2021 Census)</p>	<p>It is not anticipated to have any adverse impact on specific age groups.</p>	<p>A reduction in traffic using Blunts Lane will make the lane safer for all age groups.</p> <p>New bus lanes/gates on Pintail Way offers reduced journey times for future bus routes between the east and north of the city, improving accessibility for all age groups.</p>	<p>2023/24 Head of Transport</p>
<p>Disability</p>	<p>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).</p>	<p>It is not anticipated to have any adverse impact on specific disability groups.</p>	<p>Reduced traffic on Blunts Lane will provide a more pleasant route for everyone.</p> <p>New bus lanes/gates on Pintail Way offers reduced journey times for future bus routes between the east and</p>	<p>2023/24 Head of Transport</p>

			north of the city, improving accessibility for everyone.	
Gender reassignment	<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>	It is not anticipated to have any adverse impact on gender reassignment.	N/A	N/A
Marriage and civil partnership	<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>	It is not anticipated to have any adverse impact on marriage and civil partnerships.	N/A	N/A
Pregnancy and maternity	<p>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.</p> <p>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.</p>	It is not anticipated to have any adverse impact on pregnancy or maternity.	N/A	N/A

Race	<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>	It is not anticipated to have any adverse impact on race.	N/A	N/A
Religion or belief	<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>	It is not anticipated to have any adverse impact on religion or belief.	N/A	N/A
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	It is not anticipated to have any adverse impact on sex.	N/A	N/A
Sexual orientation	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	It is not anticipated to have any adverse impact on sexual orientation.	N/A	N/A

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

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

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	It is not anticipated to impact diversity.	N/A	N/A
Pay equality for women, and staff with disabilities in our workforce.	It is not anticipated to impact equality for women, and staff with disabilities in our workforce.	N/A	N/A
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	It is not anticipated to impact implementation of Our People Strategy.	N/A	N/A
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	It is not anticipated to impact victims of hate crime.	N/A	N/A
Plymouth is a city where people from different backgrounds get along well.	It is not anticipated to impact people from different backgrounds.	N/A	N/A