



Transforming Travel

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Equality Impact Assessment (EqIA)

Before completing this EqIA please ensure you have read the guidance on the intranet.

Initial Information

Name:	Julie Watts
Job Title:	Principal Engineer
Email address:	julie.watts@bcpcouncil.gov.uk
Members of the assessment team:	Julie Watts
Date assessment started:	02 August 2023
Version Number:	C5-2 V0.7
Version Date:	28-11-23







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Part 1: Background Information

Is this (please tick or expand the box to explain)

Existing	
Changing, updating or revision	
New or proposed	
Other	<p>This is supplementary to the overarching EqlA for the Transforming Travel (TCF) programme</p> <p> Over-arching TCF EqlA Report.pdf</p> <p> Over-arching EqlA Appendices.pdf</p>

Is this (please tick or expand the box to explain)

Internal (employees only)	
External (residents, communities, partners)	
Both of the above	<p>This has been considered internally and by the community via public engagement events and the TRO consultation</p>

What is the name of your policy, strategy, project or service being assessed?

Transforming Cities Fund (TCF) – C5-2 New Inn to Trigon Footbridge

What is the policy, strategy, project or service designed to do? (Include the aims, purpose and intended outcomes of the policy)

This scheme forms part of a safe, convenient, walking and cycling route between Poole Town Centre and Merley so that more people have more travel options and could choose to walk or cycle their everyday trips and not have to use a car.

What is the background or context to the proposal?

The Transforming Cities Fund (TCF) originally a three-year programme running from April 2020 to 2023, has recently been extended to continue into 2024/25. TCF aims to reduce the impacts of congestion, improve journey



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time reliability, improve air quality, and enable the promotion of sustainable modes: creating a more inter-connected region through a phased roll-out of infrastructure changes, such as upgrading or creating new cycle routes, walking paths and providing improvements at key interchanges across the South East Dorset city region including increased reliability for bus services and improved bus stop infrastructure.

The C5 cycle route comprises a combination of off carriageway shared cycleway, segregated cycleway, and quiet routes to link North Poole (Merley and Canford Heath residential areas) to Poole Town Centre (housing, regeneration and major employment sites). The route runs in parallel down the A349 Gravel Hill and through the Canford Heath Housing Estate, providing missing links to existing cycle facilities, skirting Nuffield Industrial Estate, several schools and Oakdale local centre before finishing in Poole Town Centre in close proximity to the hospital, a large secondary school, Dolphin Shopping Centre (major retail centre), railway station and linking to NCN25 and the cycle network leading to the Port of Poole (international ferry terminal, major employment centre and area of significant housing growth).

The C5-1 Wimborne Road to New Inn is currently under construction.

The C5-2 is the second part of the corridor connecting the end of the C5-1 (New Inn) to Trigon Road footbridge.

Part 2: Gathering information

What sources of data, information, evidence, and research was used to inform you about the people your proposal will have an impact on?

- **Dorset Explorer / Google Maps / [TCF Bid Urban Area summary](#)** were used to identify the location of key destinations that may be used by people with protected characteristics. Important locations for this EqIA are:

- Emergency Services HQ
- Longfleet Baptist Church
- Poole High School
- Longfleet School
- St Mary's Catholic Church
- The New Inn
- Fernside GP Surgery
- Cuddles Day Nursery
- Poole Railway Station
- Poole Hospital
- Poole Town Centre
- Simmons Close Sheltered Housing
- Oakdale Road Playpark



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- Oakdale Library
- The Oakdale Surgery
- Oakdale Education Centre (due to be redeveloped)
- Canford Heath Junior/Infants school
- Longspee Academy
- Nuffield Industrial Estate

- **BCP Insite - [Ward Profiles: BCP; TCF Bid Urban Area summary](#)**
were used to identify the demographic profile of the area.

The route connects two areas of deprivation

- Poole Town Centre
- Canford Heath
-

The ward profiles that the route passes through are;

Ward	Have a disability	Not White British	0-18	65+
BCP	19%	12%	16%	22%
Poole Town Centre	20%	8%	15%	22%
Oakdale	19%	3%	18%	23%
Canford Heath	16%	3%	21%	18%

BCP Council travel survey from October 2018-January 2019, with detailed equality report and analysis of local travel patterns.

<https://www.bcpccouncil.gov.uk/About-the-council/Research-reports/Documents/Travel-Survey-Report.pdf>

Sustrans: Inclusive City Cycling – [Reducing the gender gap](#)

This document provided detail describing what prevents women from taking up cycling.

Gear Change A Bold vision for cycling and walking [A Bold vision for cycling and walking](#)

This document provides the background to the governments current walking and cycling policy.

Cycle infrastructure design (LTN 1/20) [LTN -1/20](#)

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This document provides the detail for designing walking and cycling infrastructure and led to the detail of the scheme proposals set out below.

Various Traffic Surveys – these provided evidence for traffic flows and informed the design choices.

What did this data, information, evidence, and research tell you?

- The above data informed the design and sought to improve the corridor/street for cyclists and pedestrians through the delivery of the following interventions:
 - Build outs on Darby's Lane between the New Inn Dorchester Road to provide safe places for pedestrians to cross at the entrances to the play park.
 - Improved segregated crossing facilities for pedestrians and cyclists over Dorchester Road made possible by the appropriation of the land from (TBC) to Infrastructure.
 - Speed table at Heath Avenue to slow the traffic and make crossing the junction easier.
 - Vegetation clearance and widening of the footway at the entrance to Trigon Road footbridge.



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Is further information needed to help inform this proposal?

Further information is not considered necessary at this stage.

Part 3: Engagement and Consultation

What engagement or consultation has taken place as part of this proposal?

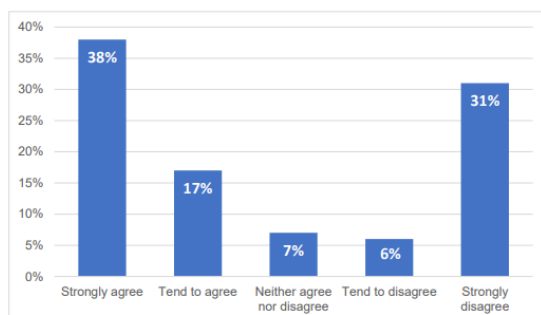
TCF Consultation – [Initial Engagement Report](#)

Initial engagement for the TCF scheme was undertaken in Autumn 2020 with a number of key stakeholders **which was used to develop the initial proposals for each corridor.**

Engagement for the C5 corridor took place between 24 February 2021 to 31 March 2021. [Sustainable travel route consultation: Transforming Cities Fund Report, - Bournemouth railway station to/from Jumpers Common, Christchurch, Bournemouth town centre to/from Ferndown, Poole town centre to/from Wareham Road, Holton Heath, Poole town centre to/from Merley, Poole](#)

The respondents generally agreed with the proposals

Figure 79 – Overall agreement/disagreement levels for Darbys Lane (% respondents)



Base: All respondents

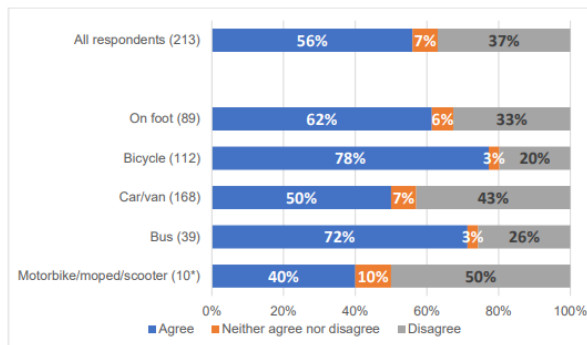


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The travel modes of respondents

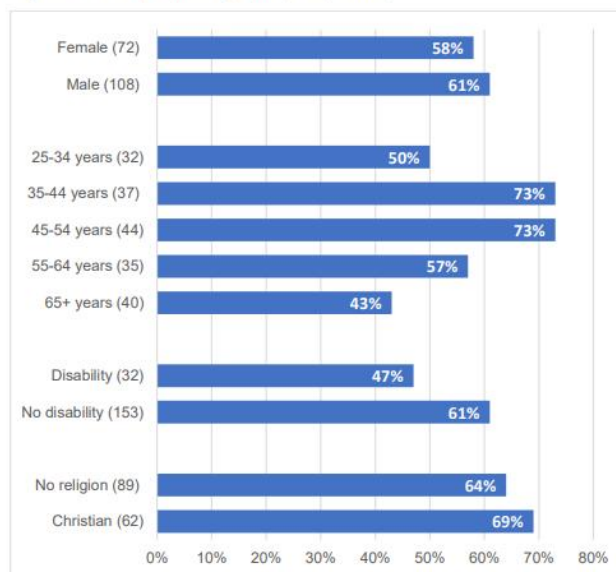
Figure 80 – Agreement/disagreement levels by mode of travel (% respondents)



Base: Variable as shown (* denotes low base. Excludes modes of transport with a base of less than 10)

The agreement levels by equalities groups were;

Figure 81 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)



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Ethnicity has not been included as only white British respondents had a large enough base. Sexual orientation has also not been included as only heterosexual respondents had a large enough base.

The comments from the initial engagement has helped to inform the design of the scheme and they are addressed [here](#).

The main design point that has been addressed was the concern about shared paths. There is insufficient room to provide segregated provision for the entire length of Darby's Lane, however designs have been amended to provide a segregated crossing facility at the busiest junction along the route at Dorchester Road.

A further consultation for the traffic regulation orders took place in Summer 30 June to 21 July 2023.

How will the outcome of consultation be fed back to those who you consulted with?

The results of the consultation were fed back to residents living in close proximity to the proposed works, via letter and by updating the scheme's webpage on 30 June 2023.

The outcome of the Traffic Regulation Orders will also be fed back directly to those that made a formal comment and posted on the Council's webpages.



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Please refer to the Equality Impact Assessment Guidance before completing this section.

Not every proposal will require an EqIA. If you decide that your proposal does **not** require an EqIA, it is important to show that you have given this adequate consideration. The data and research that you have used to inform you about the people who will be affected by the policy should enable you to make this decision and whether you need to continue with the EqIA.

Please tick the appropriate option:

An EqIA is required (please continue to Part 4 of this document)	Y
An EqIA is not required (please complete the box below)	

This policy, strategy, project or service does not require an EqIA because:

N/A – An EqIA is required.

Name: Julie Watts **Job Title:** Principal Engineer **Date:** 02 August 23



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Part 4: Analysing the impact

Who does the service, strategy, policy, project or change impact?

- If your strategy, policy, project or service contains options you may wish to consider providing an assessment for each option. Please cut and paste the template accordingly.

For each protected characteristic please choose from the following options:

- Please note in some cases more than one impact may apply – in this case please state all relevant options and explain in the 'Please provide details' box.

Positive Impact	<ul style="list-style-type: none"> the proposal eliminates discrimination, advances equality of opportunity and/or fosters good relations with protected groups.
Negative Impact	<ul style="list-style-type: none"> Protected characteristic group(s) could be disadvantaged or discriminated against
Neutral Impact	<ul style="list-style-type: none"> No change/ no assessed significant impact of protected characteristic groups
Unclear	<ul style="list-style-type: none"> Not enough data/evidence has been collected to make an informed decision.

Age:	Positive
What age bracket does this affect?	65+ (Positive) Families with Children (Positive)
Please provide details:	<p>Scheme: The proposed improvements will have a positive effect on accessibility for those with physical disability.</p> <p>Improvements to surface quality, path widths and level crossing points is likely to have a positive effect for lesser-abled people. Particularly, those who utilise wheelchairs and mobility scooters to aid mobility issues and families with push chairs and small children less steady on their feet.</p> <p>Clearing vegetation and widening the footway at the Trigon Road footbridge end will improve security for all ages.</p> <p>As part of the whole route this project gives more travel choices and options to all age groups.</p>



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Disability: (including physical, mental, sensory and progressive conditions)	Positive
Does this affect a specific disability group?	Yes.
Please provide details:	<p>Scheme: The proposed improvements will have a positive effect on accessibility for those with physical disability.</p> <p>Improvements to surface quality, path widths and cross falls along the length of the road is likely to have a positive effect for lesser-abled people. Particularly, those who utilise wheelchairs and mobility scooters to aid mobility issues.</p> <p>Throughout the scheme, tactile and corduroy paving have been added to help blind and partially sighted persons identify when entering potential conflict areas.</p>

Gender Reassignment & Gender Identity:	Neutral
Please provide details:	This proposal is not expected to have any specific impacts on members of this protected characteristic group.

Pregnancy and maternity:	Positive
Please provide details:	<p>Implementation of new crossing points and improvements to surface quality and footway widths is likely to have a positive effect on pregnancy and maternity.</p> <p>A segregated parallel crossing and at grade crossings will assist pregnant persons who can be less mobile to cross the road, as well as assist those with using pushchairs.</p>


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Race and Ethnicity:	Neutral
Please provide details:	<p>This proposal is not expected to have any specific impacts on members of this protected characteristic group.</p> <p>The BCP Council travel survey did find that ethnicity is a factor in car use, with people from all other ethnicities far less likely to have access to a car than 'White British' people. Better access to sustainable transport is likely to improve access to employment, education, leisure and social opportunities for most ethnic groups.</p>

Religion or belief:	Neutral
Please provide details:	<p>This proposal is not expected to have any specific impacts on members of this protected characteristic group.</p>

Sexual orientation:	Neutral
Please provide details:	<p>This proposal is not expected to have any specific impacts on members of this protected characteristic group.</p>

Sex (consider both men and women):	Positive
Please provide details:	<p>Females cited personal safety/ security concerns and busy roads as a barrier to cycling. This scheme aims to make cycling safer through improved segregated crossing point which may encourage more women to cycle by addressing some of the concerns raised by women.</p> <p>This proposal is not expected to have any specific impacts on men.</p>



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Marriage or civil partnership:	Neutral
Please provide details:	This proposal is not expected to have any specific impacts on members of this protected characteristic group.
Carers:	Positive
Please provide details:	The implementation of the new/improved crossing points will improve accessibility for carers of those with impaired mobility by providing safe, level places to cross the road.
Rural isolation:	Neutral
Please provide details:	Not relevant as BCP is a built-up area.
Single parent families:	Positive
Please provide details:	<p>Providing improved facilities for pedestrians at crossings will positively impact on all families.</p> <p>The scheme provides improved pedestrian crossing points with level crossing areas which are ideal for families who use prams and buggies.</p>
Social & economic deprivation:	Positive
Please provide details:	<p>Scheme: This route section links areas of deprivation to employment in the BCP geographical area. This will provide a route for those with less travel choices to access employment sites and increase opportunities.</p>
Armed Forces communities	Neutral
Please provide details:	This proposal is not expected to have any specific impacts on members of this protected characteristic group.



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Part 6: Summary

Part 6: Action Plan

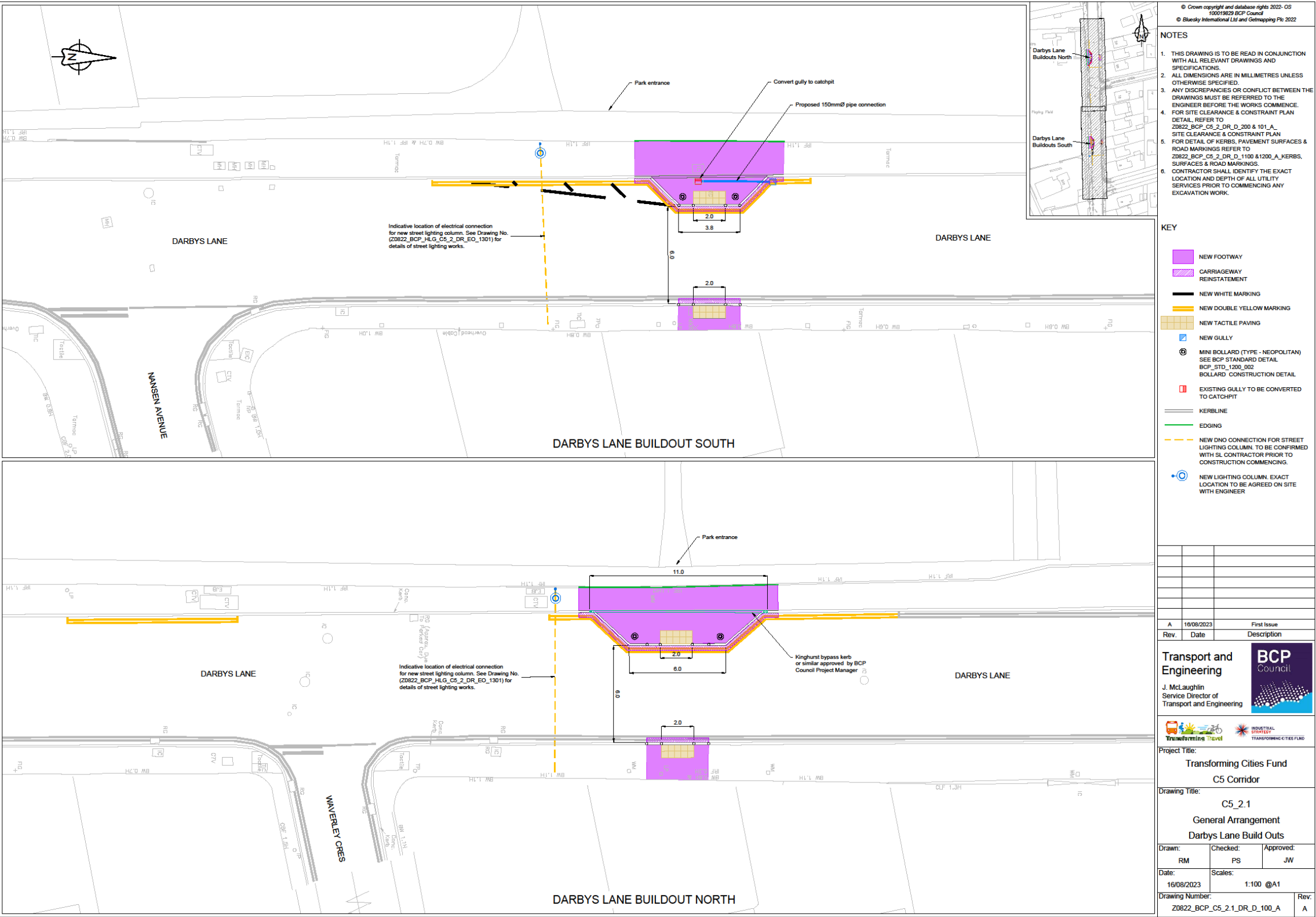
Provide actions for **positive**, **negative** and **unclear** impacts. If you have identified any **negative** or **unclear** impacts, describe what adjustments will be made to remove or reduce the impacts, or if this is not possible provide justification for continuing with the proposal.

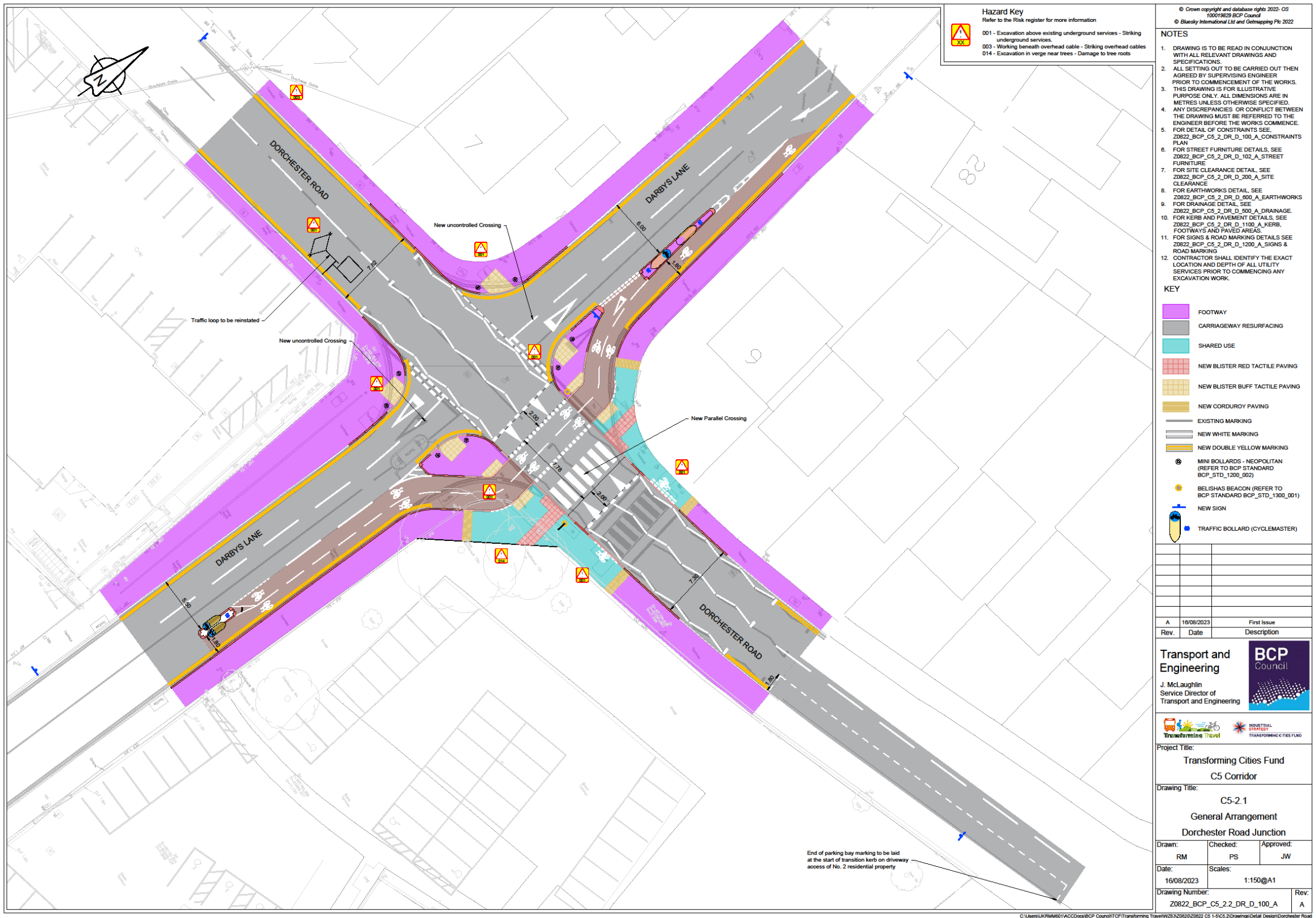
Issue	Action to be taken	Person(s) responsible	Date to be completed by
None			

EqlA Sign Off

DOTS Audit	N/A	Date:	N/A
Officer drafting this EqlA:	Julie Watts	Date:	30/08/23
Panel Board Date (if applicable):		Date:	
Full Business Case (FBC):		Date:	

Scheme drawings





Hazard Key
Refer to the Risk register for more information

- 001 - Excavation above existing underground services - Striking underground services.
- 003 - Working beneath overhead cable - Striking overhead cables
- 014 - Excavation in verge near trees - Damage to tree roots

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- NOTES**
1. DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND SPECIFICATIONS.
 2. ALL SETTING OUT TO BE CARRIED OUT THEN AGREED BY SUPERVISING ENGINEER PRIOR TO COMMENCEMENT OF THE WORKS.
 3. THIS DRAWING IS FOR ILLUSTRATIVE PURPOSE ONLY. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
 4. ANY DISCREPANCIES OR CONFLICT BETWEEN THE DRAWING MUST BE REFERRED TO THE ENGINEER BEFORE THE WORKS COMMENCE.
 5. FOR DETAIL OF CONSTRAINTS SEE: Z0822_BCP_C5_2_DR_D_100_A_CONSTRAINTS PLAN
 6. FOR STREET FURNITURE DETAILS, SEE Z0822_BCP_C5_2_DR_D_102_A_STREET FURNITURE
 7. FOR SITE CLEARANCE DETAIL, SEE Z0822_BCP_C5_2_DR_D_200_A_SITE CLEARANCE
 8. FOR EARTHWORKS DETAIL, SEE Z0822_BCP_C5_2_DR_D_300_A_EARTHWORKS
 9. FOR DRAINAGE DETAIL, SEE Z0822_BCP_C5_2_DR_D_500_A_DRAINAGE
 10. FOR KERB AND PAVEMENT DETAILS, SEE Z0822_BCP_C5_2_DR_D_1100_A KERB, FOOTWAYS AND PAVED AREAS.
 11. FOR SIGNS & ROAD MARKING DETAILS SEE Z0822_BCP_C5_2_DR_D_1200_A_SIGNS & ROAD MARKINGS
 12. CONTRACTOR SHALL IDENTIFY THE EXACT LOCATION AND DEPTH OF ALL UTILITY SERVICES PRIOR TO COMMENCING ANY EXCAVATION WORK.

- KEY**
- FOOTWAY
 - CARRIAGEWAY RESURFACING
 - SHARED USE
 - NEW BLISTER RED TACTILE PAVING
 - NEW BLISTER BUFF TACTILE PAVING
 - NEW CORDUROY PAVING
 - EXISTING MARKING
 - NEW WHITE MARKING
 - NEW DOUBLE YELLOW MARKING
 - MINI BOLLARDS - NEOPOLITAN (REFER TO BCP STANDARD BCP_STD_1200_002)
 - BELISHAS BEACON (REFER TO BCP STANDARD BCP_STD_1300_001)
 - NEW SIGN
 - TRAFFIC BOLLARD (CYCLEMASTER)

A	16/08/2023	First Issue
Rev.	Date	Description

Transport and Engineering
J. McLaughlin
Service Director of Transport and Engineering

TRANSFORMING CITIES FUND

Project Title:
Transforming Cities Fund
C5 Corridor

Drawing Title:
C5-2.1
General Arrangement
Dorchester Road Junction

Drawn: RM	Checked: PS	Approved: JW
Date: 16/08/2023	Scales: 1:150@A1	Rev: A
Drawing Number: Z0822_BCP_C5_2_2_DR_D_100_A		

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