

# Equality Impact Needs Assessment

The Diversity Promise - *Better for all*



1. Title of Policy/Service/Project	The Lansdowne Delivery Plan
2. Service Unit	Planning, Transport and Regulation
3. Lead Responsible Officer and Job Title	Catherine Miles, Senior Planning Officer - Urban Design
4. Members of the Assessment Team:	Andrew England, Head of Planning
5. Date assessment started:	The Delivery Plan and this assessment follow on from previous policies and EINAs, including for the Town Centre Area Action Plan (2013) and the Bournemouth Public Realm Strategy: Guiding Principles (2013).
6. Date assessment completed:	

## About the Policy/Service/Project:

7. What type of policy/service/project is this? (delete as appropriate)	Supplement to existing policy, plan to deliver existing policy
8. What are the aims/objectives of the policy/service/project? (please include here all expected outcomes)	<p>The Lansdowne Delivery Plan is designed to be a corporate action plan which will:</p> <ol style="list-style-type: none"> <li>1 Help to deliver the Council’s priorities for a Thriving Economy, an Improving Environment, an Efficient Council and an Active Community.</li> <li>2 Set out a series of actions that will require a number of Council services to work collectively to coordinate</li> </ol>

their activities in order to improve the quality of the environment and to stimulate and promote investment.

- 3 Secure a commitment to ensure that the Council creates a prospectus to encourage investment in the area.
- 4 Provide a framework to secure funding for the area.
- 5 Create a focus for the Council in terms of its land holdings, and ability to assemble sites to secure a positive future for the Lansdowne.

9. Are there any associated services, policies or procedures? Yes

### **National policy and guidance**

#### **National planning policy**

National Planning Policy Framework (NPPF) (Department for Communities and Local Government, March 2012)

#### **National guidance**

National Planning Practice Guidance (NPPG) (Department for Communities and Local Government)

Manual for Streets (DCLG and DFT, 2007)

Manual for Streets 2 (Chartered Institution Of Highways & Transportation, 2010)

By Design: Urban design in the planning system: towards better practice (DETR, 2000)

Better Places to Live by Design: A Companion Guide to PPG3 (ODPM and CABE, 2001)

Safer Places: The Planning System and Crime Prevention (ODPM, 2004)

Crowded Places: The Planning System and Counter Terrorism (DCLG, 2010)

Urban Design Compendium 1 (English Partnerships, 2000)

Urban Design Compendium 2 (English Partnerships and the Housing Corporation, 2007)

Streets for All South West guidance (English Heritage, 2005)

Building for Life: Delivering Great Places to Live (CABE, 2007)

### **Local policy and guidance**

**Bournemouth Council Corporate Plan**

**Bournemouth District Wide Local Plan 2002**

**Bournemouth Local Plan: Core Strategy**

Policies CS8: Lansdowne Employment Area and CS26: Protecting Allocated Employment Sites are particularly relevant; the other

policies of the Core Strategy will also apply where relevant.

### **Local Transport Plan 3**

#### **Bournemouth Local Plan: Town Centre Area Action Plan - AAP**

Although all the policies of the AAP will apply where relevant, the following policies specifically apply:

S1: Spatial Strategy

D5: Tall buildings

D7: Public realm

U1: Mixed uses

U6: Frontage designations

T6: Highway improvement schemes

T8: Public parking locations

A number of sites within the Lansdowne area are also allocated in the Town Centre AAP for specific uses.

#### **Town Centre Development Design Guide Supplementary Planning Document**

Produced to help manage the town's evolution by promoting coherent streets, high quality, sustainable buildings and a recognisable sense of place.

#### **Bournemouth Public Realm Strategy: Guiding Principles Supplementary Planning Document**

Sets out overall aims and principles to guide change to the borough's streets and spaces.

Associated services include Planning, Transport and Regulation and Technical Services.

10. List the main people, or groups of people, that this policy/service/project is designed to benefit and any other stakeholders involved?

The general public - people who work in, live in, visit, and study in the Lansdowne. Local businesses in the Lansdowne, developers and planning agents, land/estate owners and local organisations with an interest in the Lansdowne area. This includes the educational institutions in the area.

11. Will this policy/service/impact on any other organisation, statutory, voluntary or community and their clients/service users?

Yes - see above.

## Consultation, Monitoring and Research

### Consultation:

12. What involvement/consultation has been done in relation to this (or a similar) policy/service/project and what are the results?

Selected colleagues across the Council have been consulted during the production of the document. Departments consulted include Planning, Transport, Property, Economic Development, Tourism, Environmental Strategy and Sustainability.

Public consultation on the Lansdowne Delivery Plan took place between 31st August to 28th September 2015 (4 weeks).

During the consultation period the draft Delivery Plan, summary and response forms were made available for inspection at:

- Bournemouth Borough Council Customer Service Centre, St Stephen's Road, Bournemouth BH2 6EA
- All the libraries in the Borough
- the Council's website - [www.bournemouth.gov.uk/lansdowne](http://www.bournemouth.gov.uk/lansdowne)

Written comments were invited, in particular completion of a response form. These were to be sent to the Council offices or by email to: [urbandesign@bournemouth.gov.uk](mailto:urbandesign@bournemouth.gov.uk).

The public consultation was publicised in the following ways:

- Press releases to the local media which achieved coverage in the Echo, on the BBC website and on Wave FM.
- An article in the autumn edition of BH Life.
- A public exhibition/consultation event at Redweb in the Lansdowne on 23<sup>rd</sup> September from 12noon to 6pm, where members of the public could drop in and find out more from Officers of the Council.
- Posts on the Council's Facebook and Twitter accounts
- A consultation forum event with DOTS Disability, a local charity which represents the interests of disabled people.

- Presentation of the proposals to the Civic Society.
- Presentation of the proposals to the Bournemouth, Poole and Christchurch Cycle Forum.
- Contacted representatives of Bournemouth University, the Arts University, Bournemouth and Poole College, South West Trains, Yellow Buses, More Buses, and a number of businesses and landowners in the area.
- A drop in event at the Bournemouth and Poole College on 24<sup>th</sup> September from 10.30am until 2pm, where staff and students could find out more.
- The Town Centre BID included details of the consultation in an email newsletter which went out to Bournemouth town centre businesses.
- Emails were sent to people who had already registered their interest or made an enquiry with the Planning Department.
- An email was sent to all the members of the Bournemouth Design Review Panel.
- The Chair of the Taxi Drivers Association (Kevin Holmes) was informed and asked to distribute the information within the Taxi trade

Responses to the public consultation were received from 73 organisations, businesses, stakeholders and members of the public. This included 12 email responses and 48 survey responses. The Council also received 12 letters of support from businesses and organisations. Support was expressed by the Dorset Chamber of Commerce and Industry, the Bournemouth Chamber of Trade and Commerce, Bournemouth University, Bournemouth and Poole College, and South West Trains. DOTS Disability produced a report from the focus group event with key recommendations.

The key points raised through the public consultation were that:

- The content of the document was welcomed and supported by most respondents.
- The Vision and Vision Objectives were strongly supported.
- Key areas needing attention are Station Roundabout, Lansdowne Roundabout and Holdenhurst Road.
- There was support for reducing traffic dominance and making it easier to walk and cycle, particularly at Station Roundabout and on Holdenhurst Road.
- Some people were concerned about retaining vehicle access and car parking.
- People would like to feel safer in the Lansdowne area.

The detailed responses can be seen in the Consultation Report, which is included as an appendix to the Cabinet Report. Where practical, relevant and where suggestions were in line with local and national policy they have been incorporated into the final Delivery Plan.

13. If you have not carried out any consultation, or if you need to carry out further consultation, who will you be consulting with and by what methods?

n/a

**Monitoring and Research:**

14. What data, research and other evidence or information is available which is relevant to this EINA?

Previous public consultation and EINAs for the Bournemouth Town Centre Area Action Plan and the Public Realm Strategy: Guiding Principles. These analysed data from a range of sources including Census Data, the Bournemouth Equality Profiles, and The Commission for Architecture and the Built Environment Principles for Inclusive Design.

The policy and guidance documents listed on pages 2-3 of this document include relevant research and information.

15. Is there any service user/employee monitoring data available and relevant to this policy/service/project? What does it show in relation to equality groups?

A range of data is available and has been discussed in detail in the EINA for the Town Centre Area Action Plan (AAP). Although the AAP relates to the town centre as a whole, the Lansdowne is part of, and related to, the town centre.

16. If there is a lack of information, what further information do you need to carry out the assessment and how are you going to gather this?

n/a

**Assessing the Impact**

	<b>Actual or potential positive benefit</b>	<b>Actual or potential negative outcome</b>
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	<b>Actual or potential positive benefit</b>	<b>Actual or potential negative outcome</b>
<b>17. Age</b>	<p>The Delivery Plan aims to benefit everyone by making it easier, safer, more secure and more welcoming to walk and cycle in the streets and spaces of the Lansdowne. This is likely to help everyone to enjoy an active and healthier lifestyle and to get from one place to another. Older people and young families are likely to benefit from this as they may have reduced mobility or reduced access to a private car. Young people, who may also have reduced access to the private car, are also likely to benefit.</p> <p>The Delivery Plan also aims to support the existing businesses and attract more businesses to the Lansdowne area, and to encourage them to forge stronger links with the Universities. This could lead to more jobs and easier access to jobs for younger people, who can find it difficult to access formal employment opportunities.</p>	None expected.
<b>18. Disability</b>	<p>The aims of the Delivery Plan to make the Lansdowne's streets and spaces safer and more welcoming would also be likely to benefit people with disabilities, particularly as the consultation with DOTS Disability highlighted that disabled people currently do not feel comfortable in the Lansdowne. The specific points from the consultation relating to types of street design and features have been noted and will be carried forward in the detailed designs.</p>	None expected.
<b>19. Gender</b>	<p>The Delivery Plan aims to make the Lansdowne's streets and spaces safer, more secure and more welcoming, which would be likely to benefit</p>	None expected.

	<b>Actual or potential positive benefit</b>	<b>Actual or potential negative outcome</b>
	groups who feel more vulnerable in public space, including women.	
<b>20. Gender reassignment</b>	The Delivery Plan aims to make the Lansdowne's streets and spaces safer, more secure and more welcoming, which would be likely to benefit groups who may feel more vulnerable in public space.	None expected.
<b>21. Pregnancy and Maternity</b>	The Delivery Plan's aims to improve personal security and make it easier to get around on foot are likely to help pregnant women and women with small children.	None expected.
<b>22. Marriage and Civil Partnership</b>	None expected.	None expected.
<b>23. Race</b>	The Delivery Plan aims to make the Lansdowne's streets and spaces safer, more secure and more welcoming, which would be likely to benefit groups who may feel more vulnerable in public space.	None expected.
<b>24. Religion or Belief</b>	The Delivery Plan aims to make the Lansdowne's streets and spaces safer, more secure and more welcoming, which would be likely to benefit groups who may feel more vulnerable in public space.	None expected.
<b>25. Sexual Orientation</b>	The Delivery Plan aims to make the Lansdowne's streets and spaces safer, more secure and more welcoming, which would be likely to benefit groups who may feel more vulnerable in public space.	None expected.



	<b>Actual or potential positive benefit</b>	<b>Actual or potential negative outcome</b>
<b>26.</b> <b>Any other factor/ groups e.g. socio-economic status/carers etc</b>	The document seeks to encourage walking and cycling by making it easier, safer, more secure and more pleasant. This is likely to benefit people of lower socio-economic status who are less able to afford a car.	None expected.
<b>27.</b> <b>Human Rights</b>	None expected.	None expected.

**Stop - Any policy which shows actual or potential unlawful discrimination must be stopped, removed or changed.**

28. If impacts have been identified include in the action plan what will be done to reduce these impacts, this could include a range of options from making adjustments to the policy to stopping and removing the policy altogether. If no change is to be made, explain your decision:

Identified impacts on disabled people have been addressed in consultation with DOTS Disability.

The effects of the detailed design of individual proposed schemes will be assessed using an EINA and designs will be informed by the outcomes. The highways design teams are aware of their responsibilities in terms of the Disability Discrimination Act.

## **Action Plan**

Include:

- What has/will be done to reduce the negative impacts on groups as identified above.
- Detail of positive impacts and outcomes
- The arrangements for monitoring the actual impact of the policy/service/project

29. Issue identified	Action required to reduce impact	Timescale	Responsible officer	Which Business Plan does this action link to e.g. Service Equality Action Plan/Team Plan
The strategy aims to reduce the dominance of the private car, which could negatively impact some disabled people who rely on their cars to get around.	Highways design teams to consider access for disabled people at the detailed design stage. The effects of individual proposed schemes will be assessed using an EINA and designs will be informed by the outcomes.	Continuous	Highways teams implementing changes	Planning, Transport and Regulation



Issue: Lansdowne Delivery Plan - Adoption following public consultation  
 Meeting Date: 30<sup>th</sup> September 2015  
 Accountable Manager: Andy England  
 Impact Assessor: Catherine Miles 01202 451358 [catherine.miles@bournemouth.gov.uk](mailto:catherine.miles@bournemouth.gov.uk)

Key	
+	Balance of positive Impacts
?	Balanced or unclear impacts
-	Balance of negative impacts
n/a	Not applicable

Impact Criteria	Impact	Comments
<b>Natural resources</b> impact on use of natural resources - for example energy, water, raw materials	<b>+</b>	<ul style="list-style-type: none"> <li>The Delivery Plan aims to encourage more businesses and jobs to the Lansdowne which is a highly sustainable location for transport options. Some of the projects proposed would use natural resources in order to make street improvements or to develop new buildings. However the street improvements would encourage more sustainable modes of travel including walking, cycling and public transport. Refurbishing and renewing older buildings is also proposed, and this is a positive use of existing materials.</li> </ul>
<b>Quality of environment</b> contribution to safe and supportive environments for living, recreation and working	<b>+</b>	<ul style="list-style-type: none"> <li>The Delivery Plan proposes a number of enhancements that could be made to improve the public realm and the appearance of buildings. Improvements to the public realm would create and maintain streets and spaces that are attractive, safe and that function well.</li> </ul>
<b>Bio-diversity</b> protects and improves wildlife and habitats	<b>+</b>	<ul style="list-style-type: none"> <li>The Delivery Plan proposes new green space in the Lansdowne area, including trees and other planting which would provide wildlife habitats.</li> </ul>
<b>Waste and pollution</b> effects on air, land and water from waste and emissions	<b>+</b>	<ul style="list-style-type: none"> <li>Greater uptake of sustainable travel options as proposed in the Delivery Plan, such as public transport, walking and cycling would reduce air pollution. Changes to the public realm would provide an opportunity to integrate SUDs which would help to improve water quality.</li> </ul>

<p><b>Council Priority and Objectives for Improving our Environment:</b></p> <ul style="list-style-type: none"> <li>• Building a world-class seafront</li> <li>• Working with others to meet Bournemouth's housing needs</li> <li>• Promoting sustainable travel</li> <li>• Improving the quality of Bournemouth's built environment</li> <li>• Protecting Bournemouth's parks and natural open spaces</li> </ul>	+	<ul style="list-style-type: none"> <li>• The Delivery Plan contributes towards the objectives of promoting sustainable travel and improving the quality of Bournemouth's built environment. This is by proposing improvements to the streets and spaces of the Lansdowne that would make them more attractive and would encourage people to walk, cycle and use public transport more. It also supports existing town planning policies which promote high quality and well designed developments.</li> </ul>
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Please complete and save your checklist, and email a copy to Lee Green, Environment Strategy & Sustainability Manager @ [lee.green@bournemouth.gov.uk](mailto:lee.green@bournemouth.gov.uk)

If you would like help in completing this checklist or would like to request a change, again contact Lee Green by email or call on 01202 451144.









No	What Risks Exist?	Details and Considerations (i.e. what could trigger the risk? What would be the consequences? Etc)	What precautions have already been taken to control the risk?	Current Risk Level			What measures can be implemented to reduce the risk to an acceptable level?	By Whom	Target Date	Target Risk Level		
				Impact	Likelihood	Risk Rating (Impact x Likelihood)				Impact	Likelihood	Risk Rating (Impact x Likelihood)
12	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
13	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
14	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
15	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
16	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
17	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
	Description	Who is affected?				None						None





No	What Risks Exist?	Details and Considerations (i.e. what could trigger the risk? What would be the consequences? Etc)	What precautions have already been taken to control the risk?	Current Risk Level			What measures can be implemented to reduce the risk to an acceptable level?	By Whom	Target Date	Target Risk Level		
				Impact	Likelihood	Risk Rating (Impact x Likelihood)				Impact	Likelihood	Risk Rating (Impact x Likelihood)
31	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
32	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
33	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
34	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
35	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
36	Description	Who is affected?				None						None
		Triggers										
	Category	Consequences										
	Description	Who is affected?				None						None

