

# Equality Impact Assessment



Hampshire  
County Council

## M27 Junction 9 and Parkway South Roundabout Scheme

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Department: Economy, Transport and Environment

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### Description of current service/policy

The M27 is a critical, strategic corridor in southern Hampshire which helps to keep the economy moving but at peak times queues caused by congestion at Junction 9 can extend back several kilometres along the motorway.

Both M27 Junction 9 and Parkway South Roundabout currently experience severe congestion in the morning and evening peak periods and traffic queuing on the motorway off-slips at Junction 9 causes operational and safety issues on the M27 mainline.

The congestion is judged to be detrimentally impacting business retention in two large regionally significant adjacent Business Parks, Solent and Segensworth, located to the north and south of Junction 9 respectively.

Geographical impact: Fareham, Winchester

### Description of proposed change

At Junction 9 the Scheme involves carriageway widening which will be undertaken to provide an additional lane on both motorway off-slip roads, the westbound on-slip road and the Whiteley Way approach, together with additional lanes on the northern and southern sections of the circulatory carriageway.

At Parkway South Roundabout, a new larger fully-signalised roundabout will be provided, with carriageway widening to provide additional traffic lanes on all approaches and the circulatory carriageway.

The Scheme has been designed to reduce traffic congestion, improve access for residents and businesses and support future development.

### Impacts of the proposed change

This impact assessment covers Service users

## Engagement and consultation

Has engagement or consultation been carried out? Yes

In November 2017 a public exhibition regarding the proposals was held at the Solent Hotel, Whiteley. The exhibition displayed detailed information about the proposals for M27 Junction 9 and Parkway South Roundabout.

Following the exhibition a public consultation was undertaken over a seven week period between 16 November 2017 and 4 January 2018. The consultation included information about the planned transport improvements.

The exhibition was attended by 376 visitors and 297 questionnaires were returned.

The results from the consultation indicated a strong level of support for the scheme, with 76% of respondents supporting the proposals to improve M27 J9 and Parkway South Roundabout.

<b>Statutory considerations</b>	<b>Impact</b>	<b>Mitigation</b>
<b>Age:</b> Low	A very small number of pedestrians currently choose to cross the roundabout and motorway slip road where there are no crossing facilities provided. Whilst it is not thought that any of these few pedestrians have protected characteristics, it is accepted that there may potentially be a low negative impact on people with restricted mobility, for example due to age, on account of the length of the alternative route to the nearest safe crossing point.	

<p><b>Disability:</b> Low</p>	<p>A very small number of pedestrians currently choose to cross the roundabout and motorway slip road where there are no crossing facilities provided.</p> <p>Whilst it is not thought that any of these few pedestrians have protected characteristics, it is accepted that there may potentially be a low negative impact on people with restricted mobility, for example due to disability, on account of the length of the alternative route to the nearest safe crossing point.</p>	
<p><b>Sexual orientation:</b> Neutral</p>		
<p><b>Race:</b> Neutral</p>		
<p><b>Religion and belief:</b> Neutral</p>		
<p><b>Gender reassignment:</b> Neutral</p>		
<p><b>Gender:</b> Neutral</p>		
<p><b>Marriage and civil partnership:</b> Neutral</p>		

<b>Pregnancy and maternity:</b> Neutral		
<b>Other policy considerations</b>	<b>Impact</b>	<b>Mitigation</b>
<b>Poverty:</b> Neutral		
<b>Rurality:</b> Neutral		

## **Neutrality statement (if all considerations have a neutral impact)**

### **Any other information**

In the event that a CPO is required, the guidance published by the DCLG (Guidance on CPO process and The Crichel Down Rules for disposal of surplus land acquired by, or under the threat of compulsion) will be followed.

The scheme will have a positive impact for all motorists. The County Council believes that a very small number (under 20/day) of pedestrians currently choose to cross the roundabout and motorway slip road, where there are no crossing facilities provided. The County Council is not aware that any of this small number of individuals have protected characteristics.

The County Council is currently seeking funding from Highways England for a separate project to provide dedicated crossing facilities, but in the interim, the nature of the scheme will make this informal crossing point unacceptably hazardous for all, so in line with the recommendations of the safety assessment, pedestrian access will be prohibited for the safety of all drivers and pedestrians.

Consequently, whilst it is not thought that any of the few pedestrians who regularly cross here have protected characteristics, it is accepted that there may potentially be a low negative impact on people with restricted mobility, for example due to age or disability, on account of the length of the alternative route to the nearest safe crossing point.