



Equality Impact Assessment

What is an Equality Impact Assessment (EIA) and why does the County Council do them?

The [Public Sector Equality Duty](#) (PSED) is an obligation within the [Equality Act 2010](#) ("the Act"), which asks public authorities, like Hampshire County Council, to give 'due regard' to equality considerations, in particular to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

This includes assessing the impact of policies and practices on individuals and communities with a protected characteristic, as defined in the Act and some other specific groups. The County Council uses EIAs to ensure it has paid 'due regard' to equalities considerations when there are changes to a service or policy, a new project or certain decisions.

EIA author	Position & Department	Contact
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Title:	TCF Scheme - Park Road South Havant
Related EIAs:	None

EIA for Savings Programme:	No
Service affected	Highways - Capacity enhancement to Park Road South (Southbound) , Havant.
Description of the service/policy/project/project phase	The Capacity Enhancement scheme on the southbound carriageway of Park Road South, Havant provides an additional lane from exiting bus stop layby to Langstone Road Roundabout and a realigned improved footway.
New/changed service/policy/project	The additional lane will allow for two lanes to Hayling, rather than the current single lane, allowing buses on this road to proceed from the bus stop without the need to wait for a break on the traffic to continue its journey, thereby providing passenger journey time savings and improved service reliability between Havant and Hayling Island. This is achieved through enabling more vehicles through the junction over the same time period, this includes the buses. The changes to lane destinations keeps the left turn to A27 Chichester and the current 2 lanes for Portsmouth bound vehicles.

Engagement
<p>Engagement took place in two forms for this scheme:</p> <p>Firstly, a Members and Stakeholders event, held on 14 Sept 2021. The HCC Member was supportive of the scheme, however concerns were raised by Stagecoach (bus operator on this link) and the HBC Cabinet Lead for Regeneration and Estates. Minor changes were made to the scheme following their comments relating to limited benefits to the buses to Hayling. These concerns have now been addressed and both parties are supportive of the scheme.</p> <p>Secondly, a public engagement event held between 22nd September and 20th October 2021, which was publicised via social media, press release and letters to residents and businesses in the area. 74 responses were received to the engagement, and full results are summarised in the executive member decision report.</p>

Age

Impact on public	Positive
Impact on staff	Positive
Rationale	<p>The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). Bus services are utilised by all age groups, although favours the elderly. Drivers of vehicles, and the passengers within these vehicles on Park Road South, again are of all ages. The benefits to the scheme will mainly be seen during peak travel times where road users, particularly commuters, will be able to benefit from reduced congestion, associated pollution and improved journey times. School age children will also benefit from the improvements to the footway providing better access to the rear entrance to the school grounds from Park Road South .</p>
Mitigation	

Disability

Impact on public	Positive
Impact on staff	Positive
Rationale	<p>The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). Bus services are utilised by a wide range of people including those with disabilities. The relocation of the bus shelter closer to the point where the bus stops will benefit those with a disability as the distance from the shelter to the bus will be reduced and the change from the advertising shelter to a cantilever style will increase the available width of the footway. The changes to the footway will also provide benefits through widening and improved surfacing.</p>
Mitigation	

Gender Reassignment

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). The changes to Park Road South will have a neutral impact on those who have undergone Gender Reassignment.
Mitigation	

Pregnancy and Maternity

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). The changes to Park Road South will have a neutral impact on those who are pregnant, although the relocation of the bus shelter closer to the point where the bus stops will benefit those with a pushchairs or young children as the distance from the shelter to the bus will be reduced and the change from the advertising shelter to a cantilever style will increase the available width of the footway. The changes to the footway will also provide benefits through widening and improved surfacing.
Mitigation	

Race

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Impact on public	Neutral
Impact on staff	Neutral
Rationale	The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). The changes to Park Road South will have a neutral impact on race.
Mitigation	

Religion or Belief

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). The changes to Park Road South will have a neutral impact on religion or beliefs.
Mitigation	

Sex

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). The changes to Park Road South will have a neutral impact on sex.

Mitigation	

Sexual Orientation

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). The changes to Park Road South will have a neutral impact on sexual orientation.
Mitigation	

Marriage and Civil Partnership

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). The changes to Park Road South will have a neutral impact on marriage or civil partnerships.
Mitigation	

Poverty

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Impact on public	Positive
Impact on staff	Positive
Rationale	The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). Bus services are often utilised by those living in poverty or are unable to own/run a private motor vehicle. The benefits to the scheme will mainly be seen during peak travel times where road users, particularly commuters will be able to benefit from reduced congestion, associated pollution and improved journey times allowing improved access to jobs and key employment areas, increasing employment and work opportunities available to those living in poverty.
Mitigation	

Rurality

Impact on public	Positive
Impact on staff	Positive
Rationale	The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). The scheme is just south of the Town Centre and is considered an urban location, however the bus services to Hayling Island provide improved transport facilities between the rural areas of Hayling Island and Havant.
Mitigation	

Geographical Impact:Havant

Equality Statement

Additional information:

This scheme form apart of the Portsmouth and South East Hants TCF Package of works. The County Council

together with Portsmouth City Council has secured £57 million of funding from the Department for Transport's ("DfT") Tranche 2 Transforming Cities Fund, which aims to improve productivity by investing in public and sustainable transport infrastructure in and around City Regions. These schemes form part of a wider programme of highway works within Portsmouth and the surrounding areas and whilst funding is available from the DfT, these schemes also support HCC's policies for:

- Helping to reduce carbon emissions in line with the climate change strategy
- Improving air quality
- Supporting wellbeing by providing safer active travel options
- Contributing to a greener and healthier Hampshire
- Improving road safety (through delivery of casualty reduction and speed management)
- Working with operators to grow bus travel and remove barriers to access
- Promote walking and cycling to provide a healthy alternative to the car for short journeys to work, local services and school
- Develop bus Rapid Transit and high-quality public transport in the South Hampshire, to reduce car dependence and improve journey time reliability.

Overview Statement:

Assessment to show that due regard has been given and that there is no requirement for a full EIA:

EIA reference number: 00177

Date of production of EIA for publication: 18/11/2022