



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:	Bishopstoke Road Bus Scheme (Southampton and SW Hampshire TCF Programme)
Related EIAs:	None

EIA for Savings Programme:	No
Service affected	Public highway.
Description of the service/policy/project/project phase	Improvements to walking, cycling and public transport on the public highway.
New/changed service/policy/project	<p>The Bishopstoke Road scheme has been identified as being on a key route between Southampton and local communities which travel to and from Southampton. The scheme aims to:</p> <ul style="list-style-type: none"> • improve the reliability and journey times of public transport, namely the bus for those travelling between Southampton and Eastleigh; • improve the bus passenger experience; and • encourage commuters to choose to leave the car at home and catch the bus instead. <p>The Bishopstoke corridor is a key section of existing bus route for accessing the centre of Eastleigh for local communities immediately to the east and which facilitates onward travel to and from Southampton. Buses are currently subject to the same delays and congestion westbound along Bishopstoke Road as general traffic. Existing queuing in a westbound direction on Bishopstoke Road extends all the way from Eastleigh town centre eastwards to and beyond the Riverside junction, a distance of over 1km, meaning there is little incentive to use the bus. In addition, there are limited controlled crossing opportunities of the busy road for pedestrians and cyclists.</p>

Engagement
<p>An online digital consultation event was held during September 2021 for Councillors (County, Borough, Town and Parish) and key stakeholders including local businesses, community groups and disability groups/forums. The event was well attended by interested parties with a good level of interaction between attendees and County Officers during a question and answer session at the end of the event.</p> <p>Following the digital event, an online public survey was launched which attracted 285 responses. Full results are available in the link: Bishopstoke Road, Eastleigh (western end) Bus Priority Improvements Transport and roads Hampshire County Council (hants.gov.uk). 88% of respondents were frequent drivers whilst only 10% took the bus and 12% cycled at least once per week. This should be considered when interpreting the findings as it's possible that many car drivers would be less likely to support schemes designed to improve bus travel. Overall, 82% of all respondents disagreed that the proposed</p>

scheme would positively impact their journeys.

On reviewing the points of objection, traffic modelling has demonstrated that the scheme will have negligible impact (and for some journeys a slight positive impact) on journey times for general traffic in the area. This is achieved by signalling the Chickenhall Lane and Riverside junctions which improves capacity for all vehicles and especially bus journeys, which benefit significantly from these improvements in terms of reliability and journey times. With respect to the concern around restricting turning movements at the Riverside junction (the previous proposal being to ban right turns into Riverside from Fair Oak Road and left turns out of Riverside onto Fair Oak Road – both in the interest of capacity at this junction and reducing the number of necessary traffic signal phases), Hampshire County Council together with the scheme designer has re-assessed the impacts of allowing these proposed banned movements in a direct response to the public objection. This assessment has resulted in changes to the proposal to now allowing left turn movements out of Riverside onto Fair Oak Road. Allowing this movement will have minimal impact overall in terms of junction performance. To allow this left turn out movement, the Toucan Crossing currently on Fair Oak Road will remain in its current position rather than being relocated closer to the junction. The result of allowing the right turn into Riverside from Fair Oak Road is significantly negative for all road users and would result in severe delay for vehicles travelling west on Fair Oak Road/Bishopstoke Road towards Eastleigh as vehicles waiting to turn right will block those wishing to travel straight ahead. This will mean that all traffic, including buses, would be negatively impacted by allowing right turn movements to Riverside from Fair Oak Road and therefore the proposal to ban this movement is maintained and forms part of this decision on the scheme.

Equalities considerations - Impact Assessment

Age

Impact on public	Positive
Impact on staff	Positive
Rationale	The scheme is likely to have a positive impact on reducing inequalities. The improvements it provides to accessibility to public transport, cyclists and pedestrians will improve the safety and journey experience of these modes.
Mitigation	

Disability

Impact on public	Positive
Impact on staff	Neutral
Rationale	The scheme will benefit those with disabilities who use the highway, particularly those with mobility impairments that require mobility aids, such as wheel chairs and walking canes. It will encourage disabled cyclists to commute more as inaccessible cycle infrastructure is one of the biggest barriers to cycling.
Mitigation	

Gender Reassignment

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The scheme highway improvements are provided for all, but do not have significant negative or positive impact on this protected characteristic.
Mitigation	

Pregnancy and Maternity

Impact on public	Neutral

Impact on staff	Neutral
Rationale	The scheme highway improvements are provided for all, but do not have significant negative or positive impact on this protected characteristic.
Mitigation	

Race

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The scheme highway improvements are provided for all, but do not have significant negative or positive impact on this protected characteristic.
Mitigation	

Religion or Belief

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The scheme highway improvements are provided for all, but do not have significant negative or positive impact on this protected characteristic.
Mitigation	

Sex

Impact on public	Positive
Impact on staff	Neutral
Rationale	Women are more likely to use bus services than Men and will therefore benefit from the scheme.
Mitigation	

Sexual Orientation

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The scheme highway improvements are provided for all, but do not have significant negative or positive impact on this protected characteristic.
Mitigation	

Marriage and Civil Partnership

Impact on public	Neutral
Impact on staff	Neutral
Rationale	

	The scheme highway improvements are provided for all, but do not have significant negative or positive impact on this protected characteristic.
Mitigation	

Poverty

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The scheme highway improvements are provided for all, but do not have significant negative or positive impact on this protected characteristic.
Mitigation	

Rurality

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The scheme highway improvements are provided for all, but do not have significant negative or positive impact on this protected characteristic.
Mitigation	

Geographical Impact:Eastleigh

Equality Statement

Additional information:

None.

Overview Statement:

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

EIA reference number: 00184

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