



## 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:	PCR TCF - A27 Portchester Bus Priority Scheme - Castle Street Roundabout
Related EIAs:	None

EIA for Savings Programme:	No
Service affected	Introduction of bus priority signals on Castle Street Roundabout at the Portchester Precinct Bus Stop and associated signals on the circulatory.
Description of the service/policy/project/project phase	The scheme is part of the Portsmouth and SE Hants TCF Programme and seeks to introduce bus priority signals on Castle Street Roundabout at the Portchester Precinct Bus Stop and the roundabout carriageway. A Traffic Regulation Order will also restrict the use of the bus stop, allowing only buses and vehicles associated with the Wednesday Market to use the bus stop. The objective of the Portchester scheme is to improve the bus services using the Portchester Precinct Bus Stop for journeys between Portsmouth and Fareham. Providing additional benefits for linked services from Fareham and Portsmouth to key destinations such as employment centres, Town and City centres, and transport hubs for onward travel.
New/changed service/policy/project	The proposed scheme seeks to introduce traffic signals onto the roundabout and the bus stop to allow buses leaving the bus stop to stop traffic on the roundabout and give traffic free access onto the A27, essentially a bus priority system. The introduction of the bus priority signals on Castle Street Roundabout will allow buses to access the roundabout without the need to wait for a gap in traffic. Buses will activate the signals by pulling forward from the bus stop shelter, and traffic on the roundabout will be stopped to allow the buses out of the bus lane. To accommodate the traffic signals, it is proposed to slightly lengthen and widen the western end (bus stop exit) to allow the signal poles and lights to be installed. Another pole and signal head will be installed on the roundabout. A Traffic Regulation Order is proposed for the bus lane, meaning only local bus services will be permitted to utilise the stop and prevent the use of the stop by other vehicles that currently use the area as a drop-off / pick-up location such as Taxi's and private vehicles.

Engagement
An online digital engagement event was held on 23rd November 2021 for Councillors (County and

Borough) and key stakeholders. The event had a good level of interaction/participation between attendees and County Officers during a question-and-answer session at the end of the event.

Following the digital event, an online public engagement event was held between 24th November and 21st December 2021. The event was publicised through social media with targeted advertising, letters to local residents and businesses and was supported by First Hampshire with media coverage on their website and posters on their buses serving the Portchester stop. A press release was also published.

Utilising lessons learned from other TCF scheme engagement events, members of the team conducted face to face surveys with bus users on site to gather more accurate data regarding bus use and improvements to the area.

Following digital event, an online public survey is launched which attracted 278 responses. Full results are available at [A27 Bus Enhancements | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://hants.gov.uk/A27-Bus-Enhancements-Transport-and-roads-Hampshire-County-Council)

Analysis of the feedback form found markedly different sets of opinions and profile based on modal use, these are frequent bus users (who took the bus at least once a week in the local area), and infrequent/non-bus users (who took the bus less than once a week or never).

1. The majority of **frequent bus users** agreed with:

- Installing bus priority traffic signals on the roundabout (57% agreed)
- Introducing measures to prevent non-buses from using the bus stop (70% agreed).
- A fifth of frequent bus users (21%) said that the proposed changes would encourage them to use the bus more locally (45% said they already used the bus frequently).

Of the **infrequent/non-bus users** :

- A slim majority agreed with preventing non-buses from using the bus stop (53%).
- Most disagreed with installing bus priority traffic signals (14% agreed, while 80% disagreed).
- 7% said they would use local buses more if the proposed changes were introduced. Among those who would not use the bus more regularly more than two thirds could be encouraged by other incentives, notably cheaper fares (51%), more direct routes (35%), more reliable journey times (24%) and more frequent services (22%).

Among both groups, the most common reasons for **agreeing** with the proposed changes related to measures to restrict access to the bus stop for non-buses:

- 37% of those who agreed with the proposed changes felt that bus stops should be for buses only
- A fifth of respondents had noticed taxis, vans or parked vehicles making access for buses more difficult.

Among those who **disagreed** with the proposed changes, many comments related to the proposed bus priority traffic signals,

- half of those answering (53%) felt that the change could increase congestion, while
- 45% said they had not noticed issues at the roundabout so the changes were not needed.

## Equalities considerations - Impact Assessment

### Age

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The bus priority scheme reduces delays to bus services at this stop and improves journey times for bus passengers. Bus services are utilised by all age groups. The impact is considered to be Neutral with regards to Age as this proposed scheme seeks to introduce traffic signals onto an existing section of highway.
Mitigation	

### Disability

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The bus priority scheme reduces delays to bus services at this stop and improves journey times for bus passengers. Bus services are utilised by all abilities. The impact is considered to be Neutral with regards to Disability as this proposed scheme seeks to introduce traffic signals onto an existing section of highway.
Mitigation	

## Gender Reassignment

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The bus priority scheme reduces delays to bus services at this stop and improves journey times for bus passengers. The impact is considered to be Neutral with regards to Gender Reassignment as this proposed scheme seeks to introduce traffic signals onto an existing section of highway.
Mitigation	

## Pregnancy and Maternity

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The bus priority scheme reduces delays to bus services at this stop and improves journey times for bus passengers. The impact is considered to be Neutral with regards to Pregnancy and Maternity as this proposed scheme seeks to introduce traffic signals onto an existing section of highway.
Mitigation	

## Race

Impact on public	Neutral

Impact on staff	Neutral
Rationale	The bus priority scheme reduces delays to bus services at this stop and improves journey times for bus passengers. Bus services are utilised by all races. The impact is considered to be Neutral with regards to Race as this proposed scheme seeks to introduce traffic signals onto an existing section of highway.
Mitigation	

## Religion or Belief

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The bus priority scheme reduces delays to bus services at this stop and improves journey times for bus passengers. Bus services are utilised by all religions and beliefs. The impact is considered to be Neutral with regards to Religion or Belief as this proposed scheme seeks to introduce traffic signals onto an existing section of highway.
Mitigation	

## Sex

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The bus priority scheme reduces delays to bus services at this stop and improves journey times for bus passengers. Bus services are utilised by all sexes. The impact is considered to be Neutral with regards to Sex as this proposed scheme seeks to introduce traffic signals onto an existing section of highway.

Mitigation	

## Sexual Orientation

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The bus priority scheme reduces delays to bus services at this stop and improves journey times for bus passengers. The impact is considered to be Neutral with regards to Sexual Orientation as this proposed scheme seeks to introduce traffic signals onto an existing section of highway.
Mitigation	

## Marriage and Civil Partnership

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The bus priority scheme reduces delays to bus services at this stop and improves journey times for bus passengers. The impact is considered to be Neutral with regards to Marriage or Civil Partnership as this proposed scheme seeks to introduce traffic signals onto an existing section of highway.
Mitigation	

## Poverty

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Impact on public	Positive
Impact on staff	Positive
Rationale	The bus priority scheme improves journey times for bus services and the passengers. 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 bus users, will be able to benefit from 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	Neutral
Impact on staff	Neutral
Rationale	The bus priority scheme reduces delays to bus services at this stop and improves journey times for bus passengers. The location of the bus stop is in an urban setting on an urban corridor between Portsmouth and Fareham. The impact is considered to be Neutral with regards to Rurality as this proposed scheme seeks to introduce traffic signals onto an existing section of highway.
Mitigation	

Geographical Impact:Fareham

## Equality Statement

Additional information:



**This scheme forms part of the Portsmouth and SE Hants Transforming Cities Fund Programme. The programmed date for a Delegated Decision by the Director of ETE is the 10th March 2022.**

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:

A summary assessment to show that due regard to the Public Sector Equality Duty has been paid, which is undertaken when a full EIA is not needed:

EIA reference number: 00194

Date of production of EIA for publication: 23/02/2023