



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
Tryfon Ampartzis	Client Project Manager Economy, Transport and Environment	tryfon.ampartzis@hants.gov.uk Tel:01962 846672

Title:	Botley Bypass Phase 3 Eastern Section
Related EIAs:	None

EIA for Savings Programme:	No
Service affected	Transport all users.
Description of the service/policy/project/project phase	Phase 3 (Botley Bypass Eastern Section) will link to the Phase 1 (Uplands Development Infrastructure) works and provide the new eastern section of the Bypass route from Winchester Street to the existing A334, east of Botley Village. These works will commence in Spring 2023, and will follow the completion of the first two phases and include a new bridge over the River Hamble, a new roundabout junction with the A334 and a new access for Newhouse Farm.
New/changed service/policy/project	The improvement will enhance accessibility for all modes of transport across the bypass connecting Winchester Street to the existing A334, east of Botley Village. Improvements for pedestrians, cyclists and equestrians will be provided.

Engagement
<p>In November 2016 a report to the Executive Member for Environment and Transport regarding 'Botley Bypass Public Consultation and Preferred Route' recommended that the preferred route as outlined in the report be approved and that work should be progressed to finalise details of the scheme and enable the timely submission of a Planning Application. Further to this recommendation, preliminary and early detailed design work was progressed in relation to the layout for the Scheme, developed along the preferred route alignment approved in November 2016.</p>

Equalities considerations - Impact Assessment

Age

Impact on public	Positive
------------------	----------

Impact on staff	Positive
Rationale	<p>The Botley Bypass Phase 3 Eastern Section scheme will benefit all transport users by improving connectivity between Winchester Street to the existing A334, east of Botley Village. The scheme will enhance existing and create new facilities for pedestrians, cyclists and equestrians. The new shared path that will be parallel to the link road will provide a safe route for all users, positively affecting people of all ages, sexes, and disabilities. The scheme has been assessed as having a neutral impact on other protected groups.</p> <p>The scheme represents a long-standing aspiration to develop a new bypass to help alleviate traffic congestion in Botley caused by the significant volume of through traffic using the A334 Botley High Street en-route between the Fareham area, the wider Eastleigh and North Hedge End areas, and Winchester in the north. Thus, traffic flows in Botley are expected to be minimised. Public transport is expected to be positively affected. Although the local bus operators have not expressed an interest in amending their existing arrangements, the amount of traffic in Botley is expected to be reduced and bus travel times to decrease.</p> <p>The A334 also serves as a relief road whenever congestion of the M27 motorway encourages drivers to seek alternative routes. Traffic congestion during peak periods contributes towards air quality problems, particularly the High Street which has been identified by Eastleigh Borough Council as an Air Quality Management Area (AQMA) due to poor air quality. Action measures identified in the AQMA Action Plan 2012- 2017 identify the construction of a bypass and restrictions on heavy good vehicles as the principle means of improving air quality. The village centre is a designated Conservation Area and includes a number of historic and listed buildings. There are concerns about the potential effects of noise and vibration particularly from heavy goods vehicle (HGV) movements on the setting and structural stability of these properties. Access by the community to local amenities within the centre of the village is also compromised by large numbers of HGVs.</p>
Mitigation	

Disability

Impact on public	Positive
Impact on staff	Positive
Rationale	

The Botley Bypass Phase 3 Eastern Section scheme will benefit all transport users by improving connectivity between Winchester Street to the existing A334, east of Botley Village. The scheme will enhance existing and create new facilities for pedestrians, cyclists and equestrians. The new shared path that will be parallel to the link road will provide a safe route for all users, positively affecting people of all ages, sexes, and disabilities. The scheme has been assessed as having a neutral impact on other protected groups.

The scheme represents a long-standing aspiration to develop a new bypass to help alleviate traffic congestion in Botley caused by the significant volume of through traffic using the A334 Botley High Street en-route between the Fareham area, the wider Eastleigh and North Hedge End areas, and Winchester in the north. Thus, traffic flows in Botley are expected to be minimised. Public transport is expected to be positively affected. Although the local bus operators have not expressed an interest in amending their existing arrangements, the amount of traffic in Botley is expected to be reduced and bus travel times to decrease.

The A334 also serves as a relief road whenever congestion of the M27 motorway encourages drivers to seek alternative routes. Traffic congestion during peak periods contributes towards air quality problems, particularly the High Street which has been identified by Eastleigh Borough Council as an Air Quality Management Area (AQMA) due to poor air quality. Action measures identified in the AQMA Action Plan 2012- 2017 identify the construction of a bypass and restrictions on heavy good vehicles as the principle means of improving air quality. The village centre is a designated Conservation Area and includes a number of historic and listed buildings. There are concerns about the potential effects of noise and vibration particularly from heavy goods vehicle (HGV) movements on the setting and structural stability of these properties. Access by the community to local amenities within the centre of the village is also compromised by large numbers of HGVs.

Mitigation

Gender Reassignment

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The project is expected to have a neutral impact on this characteristic.

Mitigation	
------------	--

Pregnancy and Maternity

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The project is expected to have a neutral impact on this characteristic.
Mitigation	

Race

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The project is expected to have a neutral impact on this characteristic.
Mitigation	

Religion or Belief

Impact on public	Neutral
Impact on staff	Neutral

Rationale	The project is expected to have a neutral impact on this characteristic.
Mitigation	

Sex

Impact on public	Positive
Impact on staff	Positive
Rationale	<p>The Botley Bypass Phase 3 Eastern Section scheme will benefit all transport users by improving connectivity between Winchester Street to the existing A334, east of Botley Village. The scheme will enhance existing and create new facilities for pedestrians, cyclists and equestrians. The new shared path that will be parallel to the link road will provide a safe route for all users, positively affecting people of all ages, sexes, and disabilities. The scheme has been assessed as having a neutral impact on other protected groups.</p> <p>The scheme represents a long-standing aspiration to develop a new bypass to help alleviate traffic congestion in Botley caused by the significant volume of through traffic using the A334 Botley High Street en-route between the Fareham area, the wider Eastleigh and North Hedge End areas, and Winchester in the north. Thus, traffic flows in Botley are expected to be minimised. Public transport is expected to be positively affected. Although the local bus operators have not expressed an interest in amending their existing arrangements, the amount of traffic in Botley is expected to be reduced and bus travel times to decrease.</p> <p>The A334 also serves as a relief road whenever congestion of the M27 motorway encourages drivers to seek alternative routes. Traffic congestion during peak periods contributes towards air quality problems, particularly the High Street which has been identified by Eastleigh Borough Council as an Air Quality Management Area (AQMA) due to poor air quality. Action measures identified in the AQMA Action Plan 2012- 2017 identify the construction of a bypass and restrictions on heavy good vehicles as the principle means of improving air quality. The village centre is a designated Conservation Area and includes a number of historic and listed buildings. There are concerns about the potential effects of noise and vibration particularly from heavy goods vehicle (HGV) movements on the setting and structural stability of these properties. Access by the community to local amenities within the centre of the village is also compromised by large numbers of HGVs.</p>

Mitigation

Sexual Orientation

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The project is expected to have a neutral impact on this characteristic.
Mitigation	

Marriage and Civil Partnership

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The project is expected to have a neutral impact on this characteristic.
Mitigation	

Poverty

Impact on public	Neutral
Impact on staff	Neutral
Rationale	

	The project is expected to have a neutral impact on this characteristic.
Mitigation	

Rurality

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The project is expected to have a neutral impact on this characteristic.
Mitigation	

Geographical Impact:Eastleigh, Winchester

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: 00224

Date of production of EIA for publication: 14/06/2022