



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
Katerina Anastasi	Senior Project Officer Economy, Transport and Environment	katerina.anastasi@hants.gov.uk Tel:03707 793579

Title:	PA: Portsmouth and South-East Hampshire Transforming Cities Fund Schemes: Bedhampton Road
Related EIAs:	None

EIA for Savings Programme:	No
Service affected	Transport Infrastructure
Description of the service/policy/project/project phase	The scheme aims to improve bus reliability for services between Havant and Portsmouth/ Southsea.
New/changed service/policy/project	Relocating the existing bus stop on the westbound approach to the Bedhampton Hill/ Bedhampton Road roundabout, closer to the junction with Brookside Road, and providing it as an on-road stop; Extending the existing two lanes section on the Bedhampton Road westbound approach to the roundabout to enable traffic to continue flowing when a bus is using the relocated stop; Moving the informal pedestrian crossing (dropped kerbs, tactile paving) across Bedhampton Road to the east of the relocated bus stop, to improve visibility and reduce the distance for pedestrians using the crossing; Replacing the existing bus lay-by with an area of verge; Amending a section of the existing central island on Bedhampton Road to enable right-turns out of Nursery Road onto Bedhampton Road; Minor modifications to the pedestrian refuge island on Nursery Road to improve safety for pedestrians; Minor amendments to the kerbs on the exit from the eastbound bus stop opposite Brookside Road, to reduce the width of the informal pedestrian crossing.

Engagement
<p>An online digital consultation event was held in January for councillors (County, Borough, Parish, Town and District) and key stakeholders including local businesses and community groups. The event was well attended by interested parties with good level of interaction between attendees and council officers. The event was preceded with a personal message from Councillor Humby. An online public survey was then launched which attracted 72 responses. Full results are available on the scheme webpage.</p>

Age

Impact on public	Positive
Impact on staff	Positive
Rationale	Positive impact reported for age as changes will improve access for low floor buses, enables provision of a wider footway and slightly reduces pedestrian crossing width on the westbound highway.
Mitigation	

Disability

Impact on public	Positive
Impact on staff	Neutral
Rationale	Positive impact reported for disability as changes will improve access for low floor buses, enables provision of a wider footway and slightly reduces pedestrian crossing width on the westbound highway.
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	Positive
Impact on staff	Neutral
Rationale	Positive impact reported for pregnancy and maternity as changes will improve access for low floor buses, enables provision of a wider footway and slightly reduces pedestrian crossing width on the westbound highway.
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	Neutral
Impact on staff	Neutral
Rationale	The project is expected to have a neutral impact on this characteristic.
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	Positive
Impact on staff	Neutral
Rationale	Positive impact reported for poverty due to the aims of the TCF programme. As the scheme improves infrastructure for bus and sustainable travel, it will benefit groups that are more likely to travel by these means if they cannot afford or are unable to utilise private vehicle use. Without the use of private vehicle use, these groups would most likely utilise sustainable travel modes or public transport and by improving the infrastructure, space for sustainable travel and bus journey times, this will improve all modes utilised by people within the group.
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:Gosport

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: 00247

Date of production of EIA for publication: 04/08/2022