

Equality Impact Assessment



Hampshire
County Council

Waterside Transport Strategy Update

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Department: Economy, Transport and
Environment

Date of
assessment: 24/03/2021

Description of current service/policy

The emerging Draft Waterside Transport Strategy covers the period up to 2036 which aligns with the New Forest District Local Plan period. The Strategy follows on from and updates the Waterside Transport Study Phase 1 and associated Waterside Interim Policy Position, which was completed in 2017. The Interim Policy Position was “agnostic” towards the re-introduction of passenger services on the Waterside rail line.

Geographical impact: New
Forest

Description of proposed change

The report notes progress on the Transport Strategy, provides a short status report on the A326 improvements; seeks approval for the County Council to conditionally support re-introducing passenger rail services on the Waterside railway line and seeks the addition of £970,000 to the Capital Programme for 2021/22 to improve east-west connectivity for cyclists and pedestrians. The report also seeks the addition of £1.98million to the Capital Programme for 2021/22 to enable the progression of scheme development for pedestrians and cycles on the Redbridge Causeway and also highlights the financial challenges being faced by the Hythe ferry.

Impacts of the proposed change

This impact assessment covers Service users

Engagement and consultation

Has engagement or consultation been carried out?

Planned

A public survey was undertaken in 2017 as part of the Phase 1 Transport Study to understand transport issues in the Waterside area. Engagement has taken place with key stakeholders related to the rail project. Public consultation on the emerging Waterside Transport Strategy will be undertaken in May/June 2021, where the local community and wider stakeholders will have the opportunity to comment and influence the way forward on all the workstreams outlined in this report.

Statutory considerations	Impact	Mitigation
Age: Low	There is a potential impact on the commercial viability of the existing bus and ferry services if the Waterside Passenger Rail scheme goes ahead, depending on the more detailed operational arrangements for the various services. In the event that there is a reduction or changes to bus services, this could potentially have an impact on the elderly and in particular those that use a freedom pass. The County Council will work with Network Rail, train operators and bus operators to mitigate this impact. Overall, the introduction of rail services will have a positive impact on public transport choice in the Waterside area, which will benefit those without access to a private car. The east-west connectivity improvements and pedestrian and cycle improvements on the Redbridge Causeway will provide better facilities for all users but will particularly assist the elderly and those with mobility impairments. For the majority of people with protected characteristics the impact is assessed as neutral, as the Transport Strategy will promote improvements across a range of transport modes and will provide benefits to all users, regardless of protected characteristics.	

Disability: Neutral		
Sexual orientation: Neutral		
Race: Neutral		
Religion and belief: Neutral		
Gender reassignment: Neutral		
Gender: Neutral		
Marriage and civil partnership: Neutral		
Pregnancy and maternity: Neutral		
Other policy considerations	Impact	Mitigation

<p>Poverty: Positive</p>	<p>There is a potential impact on the commercial viability of the existing bus and ferry services if the Waterside Passenger Rail scheme goes ahead, depending on the more detailed operational arrangements for the various services. In the event that there is a reduction or changes to bus services, this could potentially have an impact on the elderly and in particular those that use a freedom pass. The County Council will work with Network Rail, train operators and bus operators to mitigate this impact. Overall, the introduction of rail services will have a positive impact on public transport choice in the Waterside area, which will benefit those without access to a private car. The east-west connectivity improvements and pedestrian and cycle improvements on the Redbridge Causeway will provide better facilities for all users but will particularly assist the elderly and those with mobility impairments. For the majority of people with protected characteristics the impact is assessed as neutral, as the Transport Strategy will promote improvements across a range of transport modes and will provide benefits to all users, regardless of protected characteristics.</p>	
<p>Rurality: Neutral</p>		

Neutrality statement (if all considerations have a neutral impact)

Any other information