

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	17 July 2018
Title:	Hamble Lane Improvements
Report From:	Director of Economy, Transport and Environment

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1. Recommendations

- 1.1. That feedback from the first public consultation, and the overall high level of support for the principle of improvements to Hamble Lane, is noted.
- 1.2. That the proposed improvements, which have been developed and informed by comments received in response to the public consultation, and are outlined in this report, are approved for adoption as the preferred scheme.
- 1.3. That approval is given to undertake a second round of public consultation in summer 2018 to seek views on the preferred scheme, and also to seek views on the prioritisation of different elements of the scheme.
- 1.4. That following the second public consultation, the preferred scheme is modified as appropriate to take into account local views, and that the resulting scheme be developed to detailed design stage.

2. Executive Summary

- 2.1. On 14 November 2017 the Executive Member for Environment and Transport gave approval to undertake a public consultation exercise on the extent and nature of potential improvements to Hamble Lane, and approval to develop a preferred scheme option following analysis of consultation feedback.
- 2.2. The public consultation took place from 27 November 2017 to 7 January 2018, with a total of 683 responses being received. The purpose of this paper is as follows:
 - To report back on the results of the public consultation, including provision of a summary of the consultation process, the quantitative and qualitative responses received, and a summary of the key issues and concerns for residents;
 - To present proposed improvements to form the preferred scheme, which has been developed taking account of the consultation responses;

- To seek approval to undertake a second public consultation exercise to obtain views on the preferred scheme and a prioritisation of different elements; and
- To seek approval to develop the scheme to detailed design stage following the second public consultation, including any modifications that may result from the consultation response.

2.3. This paper seeks to:

- Briefly set out the background to the improvement scheme;
- Provide a detailed summary of the results of the first public consultation;
- Present the proposed improvements for adoption as the preferred scheme; and
- Consider and agree the future direction of the scheme.

3. Introduction

- 3.1. Hamble Lane currently experiences significant traffic congestion, particularly during peak periods. The congestion is most pronounced on the A3025 section of Hamble Lane between Windhover roundabout to the north and the A3025 Portsmouth Road to the south. This section experiences the highest traffic flows as traffic routing to/from Southampton via the A3025 Portsmouth Road is combined with traffic routing to/from Hamble-le-Rice and Netley via the B3397 Hamble Lane.
- 3.2. The County Council has been working closely with Highways England to develop a solution to the congestion currently experienced at M27 Junction 8 and the Windhover roundabout, both of which can have a knock-on impact on traffic flows on Hamble Lane, particularly in a northbound direction. Highways England undertook a public consultation exercise on the preferred improvement schemes for these two junctions in autumn 2017, and is now continuing to progress the designs.
- 3.3. It is important to build upon and add value to the Highways England improvement schemes by developing a complementary scheme for the A3025 section of Hamble Lane. The Highways England scheme for Windhover and M27 Junction 8 should make a significant contribution towards improving northbound traffic flow on the A3025 Hamble Lane, and the scheme being developed by the County Council will seek primarily to improve southbound traffic flow on Hamble Lane whilst also further improving northbound traffic flow where possible.
- 3.4. Development sites that have recently been permitted in the local area, including along or in the vicinity of Hamble Lane, reinforce the need for additional capacity so as to accommodate both existing and forecast future traffic along Hamble Lane. These development sites have also provided some Section 106 funding to put towards the improvements.
- 3.5. Since the previous Executive Member report for this scheme in November 2017, a public consultation exercise has been undertaken, from 27 November 2017 to 7 January 2018, and in tandem and following on from this a design for a preferred improvement scheme has been worked up for approval. The design takes into account comments received as part of the public consultation

and also builds upon traffic modelling work that has been undertaken to assess the relative merits of different improvement options.

- 3.6. The remainder of this report provides details of the results of the public consultation exercise, and of the proposed scheme for the improvements, before discussing the future direction for the project.

4. Public Consultation - Overview

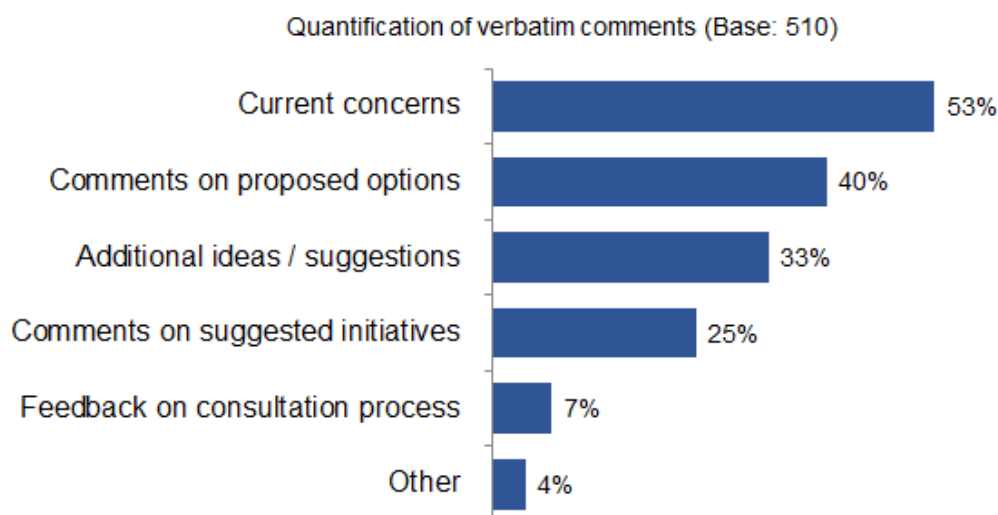
- 4.1. The first public consultation provided an opportunity for local residents, businesses and stakeholders to share their views on existing issues, possible improvements, and travel-planning initiatives along Hamble Lane and on the wider Hamble Peninsula. The open consultation was carried out to seek residents' and stakeholders' views and ideas. The aims of the Hamble Lane Improvements public consultation exercise were to:
 - Ascertain the public's views on the extent and nature of potential Hamble Lane improvements;
 - Understand what the public think the improvements should entail; and
 - Gather views on the potential for behavioural change and travel-planning initiatives for the wider Hamble Peninsula.
- 4.2. A consultation Information Pack and Response Form were made available to view, print, and download from the County Council's website. Responses could be submitted through an online questionnaire accessed via:
<https://www.hants.gov.uk/transport/transportchemes/hamblelane>.
- 4.3. The questionnaire included questions on respondents' journeys, i.e. how and when they use Hamble Lane, their high-level views on the proposed improvements and specific issues and elements, and their views on potential travel-planning type initiatives. There was also a free text question for respondents to record any other comments they had about the improvements and/or existing issues.
- 4.4. In total, the consultation received 683 responses, including 510 further comments for consideration. These comments highlighted current concerns, and provided more detailed feedback on the options and initiatives proposed by the County Council. In addition, respondents submitted a range of their own alternative ideas for consideration.
- 4.5. There were also three drop-in events, at which there was a series of exhibition boards with Hampshire County Council and Eastleigh Borough Council officers on hand to answer questions from the public. Paper questionnaires were also handed out together with pre-paid envelopes to post the forms back to the Council. The drop-in events were held at Pilands Wood Centre in Bursledon, Roy Underdown Pavilion in Hamble, and Abbey Hall in Netley. People were asked to fill in the 'sign-in' book, at each event with 149 people recorded at Bursledon, 152 at Hamble and 108 at Netley. A total of 409 people signed in over the three events.
- 4.6. A full report of the findings of the public consultation is attached to this report as Appendix 1, including a copy of the original survey questionnaire. This includes the demographic profile of respondents, information on where they lived, how/when they use Hamble Lane, and for what purpose. The following

section focuses on providing a summary of the main findings of the consultation, in terms of resident's views on the improvement scheme, the main issues and different elements of the proposals.

5. Public consultation - Summary of Findings

- 5.1. Respondents overwhelmingly support the principle of improvements to Hamble Lane, with 82% agreeing compared to only 3% disagreeing, with the remainder undecided. This stems from enduring concerns about congestion, exacerbated by new development and the perceived inability of the local transport infrastructure to support this. Residents from Hamble-Le-Rice and outside of the area are most supportive of improvements. There is particular backing from commuters, those doing the school run, and individuals regularly travelling during the morning and evening peak periods. There are also high levels of support from those using Hamble Lane during the weekend and for leisure/recreation reasons, suggesting that congestion issues are not confined to the weekday morning and evening peak periods.
- 5.2. When asked to rank the key elements of the scheme, 'Improving traffic flow and reducing delays' was the highest priority with 88%, placing this first. Improvements to public transport were ranked as second priority, walking/cycling provision as third priority, followed by initiatives to reduce the number of car trips. The ranking was partly because people felt that public transport was poor, meaning that for many the car is viewed as the only realistic mode of travel.
- 5.3. To help improve traffic flow, the potential widening of Hamble Lane between the Tesco and the Portsmouth Road junctions is supported by 80% of respondents, with a further 13% indicating that they might support this proposal as well. However, there were a number of concerns as to whether this opportunity still exists given the proximity of new development along the northern end of Hamble Lane. Some respondents also felt that only concentrating on widening this section could just shift the issue along the lane.
- 5.4. Respondents were supportive of all potential junction improvements. The Portsmouth Road junction was the first priority for 66% of respondents, with many stating that the primary cause of congestion in the area is the short right turn filter and insufficient road capacity. The next highest priority was the Tesco access junction, with 31% of respondents ranking this first, and several residents (8% of all respondents) felt that changes should be made on the A27 Providence Hill to allow Tesco traffic to exit here and reduce the burden on Hamble Lane. The Jurd Way junction was the next highest priority, followed by Pound Road and finally the Hound Road junction.
- 5.5. Respondents generally supported travel planning initiatives, although only 24% had heard of the County Council's travel-planning initiative, the 'My Journey Hampshire' website. The highest support was for school travel planning initiatives, with greater uncertainty about community initiatives. Car parking at Hamble rail station was the highest supported travel-planning initiative by residents from all areas. Priorities also included: better bus service, with comments about frequency, journey time and bus fares; and cycle provision, because of concerns about cyclists' safety, and the impact on traffic congestion of on-road cycling.

5.6. A total of 510 respondents submitted further comments for consideration, with the majority of these highlighting current concerns, as shown in the chart provided below. A total of 169 respondents gave additional ideas/suggestions. The greatest number of these related to the road network and public transport. A significant number of comments related to creating new/re-opening routes; the most cited option was the re-opening of Botley Road. Additional comments on public transport focussed on the need for improved train services in terms of frequency and destinations, with some thinking that this would reduce traffic on Hamble Lane.



NB: Comments often mentioned more than one theme, and were coded to all that were applicable.

5.7. The following section provides a summary of the main concerns, comments, ideas and suggestions that were made via the consultation and provides the County Council's response to each of these in turn.

6. Public Consultation - Other Comments

6.1. The impact of new housing development in the area was the single most common concern raised during the consultation, with 37% of all comments provided being about this issue. Other common issues that were raised included:

- Specific comments about the Portsmouth Road junction and it being the main cause of congestion (21% of all comments);
- Comments solely about congestion generally (15%), although almost all improvement comments mentioned congestion implicitly;
- The Windhover junction (11%);
- Improving train services in the area (10%);
- Providing new routes or re-opening old ones, including re-opening Botley Road at its junction with Bursledon Road (9%);
- The option to widen the road has been lost due to development (8%);
- Access to Tesco needs reviewing, including a new exit onto the A27 (8%);
- General comments about the need to widen the road (7%);
- Road widening beyond the area proposed (5%); and
- Air Pollution (4%).

6.2. The table below provides the County Council’s response to the main issues, comments and suggestions that were raised at the consultation.

Issue/Comment/ Suggestion	County Council Response
New housing development	<p>Eastleigh Borough Council is the statutory land use planning authority in this area and therefore decisions/allocations regarding development sites are entirely their remit. The County Council’s role, as the highways authority, is to advise on the impact of development, recommend measures which could be put in place to help mitigate this impact, and, if appropriate recommend refusal of planning permission on highways grounds. In previous years the Borough Council has been unable to demonstrate a 5-year land supply for housing, which is required under the National Planning Policy Framework (NPPF). This resulted in development which has been refused planning permission by the Borough Council being able to come forward via the subsequent appeals process. However this is no longer the case, and the Borough Council are now able to demonstrate a 5-year land supply.</p> <p>The relatively recent changes in national Government planning policy as a result of the NPPF mean that the threshold for a successful highway objection is higher than it used to be. The County Council must be able to demonstrate that the development site in question will, in isolation, have a ‘severe’ impact upon the operation of the local highway network. In practice this is very difficult to do, particularly for the relatively small scale sites that have been coming forward in the area.</p>
Portsmouth Road junction	<p>The County Council recognises that congestion at this junction is the main cause of southbound congestion on Hamble Lane, as outlined in the previous Executive Member for Environment and Transport Decision report for the scheme (dated 14 November 2017). The proposals that form part of the scheme outlined in this report seek to significantly improve traffic flow at this junction.</p> <p>The on-line widening to Hamble Lane centres on being able to separate southbound traffic looking to route down Portsmouth Road from traffic looking to route towards Hamble/Hound, from the point it leaves Windhover roundabout all the way down to the Portsmouth Road junction. This will provide increased capacity and a more efficient use of road space on the section north of the Tesco access.</p>
Congestion generally	<p>As set out in this report and the previous Executive Member for Environment and Transport Decision report for Hamble Lane improvements (dated 14 November 2017), it is acknowledged that there is significant traffic congestion in the area. The main aim of this scheme, in conjunction with other planned local schemes, is to try and address this congestion.</p> <p>The bigger picture includes the Highways England M27 Junctions 4-11 Smart Motorways scheme, and the Highways</p>

	<p>England schemes for Windhover roundabout and M27 Junction 8, plus the A3024 Bursledon Road corridor, which together form the 'M27 Southampton Junctions' package of works. In conjunction with the Hamble Lane improvements these schemes should all work together to improve traffic flow on Hamble Lane and in the wider area, but without one component the others would not be as effective. For example congestion at Windhover can cause congestion on Hamble Lane and vice versa, while congestion on the M27 can also cause congestion to occur on the surrounding local highway network. Taken together some significant reductions in congestion and delay are expected in the area once all schemes are completed.</p>
Windhover Junction	<p>As noted above an improvement scheme for Windhover roundabout forms part of the Highways England 'M27 Southampton Junctions' package of works. A public consultation for this scheme was undertaken by Highways England in autumn 2017, and the scheme plans for Windhover and M27 Junction 8 were presented at the first Hamble Lane improvements consultation. The County Council is working with Highways England to develop this scheme, and it is currently being progressed by Highways England with the intention of delivery being commenced in spring 2020.</p> <p>This scheme is required to create additional capacity in advance of implementing improvements to Hamble lane. Without improvements to Windhover, traffic would still queue at the northern end of Hamble Lane.</p>
Improving train services	<p>This is beyond the remit of the County Council as highway authority, and is the responsibility of the Train Operating Companies that provide services along the lines that route through Hamble Rail Station. It is, however, agreed that an increased service frequency to/from Southampton and Portsmouth would make rail travel a more attractive proposition.</p> <p>To do what we can to try and increase the use of Hamble rail station and make it more accessible to vehicles and cyclists, the County Council is currently considering an improvement scheme to provide a new car park, pick-up/drop-off facility and cycle parking at the station, as outlined in Section 9 of this report.</p>
Providing new routes	<p>The provision of new road links would involve significant expense, and opportunities would be extremely limited due to land constraints. Infrastructure improvements of the scale that would be required typically nowadays only come forward in conjunction with significant development sites for either housing and/or employment, and the County Council is not aware of any such sites or suitable areas in the vicinity of Hamble Lane.</p>
Re-opening Botley Road	<p>The Botley Road / Bursledon Road junction and the majority of Botley Road itself is located within the jurisdiction of Southampton City Council. Any decision on whether to re-open this link would therefore need to be agreed by the City Council, the County Council, and Eastleigh Borough Council.</p>

	<p>The junction currently experiences significant congestion during peak periods, and therefore adding more traffic to this junction (by re-opening Botley Road to all traffic) would only exacerbate the situation, particularly for those using Bursledon Road.</p> <p>This junction has been identified for improvements by Highways England as part of their 'M27 Southampton Junctions' package of works, aimed at improving access to Southampton together with improvements to Windhover roundabout and M27 Junction 8. Part of the previous rationale for re-opening this link was so that it could function as a form of western bypass to Windhover roundabout and M27 Junction 8. However, this could add more traffic onto less suitable links such as St Johns Road through Hedge End; and furthermore, in the context of the proposed improvements to these two junctions by Highways England, it is considered that there is less strategic justification for re-opening this link, and the overall benefits to the local highway network have not yet been established.</p>
<p>The option to widen Hamble Lane has been lost</p>	<p>For the County Council to require a developer to make provision within their site layout/Masterplan for highway works not directly associated with the site there must be a safeguarded line in an adopted Local Plan, which was not the case for Hamble Lane. However, the County Council's assessment indicates that (with the possible exception of one or two small areas) there is still sufficient space to widen Hamble Lane on the western side along the development site boundary (between the Tesco access and Jurd Way), without impinging on the new roads within the development site. There is also sufficient space to provide some form of environmental mitigation (TBC) between the development site and the proposed western boundary of Hamble Lane.</p>
<p>Access to Tesco needs reviewing, including a new egress onto the A27</p>	<p>It is agreed that traffic accessing the Tesco store can place a significant strain on the operation of the local highway network at certain times. A review of the existing access arrangements has taken place, and discussions with Tesco representatives have also taken place to ascertain their views on potential changes to their access arrangements.</p> <p>The proposals that form part of the proposed scheme seek to provide a better balance of traffic routing to/from Tesco between Hamble Lane and the A27 Providence Hill. They are dependant on internal reconfiguration of the Tesco car park and would need the buy-in of Tesco, but the County Council's assessment indicates that the revised access arrangements as proposed would offer significant benefits to traffic flow on the local highway network.</p>
<p>Road widening beyond the area proposed</p>	<p>The County Council's analysis indicates that the section of Hamble Lane north of the Portsmouth Road junction experiences the highest traffic flows, and the majority of significant delays that are experienced stem from issues at the junctions included within the proposed scheme. There would be little merit in extending the road widening further south from Portsmouth Road, as the less</p>

	significant issues to the south stem from issues at junctions which would not benefit from further road widening.
Air Pollution	The proposals will improve traffic flow in the identified Air Quality Management Area (AQMA) on Hamble Lane in the vicinity of the Portsmouth Road junction. They will improve the flow of traffic, thereby improving air quality, as moving traffic generally creates less air pollution than traffic which is queuing. Whilst it is acknowledged that the signals will still result in southbound right-turning traffic queueing at the Portsmouth Road junction, the vast majority of southbound traffic routing ahead will not have to stop for the majority of the time and therefore the volume of queueing vehicles should be significantly reduced.

7. Preferred Scheme

- 7.1. Since the previous Executive Member for Environment and Transport Decision report (dated 14 November 2017) a design for a preferred improvement scheme has been worked up, taking account of comments received at the first public consultation and building upon traffic modelling work that has been undertaken to assess the relative merits of different improvement options.
- 7.2. The proposed preferred scheme primarily includes junction and link improvements on the northern section of Hamble Lane, between the Windhover roundabout to the north and Portsmouth Road/Lowford Hill to the south. It also includes complementary improvements on the wider highway network, which have thus far been developed in less detail, and the creation of a Travel Plan Framework for the Hamble Peninsula.
- 7.3. The scheme for the highway improvements is shown on the plans provided at Appendix 2, which include an overview plan and also more detailed plans of the northern section of Hamble Lane. A summary of the main components of the highway works on the northern section is provided below:
- On-line road widening to Hamble Lane on the western side between the Tesco access and Jurd Way, and on the eastern side between Jurd Way and Portsmouth Road, to facilitate two continuous lanes southbound on Hamble Lane with one lane northbound. This will allow traffic on Hamble Lane southbound heading to Portsmouth Road to use a separate lane from traffic continuing south towards Hamble/Hound all the way from Windhover roundabout to Portsmouth Road;
 - Conversion of the junctions with the Tesco access, Jurd Way and Portsmouth Road to signal control, with all signals being linked to co-ordinate the flow of traffic;
 - A restriction of moves at the Tesco junction with Hamble Lane, to allow left-turns in and left-turns out only, with a new U-turn slip provided from Hamble Lane northbound to allow traffic to access Tesco, subject to agreement with Tesco. This will significantly reduce delay to northbound traffic on Hamble Lane at this location, as it will not have to stop at this junction;

- A proposed new egress from Tesco onto the A27 Providence Hill, together with permanent opening of the existing access from the A27 to Tesco, subject to agreement with Tesco. This would also require some internal reconfiguration of the Tesco car park, but would assist traffic flow on Hamble Lane by reducing the number of conflicting traffic movements at the existing junction with the Tesco access;
- A restriction of moves from Portsmouth Road at the junction with Hamble Lane to allow left-turns out of Portsmouth Road only. This will significantly improve the efficiency of the proposed signals by allowing traffic to turn right into Portsmouth Road at the same time as traffic turning left out of Portsmouth Road;
- A re-opening of Lowford Hill one-way in an eastbound direction, with access only available from Hamble Lane northbound, south of the Portsmouth Road junction. This will reduce the delay to Hamble Lane southbound traffic at the Jurd Way junction, by allowing traffic from the south on Hamble Lane seeking to route along Jurd Way/Portsmouth Road eastbound to access this road via Lowford Hill instead;
- New signal-controlled pedestrian crossings of Hamble Lane at the junction with Jurd Way and also to the north of the Tesco access junction. The existing signal-crossing just south of the Portsmouth Road junction will be incorporated into the proposed new traffic signals;
- A proposed new shared-use footway/cycleway on the eastern side of Hamble Lane, between Lowford Hill and the Windhover roundabout. This would be achieved by widening the existing footway, but the preferred width has yet to be determined and will be subject to discussions with affected third parties to determine the optimum position;
- Environmental / landscape mitigation of a type and location to be determined along the boundaries of Hamble Lane, to offset the impact of the scheme; and
- Traffic management measures of a type yet to be determined along Pound Road.

7.4. Third party land would be required at two main locations to facilitate the on-line widening – on the western side of Hamble Lane from Tesco to Jurd Way and on the eastern side of Hamble Lane from Jurd Way to Portsmouth Road. Initial discussions have been held with potentially affected land-owners to inform them of the possible requirement for land as part of the scheme, should it proceed as proposed.

7.5. The other complimentary improvements proposed on the wider highway network will include: the Portsmouth Road/A27 junction; the junction of Hamble Lane/Satchell Lane/Hound Road; plus smaller-scale improvements to pedestrian and cycle infrastructure further south along Hamble Lane between Hamble Rail Station and Ensign Way, in order to improve access to the rail station and nearby schools and businesses.

8. Sustainable Transport Measures

- 8.1. As noted above, the consultation identified good levels of support for travel-planning initiatives in general. The County Council has organised an initial workshop event to be held with Parish Councillors and representatives from key businesses that are located in the Hamble area. This workshop will feed into the creation of a Travel Plan Framework for Hamble Lane that will form part of the proposed scheme, and which will seek to:
- Review the current transport network in the Hamble area;
 - Understand barriers to walking, cycling and using public transport;
 - Assess sustainable travel modes in the Hamble area;
 - Seek opportunities for small-scale improvements to increase sustainable travel use; and
 - Set out overarching objectives and travel plan measures to be taken forward in travel plans developed in the area.
- 8.2. In addition to the above, and subject to the approval of this report, the County Council will start developing a scheme to create a car park with drop-off/pick-up facility and cycle parking at Hamble Rail Station on land that is owned by the County Council. Whilst improving the train services that serve the station is beyond the remit of the County Council, a new car park and drop-off facility with cycle parking would make the station more usable and could help to reduce the number of private car trips on Hamble Lane. As noted previously, this was identified as the specific measure with the highest levels of public support during the first consultation.

9. Future direction

- 9.1. Following the second consultation exercise, the responses will be analysed and any further refinements will be made to the preferred scheme based on the comments received during the consultation. The consultation responses and refined scheme will be reported back to the Executive Member in either late 2018 or early 2019.
- 9.2. If the preferred scheme is supported by a majority of the public, and no significant design refinements are required, approval will be sought from the Executive Member to progress the scheme to the detailed design stage. The scheme is also likely to include the progression of identified sustainable transport and travel-planning measures, subject to appropriate funding being available.
- 9.3. At this stage it is too early to ascertain a potential timescale for the delivery of the scheme should approval be given to progress. Going forward, the County Council will continue to work closely with Highways England regarding its improvement schemes for Windhover roundabout and M27 Junction 8, to ensure that the impact of the two schemes is considered in tandem. It is likely that improvements to Hamble Lane, should approval be given to progress, will follow on from the Highways England M27 Smart Motorways scheme and the improvements to Windhover and M27 Junction 8, in order to minimise disruption to the local highway network.

10. Finance

- 10.1. At this stage in scheme development no specific funding has been allocated. Following the second public consultation event, and any subsequent design refinements, scheme delivery costs will be identified along with potential funding contributions, which is likely to include Section 106 funding from committed local development sites.
- 10.2. In the interim, further contributions to put towards the scheme will continue to be sought, and other funding opportunities are also being pursued.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	N/A
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> A3025 Hamble Lane Improvements	<u>Date</u> 14/11/2017
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The proposed Scheme aims to provide positive benefits for all local residents and road users, regardless of gender, race, religion or mobility. It will reduce congestion and delay and associated levels of driver stress. Benefits will apply to all users of the highway.

The proposals for a second consultation will have a neutral impact upon groups with protected characteristics, and any further detailed proposals arising will be subject to separate equalities impact assessments, as appropriate.

2. Impact on Crime and Disorder:

2.1. The decision will not have any direct impact upon crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The proposed Scheme aims to reduce congestion and delay and will therefore help to improve air quality, due to a reduction in the volume of queuing vehicles.