

Equality and Safety Impact Assessment

The **public sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with section 17 of the Crime and Disorder Act and will enable the council to better understand the potential impact of the budget proposals and consider mitigating action.

Name or Brief Description of Proposal	Southampton Transforming Cities Fund investment programme (Tranche 2 - March 2020-March 2023)
Brief Service Profile (including number of customers)	Delivery of three-year programme of complementary bus priority, cycling and sustainable travel infrastructure schemes on the A35/A33 Western Approach, Portswood Road/ Swaythling High Street, A3025 St Denys Road and within Southampton City Centre. The planned investment will benefit most residents of the city to some extent.
Summary of Impact and Issues	Addressing increasing traffic congestion in light of growth, improving personal mobility, faster/ more reliable journeys by bus, accelerated delivery of sections of the Southampton Cycle Network, more people focussed public realm within city centre, improved interchanges.
Potential Positive Impacts	Improved access to jobs and services in the city centre and to district centres for residents, including those living in deprived wards and households without access to a car, faster journey times by bus, improved health from increase in active travel, reduced dependence on the private car, modal shift from travel by car to bus and active travel, improved air quality, improved journey time reliability.
Responsible Service Manager	Pete Boustred
Date	15/06/2020

Approved by Senior Manager	Pete Boustred
Signature	
Date	15/06/2020

Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	Positive impact on those under 30 and over 65 who are less likely to be able to drive to access services or opportunities. Faster travel by bus and completion of Cycle Network routes will help young people to access education, services and job opportunities and help older people to access services and retail and help their carers get around without the need to travel by private car.	N/A
Disability	Positive, improved pedestrian environment, by widening pavements, improved crossing facilities and improved waiting environment at bus stops and interchanges. Negative, Reallocating road space in the city centre could see a reduction of parking spaces near to some destinations	Improvements to bus stops and interchanges and better quality of pavements and additional/ better designed crossing points from off-street car parks will counteract this.
Gender Reassignment	None	N/A
Marriage and Civil Partnership	None	N/A
Pregnancy and Maternity	Positive, improved pedestrian environment, by improved wider pavements, better crossing facilities and improved waiting environment at bus stops and interchanges.	N/A
Race	None	N/A
Religion or Belief	None	N/A
Sex	Positive, as around 60% of bus passengers are female, so investment in faster bus services and improved quality of interchange will enabled improved access to a wider range of employment opportunities reduce travel times and reduce wait times for all trip purposes. Active travel investment and bus stop improvements will make trip-chaining (e.g. school drop followed by commuting to work/ caring responsibilities/ shopping)	Bus priority measures and new cycle lanes will remove barriers to their use, enabling faster, easier and more reliable journeys to be made by bus and bike for all parts of the local population, making

	<p>easier and quicker, helping improve quality of life for women. Women are more likely to undertake walking trips so improvements to pedestrian environment will be of greater benefit to them. Currently the majority of cycle trips are made by men. Part of this is due to perceptions around safety and risk. Segregated cycle routes are much more likely to be used by women than unsegregated cycle routes. This will help improve the mobility options of women who will feel safer when cycling.</p> <p>Negative, reallocation of road space away from general traffic to sustainable modes is more likely to impact on men, who are more likely to be travelling to work by private car.</p>	<p>these a much more attractive and appealing alternative to travelling by car than they are now. This improved travel choice will help enable people to travel in more efficient and cleaner, more environmentally sustainable ways.</p>
Sexual Orientation	None	N/A
Community Safety	<p>Positive, by improving safety for pedestrians and those cycling through new dedicated and better facilities, improving waiting environment at bus stops will reduce risk of crime and anti-social behaviour, enhancing the quality of the public realm will help people feel safer.</p>	N/A
Poverty	<p>Positive, 33% of households living in Southampton do not have access to a car (most of whom are in deprived wards). Improving active travel and reducing journey times by bus will help improve quality of life for residents living in more deprived wards through widening travel horizons to access employment and training opportunities within a 60 minute travel time of where they live. Those living in deprived wards are more likely to suffer from poor health and poor air quality. More walking and cycling will help address health inequalities and support cleaner air.</p>	N/A
Other Significant Impacts	<p>Positive, increased levels of use of bus services and active travel modes of walking and cycling is expected to improve health (through increased physical activity) and enable cleaner air through mode shift from the private car.</p>	N/A

	<p>Active travel zones and investment in walking and cycling routes linking to the city centre and district centres will help support traders and local businesses based in these parts of the city through higher footfall.</p>	
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