

# 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 proposals and consider mitigating action.

<b>Name or Brief Description of Proposal</b>	Connected Southampton 2040 (Local Transport Plan 4)
<b>Brief Service Profile (including number of customers)</b>	
<p>Connected Southampton 2040 is the names for the Local Transport Plan (LTP) and is Southampton City Council’s (SCC) draft transport strategy for the City. It sets out the long term approach for managing and improving transport in Southampton for the next twenty years and how it supports the creation of a successful, healthy and sustainable city. The document provides the direction of travel for how SCC will plan and deliver improvements to the transport network, these could range from complex projects and strategies for spatial areas, down to individual interventions. It will demonstrate how SCC and our stakeholders and partners will work together to prepare, invest in and maximise the use of the transport network for the next twenty years to 2040.</p> <p>As the Local Transport Authority, SCC has a statutory duty to produce a Local Transport Plan (LTP) for Southampton under the Transport Act 2000, as amended by the Local Transport Act 2008. The 2008 Act requires LTPs to consist of a long term strategy and a short term implementation plan. It permits LTAs to replace and amend the long term strategy as and when they require. The current LTP (LTP3) was published in 2011 and covered the period to 2031, and the Implementation Plan covers the period 2015-2018. This is the fourth LTP (LTP4) will cover the period up to 2040 and an Implementation Plan will be prepared to cover 2019-2022.</p> <p>Connected Southampton 2040 identifies the proposed transport priorities for Southampton and reflects changes to the nature of challenges and opportunities the city faces, SCC’s bold growth ambitions and a different policy, funding and governance landscape.</p> <p>The draft of Southampton Connected 2040 will affect all 254,700 people who are resident in the city, all 135,000 people who work within the city and the 200,000 staying visitors to Southampton every year, as well as passenger and freight movements via the port of Southampton. All of these people and employers utilise the city’s transport network.</p>	
<b>Summary of Impact and Issues</b>	
Connected Southampton 2040 sets out how SCC will respond to transport and travel challenges of accommodating planned growth, and the increased demand for travel	

for people and goods that this will generate, addressing traffic congestion, maintaining the road network, improving public transport, air quality and road safety in the city. It also considers the role transport can play in accessing employment and training, improving health and reducing social inequalities.

Connected Southampton 2040 sets out an ambitious vision for how SCC plans to respond to transport and travel challenges from the planned growth, changes in the population, health inequalities and air pollution. Three strategic goals have been developed which will be turned into action through eight themes detailing out how the city's transport network will be developed.

- **Successful Southampton** – looks to support the sustainable economic growth of the city by planning for growth, investing in the network and maximising it so it is modern, innovative, resilient and fit for purpose to respond to the growth challenges. It provides the necessary connections to Southampton's major economic drivers, connects people and goods with where they want to go enabling them to get around easily;
- **A System for Everyone** – looks at how the design and layout of a place and new technologies can shape Southampton into being somewhere people want to be. Regardless of who they are or how they are getting around people can access it easily, are respected, safe and have an equal share in the network; and
- **Changing the Way People Travel** – looks to support people in transforming their travel habits by creating an environment where they can get around sustainably, healthily and cleanly.

Connected Southampton 2040 will take a spatial approach to implementing the new transport strategy. Distinct areas of the city have been identified focusing on how they work, how people move about, what barriers there are, what they want and what is planned there for the future. The spatial areas are:

- **The City Centre**
- **Economic Drivers** – main hubs for development including the Port, Hospitals, Universities, Itchen Riverside, Adanac Park, Woolston, and Millbrook;
- **Neighbourhoods** – as a diverse city there are series of local distinctive neighbourhoods where people live that link to the City's District Centres; and
- **Travel to Work Area** – recognising that people's journeys don't stop at the city boundary and there are complex travel patterns both into and out of Southampton.

The strategy does not set out details of how and when these projects would be delivered, and more detailed impact assessments on specific projects will be undertaken alongside any implementation proposals.

#### **Potential Positive Impacts**

Over the short, medium and long term, we expect that Connected Southampton 2040 will help to achieve the following:

- A high quality public transport system serving the city
- A comprehensive cycle network connecting all parts of the city together
- Better range of travel options, resulting in reduced dependence on the private car
- Lower volumes of vehicular traffic using residential streets in suburban areas
- Reallocation of road space to favour pedestrians, cyclists and public transport users

<ul style="list-style-type: none"> <li>• A city centre that is less dominated by motorised vehicles and car parks</li> <li>• High quality public realm improvements</li> <li>• Improved air quality</li> <li>• Improved quality of new development and more sustainable regeneration schemes</li> <li>• Improved ability to secure bids for Government and LEP funding</li> </ul>	
<b>Responsible Service Manager</b>	Pete Boustred, Service Manager – Strategic Transport
<b>Date</b>	
<b>Approved by Senior Manager</b>	Sam Fox, Service Lead – Infrastructure, Planning & Development
<b>Date</b>	

### Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	<p>The interventions in Connected Southampton 2040 are proposed to improve travel choices and availability for those who do not have access to a private vehicle and who currently may have difficulty accessing some destinations such as business parks, retail areas, health facilities, education, and opportunities for sport and recreation. For example, journey planning tools, maps and information will help improve awareness of the different travel options and routes available.</p> <p>Bus services in Southampton carry a high proportion of elderly and younger passengers, so the development of a strategy for public transport that is more reliable and frequent services sought through Connected Southampton would help improve access to key facilities (retail, health and education). Total concessionary bus journeys in Southampton (including senior citizen and disability passes) across four bus operators Apr 2017-Mar 2018 totalled 4,385,932, and there are currently 27,442 senior citizen bus passes issued in Southampton.</p> <p>The delivery of the Southampton Cycle Network of cycle Freeways and Quietways and safer residential streets will encourage fewer car trips for short local journeys, improving health and activity.</p> <p>Proposals for improving the public realm, including design of streets of healthy streets with with provision of street furniture that can</p>	Positive impacts

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	act as rest points or wayfinding information will help improve quality of life for older people.	
<b>Disability</b>	<p>Connected Southampton will help improve travel choice for those without the use of a car, (for example those with visual impairments or mobility restrictions) have difficulty accessing some destinations.</p> <p>Total concessionary bus journeys in Southampton (including senior citizen and disability passes) across four bus operators Apr 2017-Mar 2018 totalled 4,385,932. There are currently 2,717 disability bus passes issued in Southampton.</p> <p>Mobility as a Service – the use of a portal (typically an app), to access and pay for transport services such as shared and public transport as required, as an alternative to private car ownership – offers opportunities to deliver better dial-a-ride provision for those with mobility impairments.</p> <p>Planned improvements to the public transport network with investment in the quality of services and any bus priority measures investment will improve reliability of services, enabling improved independence and access to services for people with disabilities. More than 60% of bus stops in the city already have real time displays, and more will be provided as funding allows. All buses have next stop audio visual announcements.</p> <p>Infrastructure and behaviour changes schemes all have to incorporate measures to make it easier and safer for people with all forms of disability to access transport and travel around.</p> <p>The planned improvements to the public realm, including provision of street furniture as places to rest will help improve quality of life for mobility impaired people.</p>	Positive impacts
<b>Gender Reassignment</b>	No impacts identified in relation to LTP4 proposals.	N/A
<b>Marriage and Civil Partnership</b>	No impacts identified in relation to LTP4 proposals.	N/A

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<b>Pregnancy and Maternity</b>	<p>Improvements to the public realm, including provision of street furniture as places to rest will help improve quality of life for pregnant women and those with young infants.</p> <p>Improvements in the vicinity of schools and nurseries, crossing roads and on the walking and cycling networks will be designed to take account of the needs of parents or carers with buggies.</p>	Positive impacts
<b>Race</b>	No impacts identified in relation to LTP4 proposals.	N/A
<b>Religion or Belief</b>	No impacts identified in relation to LTP4 proposals.	N/A
<b>Sex</b>	No impacts identified in relation to LTP4 proposals.	N/A
<b>Sexual Orientation</b>	No impacts identified in relation to LTP4 proposals.	N/A
<b>Community Safety</b>	<p>The delivery of highway maintenance improvements, high quality cycle infrastructure through the Southampton Cycle Network, Active Travel Zones, public realm enhancements and road safety schemes will help improve perceptions about safety.</p> <p>The LTP4 Strategy seeks to improve quality of bus information (via real time displays, mobile phones and the web). Increased information alongside ensuring that bus stops are located in places with good natural surveillance, which can improve feelings of personal security particularly after dark. 41% of respondents to the Southampton Cycle Survey reported a near miss while cycling but only 15% reported them to the Police. Research for the DfT from 2004 indicated that around 50% of women and young people felt unsafe waiting at a bus stop after dark.</p>	Positive impacts
<b>Poverty</b>	Connected Southampton seeks to improve travel choices for everyone and some interventions will focus on infrastructure or behaviour change projects in areas of deprivation, which will improve personal mobility and help lower income households without access to a car to get around. This can, in turn, improve employment options.	N/A – positive impacts

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	<p>The planned measures to develop improved walking and cycling links will improve accessibility and widen travel choice.</p> <p>The provision of travel training and travel advice for people will help improve access to employment and local services, helping to reduce social exclusion.</p> <p>Proposed improvements to multi-modal smartcard ticketing could offer benefits to people in low income areas, improving value for money of multi-leg journeys.</p>	
<b>Health &amp; Wellbeing</b>	<p>The planned delivery of improved public transport networks will help offer an alternative to driving, which will reduce congestion and air pollution.</p> <p>Southampton has a high rate of under 75 mortality from respiratory disease considered preventable, at 34.6 people per 100,000 compared to the England rate of 18.6 per 100,000. The delivery of measures that improve air quality from transport sources will reduce exposure to harmful emissions.</p> <p>The investment in walking and cycling infrastructure improvements and workplace and school travel plans and the promotion of active forms of transport will help to reduce levels of physical inactivity, tackling obesity and improving health. In Southampton 33.2% of adults are inactive (do less than 30 minutes per week) compared to 28.7% in England. 62.7% of adults In Southampton are classed as overweight or obese, compared to an England average of 61.3%.</p>	N/A – positive impacts
<b>Other Significant Impacts</b>		Consultation with local communities at the individual scheme design stage will identify the needs of individuals or groups with relevant Protected Characteristics as

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
		defined in the Equalities Act 2010.

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