

# 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>	National Bus Strategy – Enhanced Partnerships & Bus Service Improvement Plan
<b>Brief Service Profile (including number of customers)</b>	
<p>This ESIA support the report to commence work on the preparation of an Enhanced Partnership and Bus Service Improvement Plan for Southampton. This is an early Equalities Impact Assessment accompanies the Cabinet report and will be further developed as Plans are progressed through consultation with affected parties.</p>	
<b>Summary of Impact and Issues</b>	
<p>The National Bus Strategy sets out the objective to achieve modal shift to bus by providing exceptional service and reliability along with comfort and accessibility. An assessment was made of legislation available for bus partnerships from the Bus Services Act 2017, including the two legislative options of Enhanced Partnership and Franchising. The assessment concluded that current partnership legislation does not provide the level of protection for local authorities and bus operators when considering the value and scale of investment which ruled out Advanced Quality Partnership Schemes (AQPS).</p> <p>Additionally, franchising was not recommended based on the ability to deliver it within the required timescale and would require an Enhanced Partnership in advance. Following this careful assessment, it is recommended that the most suitable mechanism for delivering and managing bus services in Southampton is through an Enhanced Partnership (EP).</p> <p>An EP is a formal agreement between a local transport authority, local highway authorities and local bus operators to work together to improve local bus services and is one of the powers available in the Bus Services Act. It requires a clear vision for the improvements that the EP is aiming for, known as the EP Plan. This is then supported by the Bus Service Improvement Plan which sets to the actions and delivery plan for achieving the objectives of the EP and National Bus Strategy.</p> <p>SCC will prepare the EP working with Hampshire County Council to acknowledge the complex cross boundary journeys and nature of the bus network in Southampton. This is an initial Equality Impact, and it has been decided that a full assessment is not required. There are no equality implications specifically in relation to the proposals in the report.</p>	
<b>Potential Positive Impacts</b>	

The Enhanced Partnership Scheme and Bus Service Improvement Plan could introduce measures that are likely to help promote equality of opportunity for a number of protected groups – namely those who are more likely to be reliant on public transport and those who face increased barriers to using public transport.

Measures include:

- Higher quality, accessible vehicles
- Higher quality, RTI enabled stops/shelters, with raised boarding facilities
- RTI/audio-visual information and free wi-fi on board
- Enhanced information provision on board and in stops/shelters
- Faster services through the implementation of bus lane enforcement and bus priority

The National Bus Strategy and current Connected Southampton 2040 highlights the important role that bus plays in addressing key strategic equality and inclusion challenges. Young people, BAME groups, disabled people and other protected groups, as well as lower socio-economic groups, are more likely to rely on the bus network to access education, employment and other opportunities. Affordable, accessible and well connected services are vital in ensuring these groups are not marginalised.

<b>Responsible Service Manager</b>	Pete Boustred, Head of Green City & Infrastructure
<b>Date</b>	27/05/2021
<b>Approved by Senior Manager</b>	Kate Martin, Executive Director Place
<b>Date</b>	

### Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
<b>Age</b>	<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 October 2019-September 2020 totalled 2,120,000, and there are currently 26,200 senior citizen bus passes issued in Southampton.</p> <p>The development of the Enhanced Partnership and Bus Service Improvement Plan will develop a network that can support older people. This help those living independent lives longer with Demand Responsive Transport in areas that may not be commercially viable for traditional bus services to get people to major healthcare facilities such as Southampton General Hospital.</p> <p>Young people will also benefit from better bus access for employment and education –</p>	Positive impacts

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>particularly for NEETs - and a potential wider range of affordable bus ticketing options. They are more likely to use technology to access the bus and make use of more flexible tickets and pricing.</p>	
<b>Disability</b>	<p>Connected Southampton will help improve travel options for those without the use of a car, (for example those with visual impairments or mobility or learning 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 but this would need to be designed so it did not exclude those without access), 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>	Positive impacts
<b>Gender Re-assignment</b>	Not applicable	N/A
<b>Marriage and Civil Partnership</b>	Not applicable	N/A
<b>Pregnancy and Maternity</b>	<p>Improvements at bus stops and more space inside buses will help those with buggies. This will provide level access from bus stops. Space inside of the bus can be shared with wheelchairs</p>	Positive impacts

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>and operators can be encouraged to provide specific space for unfolded buggies.</p> <p>Buses provide an option for new parents who may not have access to a car.</p>	
<b>Race</b>	<p>Those from a BAME background are more likely to rely on the bus network to access education, employment and other opportunities. Affordable, accessible, and well connected services are vital in ensuring these groups are not excluded and marginalised.</p>	N/A
<b>Religion or Belief</b>	Not applicable	N/A
<b>Sex</b>	Not applicable	N/A
<b>Sexual Orientation</b>	Not applicable	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 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. 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>	<p>Improvements to bus services will help those in lower income areas of the city, parts of Southampton being among the top decile in England for deprivation and can suffer indirectly from some of the negative impacts of transport such as emissions and lack of access to a private car. They are more likely to rely on public transport to get around to work or health choices.</p> <p>A third of all households in Southampton do not have access to a car, those parts of Southampton that have low levels of car ownership are in the poorer communities. These areas tend to have higher levels of commuting to work by bus and a greater reliance on bus for other trips (shops, leisure, education). 58% of people travelling on</p>	<p>Positive impacts</p> <p>To ensure that the measures don't impact negatively on a number of these groups it is important to ensure that ticketing options are broad, cash is still accepted, and pricing remains consistent and common.</p>

<b>Impact Assessment</b>	<b>Details of Impact</b>	<b>Possible Solutions &amp; Mitigating Actions</b>
	<p>Shirley Road in the morning peak are doing so by bus.</p> <p>Proposed improvements to multi-modal ticketing and capped fares could offer benefits to people in low income areas, improving value for money of multi-leg journeys.</p> <p>Further roll out of cashless ticketing (contactless cards or m-tickets) may exclude individuals who rely on cash as a means of purchase. This can have an adverse impact on those who do not have access to a bank accounts (as small %) thus can't use debit/credit cards. Those from a low income background may not have enough funds in their bank accounts to reach a cap threshold, they will benefit from lower capped fares, but may rely on cash. Cash fares need to not penalise those who rely on cash.</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. This will be through reducing congestion but also decarbonisation of the bus fleet with electric, or other</p>	Positive impacts
<b>Other Significant Impacts</b>		<p>Consultation with local communities at the individual project design stage will identify the needs of individuals or groups with relevant Protected Characteristics as defined in the Equalities Act 2010.</p>