

<p><b>Name or Brief Description of Proposal</b></p>	<p>Connected Southampton Transport Strategy 2040 (LTP) - Implementation Plan 2022 - 2025.</p>
<p><b>Brief Service Profile</b></p>	<p>The Connected Southampton Transport Strategy 2040 was adopted as the Council's fourth Local Transport Plan (LTP) by Council in March 2019. The LTP consists of a number of parts that together provide the evidence-led policy for transport in Southampton, including three-year Implementation Plans. This policy enables Southampton City Council (SCC) to lever in funding for delivery and to influence other policies and development in the city, City Region and wider Solent area.</p> <p>A new Implementation Plan, which details how the Council will deliver its LTP, has been prepared for the period April 2022 to March 2025 (Appendix 1). The delivery of the schemes set out in the Implementation Plan will be developed in accordance with the policies set out in the overarching adopted LTP (2019), which remains unchanged.</p> <p>The policies set out in the LTP4 were adopted following a 12-week statutory consultation period in Autumn 2018, which resulted in over 1,400 responses from residents, businesses and visitors.</p> <p>The schemes set out in the Implementation Plan will be developed in accordance with the LTP policies, and will be subject to further consultation and engagement as part of the design process for individual schemes. This further consultation and engagement will take place between April 2022 and March 2025.</p> <p>This Equality Impact Assessment considers the key principles of the schemes set out in the Implementation Plan at a high-level. Additional, and more detailed, Equality Impact Assessments will be undertaken as schemes are developed.</p>
<p><b>Summary of</b></p>	<p><b>Customers:</b></p>

<p><b>Impact and Issues</b></p>	<p>The schemes detailed in the Implementation Plan contribute towards the delivery of the LTP strategic goals:</p> <ul style="list-style-type: none"> <li>• A Successful Southampton – using transport improvements to support the sustainable economic growth.</li> <li>• A System for Everyone - making Southampton an attractive and liveable place to improve the people’s quality of life, so that everyone is safe, and has inclusive access to transport regardless of their circumstances.</li> <li>• A Better Way to Travel - supporting people in changing the way they move around the city, by widening their travel choices so they can get around actively and healthily and travel moves towards becoming ‘zero emission’.</li> </ul> <p>These schemes are expected to have a positive impact on how people move around the city, including those with protected characteristics.</p>
	<p><b>Staff:</b></p> <p>The schemes set out in the Implementation Plan will form the transport work programme for the period April 2022 to March 2025 and will be developed and delivered using existing Officer resources.</p>
<p><b>Potential Positive Impacts</b></p>	<p>The schemes detailed in this, and future Implementation Plans, will gradually transform how people and goods move around the city in a phased approach up to and beyond 2040. The potential benefits to people with protected characteristics of delivering the schemes set out in this Implementation Plan, include:</p> <ul style="list-style-type: none"> <li>• High-quality and inclusive public space schemes in the city centre, such as Northern Ring Road and Bargate Square, that create great places to live, work and spend time;</li> <li>• A world-class public transport system that is accessible and affordable, through physical measures such as bus stop improvements, low-floor buses, real-time</li> </ul>

information and the delivery of the national concessionary fares scheme;

- A network of Local Mobility Hubs offering people transport options that are affordable and reduce the need to pay upfront costs for equipment or for secure storage;
- Improved access to district centres and other local facilities and services by active or affordable modes of travel, and the provision of disabled parking;
- Safer and more inclusive neighbourhoods through the delivery of Active Travel Zones and residential 20mph streets;
- New and improved crossing facilities at junctions across the city, including footway resurfacing, dropped kerbs and tactile paving, making it easier for people with mobility aids to move around;
- Continued delivery of the Southampton Cycle Network, including quiet way improvements, that are suitable for a range of different needs and abilities, including children, the elderly and those who use specialist bikes for mobility impairments; and
- A programme of school crossing improvements and School Street schemes to provide children with safe and attractive routes to school.

These measures will have a positive impact on inclusivity, safety, air quality and the quality of life of people living in the city as well as people visiting it for work or leisure.

## Potential Negative Impacts

Impact Assessment	Details of Impact	Possible Solutions
<b>Age</b>	None	
<b>Disability</b>	<p>In some instances the Council may propose the removal or reduction of highway space currently designated to vehicular traffic in order to provide dedicated or improved space for other users, such as widened footways and cycle or bus lanes. This could result in on-carriageway parking bays being removed or relocated, which could impact on disabled people, particularly those with mobility restrictions.</p>	<p>As part of the design process we will undertake a range of surveys as needed to make informed decisions about current travel and transport trends. This will include understanding current usage by mode of transport and levels of formal and informal parking, including the turnover of parking bays designated as disabled parking.</p> <p>All schemes will be designed in accordance with the latest national guidance on inclusive transport and the design of walking and cycling facilities. This will include the Council undertaking walking and cycling audits to ensure that other accessibility improvements are delivered and that integration between modes is considered.</p> <p>Engagement will be undertaken with local groups representing people with disabilities, as part of the design process, to ensure that consideration is given to their needs.</p> <p>Possible measures could include providing alternative parking facilities and ensuring that other alternative modes of transport, such as bus and rail, are accessible and attractive.</p>
<b>Gender Reassignment</b>	None	
<b>Marriage and Civil Partnership</b>	None	
<b>Pregnancy and Maternity</b>	None	
<b>Race</b>	None	

<b>Religion or Belief</b>	None	
<b>Sex</b>	None	
<b>Sexual Orientation</b>	None	
<b>Community Safety</b>	None	
<b>Poverty</b>	Investment in improved bus infrastructure may result in bus operators increasing bus fares, which could negatively impact on people living in poorer areas of the city, particularly those further away from the city centre in areas such as Bitterne, Sholing and Millbrook, who are not within a walkable distance of the City Centre.	<p>The Council is currently working with local bus operators to develop an Enhanced Partnership setting out long-term aspirations that could include a commitment to lower fares across the city.</p> <p>In addition to working with bus operators to enhance the bus offer for residents, the Council is also introducing a network of Local Mobility Hubs offering a range of affordable transport options, such as e-bikes. The MyJourney programme will also continue to offer subsidised bikes to people most in need, including those living in areas with higher levels of deprivation.</p>
<b>Health &amp; Wellbeing</b>	None	
<b>Other Significant Impacts</b>	None	