

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.

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| Name or Brief Description of Proposal | Clean Bus Technology Fund (CBTF) |
| Brief Service Profile (including number of customers) | |
| <p>Southampton City Council, in partnership with four bus companies, has secured £2,677,835 from the Government’s Clean Bus Technology Fund (CBTF) to retrofit buses with technology that will reduce harmful emissions in the City. Southampton is one of 20 cities from across the country who have won a share of a £40 million funding pot. This funding, that has been allocated by the Joint Air Quality Unit is aimed specially at lowering emissions from older buses before the introduction of the Southampton Clean Air Zone.</p> <p>All buses in Southampton comply with the latest accessibility regulations, with a number of new buses brought in by operators at the end of 2016 to replace older double deck vehicles that would not meet the latest guidelines from 1 January 2017.</p> <p>The Public Service Vehicle Accessibility Regulations (PSVAR) applies to all new public service vehicles (buses or coaches):</p> <ul style="list-style-type: none"> • introduced since 31 December 2000 • with a capacity exceeding 22 passengers • used to provide a local or scheduled service • All full size single deck buses over 7.5 tonnes will be fully accessible | |

from 1 January 2016, and all double deck buses from 1 January 2017.

- New buses weighing up to 7.5 tonnes and coaches have been required to have wheelchair access from 1 January 2005.
- All buses weighing up to 7.5 tonnes have been required to be fully accessible from 1 January 2015 and coaches will be fully accessible from 1 January 2020.

Therefore in essence all of the identified buses for the CBTF retrofit technology are fully accessible and can operate on all bus services offered by the relevant bus operator in the City. The whole City will benefit from the retrofit technology, which will bring the identified 145 buses up to the same standard as the most recent Euro VI classified buses. Apart from commercial route branding on some buses, there are no specially adapted buses that are used for particular passenger types, schools, elderly or the disabled.

The number of customers cannot be determined as this is a Citywide initiative to retrofit buses with the latest Euro VI exhaust technology.

Summary of Impact and Issues

The National Air Quality Plan for Nitrogen Dioxide in UK (2017) has identified Southampton as one of five UK cities, outside London, that are not expected to meet national air quality limit values by 2020. As such Southampton is mandated to establish a Clean Air Zone (CAZ) by the end of 2019. This project will form part of the SCC's Clean Air Zone Strategy and Clean Air Zone Implementation Plan (adopted in November 2016) of which the aim is to bring about compliance with the air quality objectives within the shortest possible time. At present the Council is pursuing CAZ options that could potentially include a penalty charge for non-compliant buses operating within its boundary. A recommendation of the CAZ Strategy and Implementation Plan is to introduce retrofit for buses as this is an effective mechanism for delivering direct emission reductions on a voluntary basis before the introduction of a CAZ. This CBTF funding bid addresses the priorities of the CAZ Strategy by collaborating and supporting operators to retrofit pre-Euro VI buses between now and 2019 with Selective Catalytic Reduction Technology (SCRT) and bring forward the benefits of reducing NO₂ emissions while also ensuring operators are prepared for the introduction of the CAZ. SCRT technology will achieve reductions in Particulate matter pollutants from diesel exhaust gas as well as NO₂. On official tests, harmful gasses such as Particulate Matter can be reduced by over 98%.

Potential Positive Impacts

There will be positive impacts arising from reduction of emissions on those

having protected characteristics, and the proposals directly impact on the natural environment.

By retrofitting this technology, on official tests, harmful gasses can be reduced by over 98%, which will contribute to cleaner air for all in the City.

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| Responsible Service Manager | Pete Boustred |
| Date | 21 March 2018 |
| Approved by Senior Manager | |
| Date | |

Potential Impact

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
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| Age | In terms of passenger demographics, all bus services in Southampton have a proportion of elderly and younger patronage, and all buses used on schools work in Southampton are included in the scheme and are not solely dedicated to schools work. | Not applicable |
| Disability | All buses in Southampton are fully accessible and meet the latest regulations including wheelchair access. | Not applicable |
| Gender Reassignment | No direct impact | Not applicable |
| Marriage and Civil Partnership | No direct impact | Not applicable |
| Pregnancy and Maternity | All buses in Southampton are fully accessible and meet the latest regulations including pushchair/buggy access. | Not applicable |
| Race | No direct impact | Not applicable |
| Religion or Belief | No direct impact | Not applicable |
| Sex | No direct impact | Not applicable |
| Sexual Orientation | No direct impact | Not applicable |
| Community Safety | The majority of buses in Southampton feature CCTV | Not applicable |

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
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| | recording equipment which is managed by the bus operators. Images can be provided after an incident whether on or off the bus. | |
| Poverty | The 145 identified buses will serve all areas of the City, including the poorer neighbourhoods, which will help to improve air quality in these areas. | Not applicable |
| Health & Wellbeing | Clean bus technology will help to reduce air pollution by ensuring that 145 of the City's oldest buses are brought up to the equivalent Euro VI standard for exhaust emissions. | None |
| Other Significant Impacts | No significant impacts identified. | Not applicable |