

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.

Name or Brief Description of Proposal	Connected Southampton Transport Strategy 2040 (Local Transport Plan 4)
Brief Service Profile (including number of customers)	
<p>The Connected Southampton Transport Strategy 2040 is Southampton City Council’s (SCC) long term umbrella transport strategy for the City and will replace the current Local Transport Plan 3 (LTP3). It sets out the long-term approach for meeting the challenges that Southampton will face and proposes how SCC intends to plan, invest and manage transport in the city 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 LTP3 covers the period 2011-2031 and the Implementation Plan covers the period 2015-2018. This will be superseded by the new Connected Southampton 2040 Transport Strategy (LTP4) and will cover the period up to 2040 and a new Implementation Plan will be prepared to cover 2019-2022.</p> <p>The Connected Southampton Transport Strategy 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 strategy 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 utilise the city’s transport network.</p>	
Summary of Impact and Issues	
<p>Southampton City Council (SCC) is taking the opportunity to produce a new LTP for Southampton – Connected Southampton – in order to take account of support the city’s bold and ambitious plans for sustainable growth over the next twenty years.</p> <p>The purpose of Connected Southampton is to:</p>	

- Set out the role and purpose of the LTP and its relationship with the Council Strategy and other policies;
- Provide an evidence led Transport Strategy vision for Southampton that explains the strategic approach and guiding principles for transforming transport;
- Set out the specific components of the strategy and how they will achieve the vision;
- Provide an overview of how much it will all cost, how it will be paid for, and how it will be delivered; and
- Set out how it will ensure that it is delivering on what is expected of it.

The challenges that Southampton faces in the future means that transport needs to support sustainable growth to remain **successful**, make sure transport provides a **system for everyone**, and reduce the negative impacts on people and businesses by supporting **better ways to travel**. To do this the vision is to focus on making it easier for people to move about and how transport can create a Place. The outcome of this is that traffic will no longer dominate, people will have the opportunities to get to where they want to go how they want to, the City is cleaner and healthier, and no one is disadvantaged or excluded from using realistic transport options.

To achieve the vision and meet the challenges in the future Connected Southampton Transport Strategy 2040 is focused around three strategic goals that in turn are supported by a number of themes.

- A Successful Southampton – using transport improvements to support the sustainable economic growth of Southampton by preparing, investing and maximising how an already congested transport system operates, so it is connected, innovative and reliable;
- A System for Everyone – making Southampton an attractive place to improve people’s quality of life, so that everyone is safe, and have equal and inclusive access to transport regardless of their circumstances; and
- A Better Way to Travel – supporting people in changing the way they move about by widening their travel choices so they can get around actively and healthily and travel in the city is moving towards zero emission.

The Strategy proposes to take a spatial approach to implementation of the strategic goals. Distinct areas of the city have been identified and by focusing on how they work, how people move about, what they want, what barriers there are, and what is planned there for the future suitable transport solutions can be developed. The spatial areas are:

- The City Centre – a focus of major redevelopment in the city to support growth in employment and housing and creating a liveable city centre environment;
- 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
- City Region – 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 – Transport Strategy 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;
- A city centre that is less dominated by motorised vehicles and car parks;
- An inclusive transport system that does not discriminate;
- High quality public realm improvements;
- Improved air quality;
- Improved quality of new development and more sustainable regeneration schemes; and
- Improved ability to secure bids for Government and other external or developer funding.

Responsible Service Manager	Pete Boustred, Service Manager – Strategic Transport
Date	28/02/2019
Approved by Senior Manager	Sam Fox, Service Lead – Infrastructure, Planning & Development
Date	

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</p>	Positive impacts

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>2017-Mar 2018 totalled 4,385,932, and there are currently 27,442 senior citizen bus passes issued in Southampton. The development of the Southampton Mass Transit System will develop a network that can support older people 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>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 provision of street furniture that can act as rest points or wayfinding information will help improve quality of life for older people.</p>	
Disability	<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</p>	Positive impacts

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>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. The design of any scheme or project will need to take into account the needs of everyone regardless of their personal circumstance or disability from the beginning.</p>	
Gender Re-assignment	No impacts identified in relation to LTP4 proposals.	N/A
Marriage and Civil Partnership	No impacts identified in relation to LTP4 proposals.	N/A
Pregnancy and Maternity	<p>Improvements to the public realm, by removing high volumes of traffic and pollution and providing street furniture that can be used 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
Race	No impacts identified in relation to LTP4 proposals.	N/A
Religion or Belief	No impacts identified in relation to LTP4 proposals.	N/A
Sex	No impacts identified in relation to LTP4 proposals.	N/A
Sexual Orientation	No impacts identified in relation to LTP4 proposals.	N/A
Community Safety	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.	Positive impacts

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<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. 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>	
Poverty	<p>Connected Southampton - Transport Strategy 2040 seeks to improve travel choices for everyone and some interventions will focus on infrastructure or behaviour change projects in areas of deprivation – with 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>The planned measures to develop improved walking and cycling links and creation of the Southampton Mass Transit Network will improve connections, 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 ticketing could offer benefits to people in low income areas, improving value for money of multi-leg journeys.</p>	N/A – positive impacts
Health & Wellbeing	<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</p>	N/A – positive impacts

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>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>	
Other Significant Impacts		<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>