

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>	Clean Air Zone (CAZ) Early Measures Fund
<b>Brief Service Profile (including number of customers)</b>	
<p>SCC, in partnership with New Forest District Council, has secured £1,731,677 from the Government’s Clean Air Zone Early Measures Fund to deliver a set of projects prior to the implementation of the city’s Clean Air Zone in 2019/2020 that will reduce harmful emissions. Southampton is one of 5 cities from across the country identified for the first round of Clean Air Zones. This funding, that has been allocated by JAQU, is aimed specially at lowering emissions from the city’s vehicle fleet before the introduction of the Southampton Clean Air Zone.</p> <p>The total funding of £1,731,677 will be delivered within the 2018/2019 financial year, with £1,545,000 allocated for cycle infrastructure and promotional activities along two corridors identified in the Southampton Cycle Strategy (A33 The Avenue and the A3024 Bursledon Road-Bitterne Road West), £55,000 allocated for additional investment in the city’s emerging Legible Cycle network wayfinding signage, £81,677 for marketing and communications work linked to the promotion of cycling and the National Clean Air Day and £50,000 for feasibility and design work for cycle route development in the east of the New Forest District linked to Southampton.</p> <p>As part of this project, there is £385,000 of match funding from the council’s LTP Capital budget and Roads Programmes to support delivery of the cycle infrastructure works through already committed works along The Avenue.</p>	
<b>Summary of Impact and Issues</b>	
<p>Southampton is the eighth most polluted city in the UK, accounting for 100 avoidable deaths each year. 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</p>	

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 vehicles operating within its boundary. A recommendation of the CAZ Strategy and Implementation Plan is to deliver improved infrastructure for sustainable modes to facilitate increased cycling rates as an effective mechanism for delivering direct emission reductions alongside the introduction of a CAZ.

Whilst private cars are unlikely to be restricted, as part of a charging CAZ or other alternative arrangements currently being evaluated, a vital part of the long term success of the CAZ will be changing people's travel behaviours and habits, particularly away from private cars to alternative sustainable and healthy active modes of transport, or different routes or times to get into the city centre, to reduce the proportional contribution private cars make to pollution levels at key points in the city. The Clean Air Strategy establishes a requirement to 'increase the uptake of public transport, cycling and walking' amongst the list of associated mitigating measures and the JAQU funding that has been secured supports this priority.

### **Potential Positive Impacts**

The funding secured from the Government's Clean Air Zone Early Measures Fund will focus on supporting a number of the priority outcomes identified in the Southampton Cycle Strategy and Clean Air Strategy around improving air quality, supporting businesses and organisations, and collaborating with communities and residents. Improved cycle infrastructure and behaviour change measures will deliver a number of positive impacts:

- Reduced dependence on the private car through an increased number of people choosing to cycle;
- By addressing congestion and improving rates of active travel, we will also improve the overall life chances of those who are facing social exclusion - reducing the impact of air pollution and the effects of inactivity;
- Improved journeys for existing cyclists using the two routes targeted for improvement through use of the funds. Continued use of these routes by existing cyclists will help to establish cycling as a social norm - Drivers using the same arterial routes see 'people like them' cycling alongside, giving increased exposure to a new social norm Monday to Friday. This is fundamental to our plan to "Develop a Walking and Cycling Culture";
- The two routes are through neighbourhoods with a high propensity for cycling as mapped using the Department for Transport's Propensity for Cycling tool, so the measures will reach audiences with a greater likelihood to change their behaviour;
- Perception of safety has been shown to be a significant barrier to people taking up cycling. This is confirmed locally by people's intentions in the Southampton Travel Attitudes Survey 2015, where a third of respondents wanted to cycle more often but felt they were not confident enough to cycle on the road. The capital investment proposed through use of the CAZ Early

<p>Measures funding will provide direct, safe, and segregated routes along the two corridors which will help to mitigate such concerns;</p> <ul style="list-style-type: none"> <li>• Coupling investment in cycle infrastructure with promotional work will ensure that residents and commuters who don't currently cycle know about the improvements to the two routes;</li> <li>• With widening social exclusion, offering opportunities to widen transport horizons is essential for those currently outside employment. For those on lower incomes, travel becomes a higher percentage of their household budget. By improving cycle routes through wayfinding and capital improvements, as well as by offering improved information about active travel, it expands the travel options for those looking for work.</li> </ul>	
<b>Responsible Service Manager</b>	Pete Boustred
<b>Date</b>	
<b>Approved by Senior Manager</b>	
<b>Date</b>	

### Potential Impact

<b>Impact Assessment</b>	<b>Details of Impact</b>	<b>Possible Solutions &amp; Mitigating Actions</b>
<b>Age</b>	Children, the elderly and people with existing lung or heart conditions are the most susceptible to the health effects of air pollution. Children living in highly polluted areas are four times more likely to have reduced lung function in adulthood than those living in an area of low pollution. Strategies, such as the initiatives outlined in the package of measures funded in Southampton by the CAZ Early Measures Fund, can contribute to reducing exposure and reversing this effect.	Not applicable
<b>Disability</b>	Mapping of Chronic Obstructive Pulmonary Disease (COPD) hospital admissions, asthma hospital admissions and cardiovascular hospital admissions against air quality management areas in Southampton City show close correlation. Those areas in Southampton with the highest pollution levels are also areas where hospital admissions for these conditions are highest. These are also areas of significant deprivation	Not applicable

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	and where we would expect health outcomes to be worse. Mapping of COPD and asthma prevalence against air quality management areas also shows some degree of correlation. Initiatives which contribute to an improvement in air quality will profoundly benefit those suffering from these conditions.	
<b>Gender Reassignment</b>	No direct impact	Not applicable
<b>Marriage and Civil Partnership</b>	No direct impact	Not applicable
<b>Pregnancy and Maternity</b>	More recent evidence has shown that air pollution has effects across the life-course. It is associated with low birth weight, premature birth, organ damage and even stillbirth. Exposure to ultrafine particles in pregnancy has been linked to adverse developmental abnormalities in children including low IQ. Strategies, such as the initiatives outlined in the package of measures funded in Southampton by the CAZ Early Measures Fund can contribute to reducing exposure and reversing this effect.	Not applicable
<b>Race</b>	No direct impact	Not applicable
<b>Religion or Belief</b>	No direct impact	Not applicable
<b>Sex</b>	No direct impact	Not applicable
<b>Sexual Orientation</b>	No direct impact	Not applicable
<b>Community Safety</b>	Cycle infrastructure up the Avenue/Bassett Avenue will offer an alternative route to Lovers Walk for cyclists wanted to travel at speed with the potential to reduce average cycle speeds along Lovers Walk and increasing the safety of pedestrians.	Not applicable
<b>Poverty</b>	The identified cycle routes pass through and connect areas of deprivation within the city with established cycle ways improving alternative means of access to community facilities.	Not applicable
<b>Health &amp;</b>	Focus on transferring short	None

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
<b>Wellbeing</b>	distance trips away from the car to healthy & active travel by investing in high quality segregated cycle infrastructure.	
<b>Other Significant Impacts</b>	No significant impacts identified.	Not applicable

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