

# 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>	Bus Fare Offers
<b>Brief Service Profile (including number of customers)</b>	
<p>This ESIA support the report to approve the continuation of the Bus Fare Offers Southampton City Council is doing in partnership with the local bus operators – the Group Fare offer (Five for a Fiver) and £1 Evening Bus Fare offer in Southampton.</p>	
<b>Summary of Impact and Issues</b>	
<u>Group Fare Offer (Five for a Fiver)</u>	
<p>Working in close co-operation with local bus operators a Summer Group Fare offer was trialed to encourage families and groups to try bus travel and for existing users to make more use of the bus.</p>	
<p>Making bus travel more affordable and simpler is one of the nine ambitions in the Bus Service Improvement Plan (BSIP) as a way of reducing the cost of travel by bus</p>	
<p>Participating bus companies reduced the price of their existing group day ticket product from £8 to £5 for a group of up to 5 people travelling together between 23<sup>rd</sup> July and 25<sup>th</sup> September 2022. This was supported by a £3 contribution from SCC so bus operators still retained the £8 cost of their own Group ticket.</p>	
<p>This offers now continue to March 31<sup>st</sup> 2023</p>	
<u>£1 Evening Bus Fare</u>	
<p>Cabinet determined on 18 October 2021 to support the promotional £1 Evening Bus Fare that was introduced by the bus operators from 5<sup>th</sup> September 2021. This was part of a package of activities to support Southampton’s night-time economy and aid recovery from the Covid pandemic.</p>	
<p>Funding for the scheme initially ran to 31<sup>st</sup> March 2022 under a variation of the 2021/22 Concessionary Fare scheme.</p>	

Participating operators are First and Go South Coast. Following Officer discussions with the bus operators, and Cabinet agreement on 19<sup>th</sup> July 2022, the offer will continue through to 31<sup>st</sup> March 2023.

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.

**Potential Positive Impacts**

The Southampton Bus Service Improvement Plan (BSIP) sets out 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.

This includes making bus services more affordable for all particularly families and those travelling in the evening. These are designed to encourage more people to use the bus, support the city’s economy, and provide environmental benefits from reduced car travel.

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
- Cheaper and affordable ticket options for young people, families and groups
- Zero emission buses
- Capped fares so people get the best value fare and across all operators

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 Planning & Transport
<b>Date</b>	21/12/2022
<b>Approved by Senior Manager</b>	Adam Wilkinson, Executive Director for Place
<b>Date</b>	

**Potential Impact**

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	Bus services in Southampton carry a high proportion of elderly and younger passengers, so they can access to key facilities (retail, health and education).	Positive impacts

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>The Group Fare Offer and £1 Evening Fare are available to all users so there is no impact.</p> <p>Should be noted that elderly &amp; disabled people already benefit from free bus travel after 0900 and in the evenings through the existing English National Concessionary Travel Scheme (ENCTS). While not directly benefiting from the offers, any passholder travelling as part of a group before 0900 could take advantage of the Group Fare offer. There are currently 26,200 senior citizen bus passes issued in Southampton.</p> <p>Young people will also benefit from better bus access for employment and education – particularly for NEETs - and a potential wider range of affordable bus ticketing options – evening and group will help access leisure and night time economy activities. 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>The Group Fare Offer and £1 Evening Fare are available to all users so there is no impact.</p> <p>Should be noted that elderly &amp; disabled people already benefit from free bus travel after 0900 and in the evenings through the existing English National Concessionary Travel Scheme (ENCTS). While not directly benefiting from the offers, any passholder travelling as part of a group before 0900 could take advantage of the Group Fare offer.</p> <p>There are currently 2,717 disability bus passes issued in Southampton.</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>The Group Fare Offer and £1 Evening Fare are available to all users so there is no impact.</p> <p>Should be noted that children under 5 do not pay a fare. The Group Fare offer would benefit those on maternity/paternity leave if travelling together in a group.</p> <p>Buses provide an option for new parents who may not have access to a car.</p>	Positive impacts

<b>Impact Assessment</b>	<b>Details of Impact</b>	<b>Possible Solutions &amp; Mitigating Actions</b>
<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> <p>The Group Fare Offer and £1 Evening Fare are available to all users so there is no impact.</p>	N/A
<b>Religion or Belief</b>	The Group Fare Offer and £1 Evening Fare are available to all users so there is no impact.	N/A
<b>Sex</b>	The Group Fare Offer and £1 Evening Fare are available to all users so there is no impact.	N/A
<b>Sexual Orientation</b>	Not applicable	N/A
<b>Community Safety</b>	<p>The Group Fare Offer and £1 Evening Fare are available to all users so there is no impact.</p> <p>The £1 Evening Fare may encourage more people to use the bus in the evening rather than drive or take taxis. There are benefits for solo female travellers or those in a group taking the bus late at night – lit, security etc. This is weighed up against waiting for the bus at stops and travelling from the bus stop at the end of the trip.</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</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>The Group Fare Offer and £1 Evening Fare are available to all users so there are 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>	consistent and common.
<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>	None	N/A