

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 | Endorsement of the Transport for the South East Strategic Investment Plan as a Plan supporting the Connecting Southampton Transport Strategy |
| Brief Service Profile (including number of customers) | |
| <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.</p> <p>Transport for the South East’s (TfSE) Strategic Investment Plan (SIP) complements the ‘Connected Southampton Transport Strategy’ by setting out the long-term investment framework up to 2050 based around eight key investment priorities:</p> <ul style="list-style-type: none"> • Regeneration and Growth • Decarbonisation and the Environment • Adapting to a New Normal • Levelling Up Left Behind Communities • World Class Urban Transport Systems • Transforming East – West Connectivity • Resilient Radial Corridors • Global Gateways and Freight. <p>The key priorities for the SIP are well aligned to the three strategic goals of Connected Southampton, including ‘A Successful Southampton’, ‘A System for Everyone’ and ‘A Better Way to Travel’.</p> <p>To support the delivery of the SIP investment priorities the SIP evidence base</p> | |

sets out a pipeline of strategic transport schemes across the region, including proposed schemes for Southampton. The packages are based on four geographical areas across the TfSE region, including the Solent and Sussex Coast, as well as a global package of interventions. The interventions for Southampton and the wider city region are grouped into local and strategic rail (core and enhanced rail), mass transit, active travel and strategic highways, and are set out in Appendix 2.

The draft TfSE Strategic Investment Plan was subject to a 12-week statutory consultation period between June and September 2023, which resulted in over 600 responses from residents, businesses and visitors across the South East. As part of the development of the SIP, an Integrated Sustainability Assessment was undertaken on the proposals and is available to download here: [DRAFT Strategic Investment Plan - evidence base - Transport for the South East](#).

This Equality and Safety Impact Assessment considers the key principles of Strategic Investment Plan and the proposed interventions set out in the evidence base. Additional, and more detailed, Equality and Safety Impact Assessments will be undertaken as any proposed schemes are developed. These schemes will also be subject to consultation and engagement as part of their individual design processes and statutory assessments for major schemes.

Summary of Impact and Issues

Overall, the SIP and the eight key priorities are likely to have a positive impact on people living, working and visiting Southampton. However, there are particular measures proposed within the supporting evidence base that may have some negative impacts on people with particular characteristics, including local and/or national road user charging.

If a road user charging scheme is taken forward in the lifetime of the SIP, it could potentially have a negative impact on people from lower income households or those who are less mobile due to their age, pregnancy or a disability. These people could potentially be impacted by increased transport costs or restricted access.

It should be noted that progression of the proposed interventions included in the SIP evidence base are subject to future funding being secured and consultation and engagement. If interventions are taken forward, more detailed project specific ESAs will be undertaken as part of the design process as well as any statutory assessments.

Potential Positive Impacts

The overall draft Strategic Investment Plan will have a positive impact on people living, visiting and working in the city, including people with protected characteristics. This is due to the SIP proposing measures that will improve transport services and infrastructure for all people.

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| Responsible Service Manager | Wade Holmes |
| Date | 13/01/23 |

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| Approved by Senior Manager | Pete Boustred |
| Date | 17/01/2023 |

Potential Impact

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
|---------------------------------------|--|---|
| Age | <p>As part of the Global Intervention Package, TfSE are proposing that options for road user charging are investigated for potential implementation. These measures are proposed to mitigate the negative impacts of private vehicles, including congestion and poor air quality, and to work towards the goal of net zero by 2050.</p> <p>If a road user charging scheme is taken forward for Southampton, it could have a negative impact on people with reduced mobility, including older people. This may impact on their ability to access local facilities and services, such as healthcare, shops and leisure facilities.</p> | <p>The Strategic Investment Plan proposes supporting packages of interventions including measures that would help mitigate the impact of any proposed road user charging scheme. This includes enhanced bus, rail, water and active travel measures that would support mode shift by making travel by these modes more attractive, safer and cheaper.</p> |
| Disability | <p>As above, proposed road user charging measures could impact on disabled people's ability to access local facilities and services.</p> | <p>The impact of any potential road user charging scheme could be reduced through the delivery of interventions that improve travel by bus, rail, water and active travel.</p> |
| Gender Reassignment | No impact | |
| Marriage and Civil Partnership | No impact | |
| Pregnancy and Maternity | <p>As above, proposed road user charging measures could impact the ability of pregnant people in accessing local facilities and services by private vehicle.</p> | <p>The impact of any potential road user charging scheme could be reduced through the delivery of interventions</p> |

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
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| | | that improve travel by bus, rail, water and active travel. |
| Race | No impact | |
| Religion or Belief | No impact | |
| Sex | No impact | |
| Sexual Orientation | No impact | |
| Community Safety | Proposals in the SIP will help improve community safety by delivering high quality transport infrastructure that is safe and secure. This will include measures such as improved crossing facilities, junction enhancements, CCTV, lighting and high quality public spaces. | |
| Poverty | As above, if a road user charging scheme is taken forward, it could have a negative impact on people from lower income households who may not be able to afford additional costs when using private vehicles. | The Solent and Sussex Coast and the Global Proposed packages of interventions include measures that could help mitigate the impact of any proposed road user charging scheme. This includes enhanced bus, rail, water and active travel measures that would support mode shift by making travel by these modes more attractive and safer. The Global Package also includes proposals for cheaper public transport, which could help mitigate the impact of any road user charging scheme. |
| Health & Wellbeing | The overall SIP is likely to have a positive impact on health and wellbeing by reducing congestion and improving road safety and air quality through the provision of better public transport and active travel | |

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
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| | <p>services and infrastructure.</p> <p>The proposals in the SIP will also support increased mobility helping people to access jobs, education, facilities and services more easily and reducing levels of social isolation through the provision of better transport services.</p> | |
| <p>Other Significant Impacts</p> | <p>Proposed major schemes, such as the rail interventions, may have an impact on the environment, including the proposed rail tunnel under the River Itchen.</p> | <p>As schemes are developed and taken through the design process, statutory assessments will be undertaken to better understand any impacts on the environment. These assessments will be reported to Cabinet/Council as part of scheme approvals.</p> |

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