

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 the budget proposals and consider mitigating action.

Name or Brief Description of Proposal	Southampton Green Transport Recovery Plan
Brief Service Profile (including number of customers)	Delivery of short-term targeted programme of temporary ‘pop-up’ infrastructure measures to support safe travel by bus, cycling and walking within Southampton. The schemes will help enable social distancing and the reopening of businesses as the Coronavirus Pandemic restrictions on social interaction, sectors of the economy and travel are incrementally eased. The planned investment will benefit most residents of the city to some extent.
Summary of Impact and Issues	Enabling pedestrian and cyclists to practice social distancing more easily by providing wider pavements at pinchpoints, reallocate roadspace for cycle lanes and helping ensure journey time reliability by bus through installing modal filters at targeted locations within the city centre.
Potential Positive Impacts	Improved access to jobs and services in the city centre and in district centres for residents, including those living in deprived wards and households without access to a car. More reliable journey times by bus. Improved health from increase in active travel, lower level of vehicle congestion than would otherwise be the case as commuter and shopping trips begin to increase again. Improved air quality.
Responsible Service Manager	Pete Boustred
Date	25/06/2020

Approved by Senior Manager	Pete Boustred
Signature	
Date	25/06/2020

Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	Positive impact on those under 30 and over 65 who are more vulnerable road users, and who are less likely to be able to drive to access services or opportunities. More reliable journey times for trips by bus. Delivery of pop-up cycle lanes will help young people to access education, services and job opportunities and help free up space on shared use paths for pedestrians (benefiting older people walking to access services and retail) Cycle routes would help carers of older people get around without the need to travel by private car.	N/A
Disability	Positive, improved pedestrian environment, by widening pavements, improved safer waiting environment at bus stops and at interchanges. Negative, Reallocating road space to create pop-up cycle lanes could see a reduction of on-street parking spaces in residential areas, district centres and near to parks and open spaces. Modal filters will make it more difficult for disabled drivers to access some parts of the city centre.	Improvements at bus stops and wider pavements/ fewer cyclists on shared use paths will counteract this.
Gender Reassignment	None	N/A
Marriage and Civil Partnership	None	N/A
Pregnancy and Maternity	Positive, improved pedestrian environment, by improved wider pavements and improved safer waiting environment at busier bus stops.	N/A
Race	None	N/A
Religion or Belief	None	N/A
Sex	Positive, as around 60% of bus passengers are female, so investment journey time reliability will enable access	New pop-up cycle lanes will remove barriers to cycling,

	<p>to employment opportunities, shops and local services, reduce wait times for all trip purposes. Active travel investment and bus stop infill improvements will make carrying out caring responsibilities/ shopping easier and quicker, helping improve quality of life for women. Women are more likely to undertake walking trips so improvements to pedestrian environment will be of greater benefit to them. Currently the majority of cycle trips are made by men. Part of this is due to perceptions around safety and risk. Pop-up cycle lanes will offer improved provision on corridors such as Hill Lane/ Portswood Road. This will help improve the mobility options of women who will feel safer when cycling.</p> <p>Negative, reallocation of road space away from general traffic to sustainable modes is more likely to impact on men, who are more likely to be travelling to work by private car.</p>	<p>enabling faster, easier and more reliable journeys to be made by bike for all parts of the local population, making cycling a more attractive and appealing alternative to travelling by car.</p>
Sexual Orientation	None	N/A
Community Safety	<p>Positive, by improving safety for pedestrians and those cycling through pop-up cycle lanes and wider pavements at busy bus stops, will provide safer waiting environment at bus stops. The modal filters will reduce traffic volumes on Portland Terrace/ Civic Centre Road enhancing the quality of the public realm, helping people to feel safer.</p>	N/A
Poverty	<p>Positive, 33% of households living in Southampton do not have access to a car (most of whom are in deprived wards). Improving active travel and improving journey time reliability by bus (by bus lanes and modal filters) will help improve quality of life for residents living in more deprived wards. Those living in deprived wards are more likely to suffer from poor health and poor air quality. More walking and cycling will help address health inequalities and support cleaner air.</p>	N/A

Other Significant Impacts	Positive, safer use of bus services and active travel modes of walking and cycling is expected to improve health (through increased physical activity) and enable cleaner air through mode shift from the private car. Modal filters and investment in pop-up cycling routes linking to the city centre and district centres will help support traders and local businesses based in these parts of the city as they reopen.	N/A
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