

Summary of Integrated Impact Assessments



Report
June 2022

Summary of Integrated Impact Assessment

Prepared by:

Steer
28-32 Upper Ground
London SE1 9PD

+44 20 7910 5000
www.steergroup.com

Prepared for:

Transport for the South East
County Hall
St. Anne's Crescent
Lewes, BN7 1UE

Our ref: 24137701 N/A
24137701

Steer has prepared this material for Transport for the South East. This material may only be used within the context and scope for which Steer has prepared it and may not be relied upon in part or whole by any third party or be used for any other purpose. Any person choosing to use any part of this material without the express and written permission of Steer shall be deemed to confirm their agreement to indemnify Steer for all loss or damage resulting therefrom. Steer has prepared this material using professional practices and procedures using information available to it at the time and as such any new information could alter the validity of the results and conclusions made.

The logo for Steer, featuring the word "steer" in a bold, lowercase, sans-serif font.

Contents

| | | |
|----------|--|-----------|
| 1 | Introduction..... | 1 |
| 2 | Methodology | 2 |
| 3 | Evidence base | 3 |
| | Overview of Study Areas | 4 |
| | Sustainability Appraisal Framework | 8 |
| 4 | Assessment..... | 13 |
| | Long-list Assessment | 13 |
| | Short-list Assessment | 13 |
| | Habitats Regulations Assessment | 14 |
| | ISA Results | 15 |
| 5 | Mitigation and Monitoring | 28 |
| | Mitigation | 28 |
| | Monitoring..... | 34 |

Appendices

Appendix A - Equalities Impact Assessment

Figures

| | |
|---|---|
| Figure 1 ISA and Option Development | 2 |
|---|---|

Tables

| | |
|---|----|
| Table 1 Evidence used for sensitivity assessment | 3 |
| Table 2 Sustainability Appraisal Framework..... | 9 |
| Table 3 ISA Assessment Summary | 23 |
| Table 4 Mitigation and Enhancement Measures..... | 28 |
| Table 5 Monitoring via key performance indicators | 34 |

1 Introduction

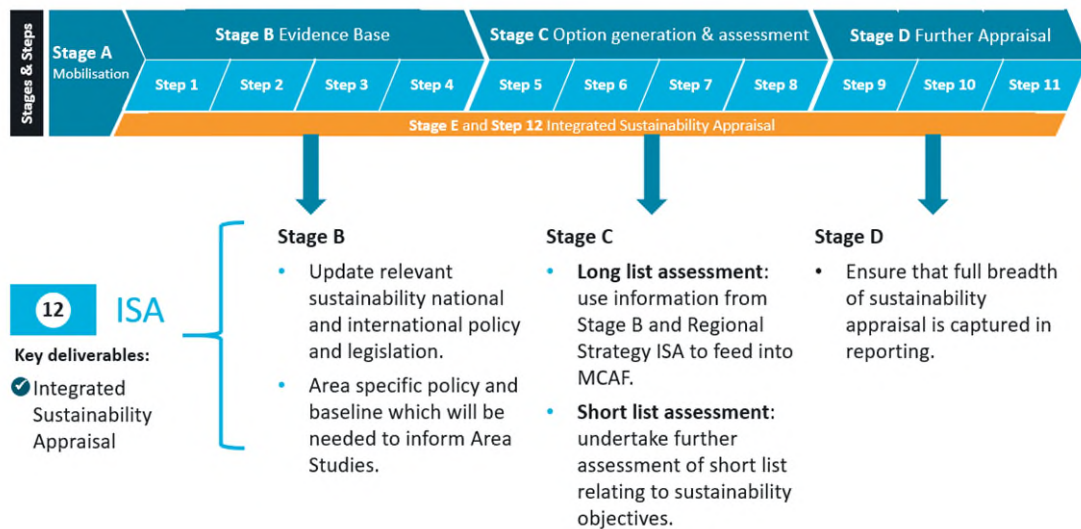
- 1.1 Transport for the South East (TfSE) is the sub-national transport body representing 16 Local Transport Authorities (LTAs) and five Local Enterprise Partnerships (LEPs) in the South East. TfSE's Transport Strategy was adopted in 2020, with a vision and three goals based around Economy, Society and the Environment. An integrated Sustainability Appraisal (ISA) was undertaken alongside the Strategy¹.
- 1.2 An Integrated Sustainability Appraisal (ISA) was produced alongside the preparation of the Transport Strategy to promote sustainable development by assessing environmental, social and economic effects, as well as mitigating any potential adverse effects that the Transport Strategy might otherwise have.
- 1.3 The ISA combined the following assessment processes:
- Strategic Environmental Assessment (SEA);
 - Health Impact Assessment (HIA);
 - Habitats Regulations Assessment (HRA);
 - Equalities Impact Assessment (EqIA); and
 - Community Safety Audits (CSA).
- 1.4 Following the Strategy, TfSE undertook a series of Area Studies and parallel workstreams to identify short-listed interventions for inclusion within TfSE's forthcoming Strategic Investment Plan (SIP), along with the evidenced case for their inclusion, in broad alignment with Department for Transport's Transport Analysis Guidance (TAG).
- 1.5 To ensure that each Area Study meets the vision, goals and priorities of the Transport Strategy, a non-statutory ISA was undertaken. Each ISA was embedded within the staged development of each Area Study.
- 1.6 ISA was undertaken for five areas:
- Outer Orbital
 - Inner Orbital
 - South Central Radial
 - South East Radial
 - South West Radial
- 1.7 This report summarises the ISA results for the Area Studies for the TfSE Region.

¹ <https://transportforthesoutheast.org.uk/our-work/transport-strategy/>

2 Methodology

2.1 The ISA was embedded into the development of options as set out in Figure 1.

Figure 1 ISA and Option Development



2.2 Further information on how the ISA was embedded into the process is:

- **Stage B: Evidence Base** - A **policy review** was undertaken to update relevant international and national legislation and identify relevant local environmental policy to each Area Study. A **baseline review** was undertaken to identify key area-based environmental information, to sit alongside social, economic and transport data. The ISA Objectives developed for the Regional Strategy were reviewed for application to each Area Study. Issues and opportunities were used to develop a **Sustainability Appraisal Framework**.
- **Stage C: Option Generation and Assessment** - The information compiled in the Transport Strategy ISA including the assessment of strategic corridors and transport interventions informed the development and refinement of the interventions included within the **long list**. Using the evidence base and policy information gathered at Stage B, a policy alignment assessment was undertaken for the Multi-Criteria Assessment Framework (MCAF) to determine how well national and regional sustainability policies aligned with each of the interventions.
- **Stage D: Further Appraisal** - The Sustainability Objectives identified at Stage B were used to appraise each **short-listed intervention**. The assessment was informed by the MCAF findings as well as a GIS constraints exercise which highlighted **potential environmental, social and economic sensitives**, and the assessment of **general transport typologies**. The ISA report has identified key **mitigation, enhancement and monitoring measures** that should be considered for interventions being taken forward.

3 Evidence base

3.1 The evidence base was informed by the Stage B Evidence Base Report and comprised baseline information for each Area and a review of the policy context. It drew on information from the ISA of the Transport Strategy but includes further details specific to each Area.

3.2 Evidence used to assess the sensitivity of baseline information is presented in Table 1 below.

Table 1 Evidence used for sensitivity assessment

| ISA Topic | Spatial Indicator |
|--------------------------------|---|
| Natural Capital & Biodiversity | <ul style="list-style-type: none"> • Ancient woodland • Nature Improvement areas • Natural Areas • Priority Habitats • Marine Conservation Zones • Biosphere • Local Nature Recovery (LNR) • National Nature Reserve (NNR) • Ramsar sites • Special Area of Conservation (SAC) • Special Protection Area (SPA) • Site of Special Scientific Interest (SSSI) • Country Park |
| Historic Environment | <ul style="list-style-type: none"> • Listed Buildings • Parks and Gardens • Scheduled Monuments • Battlefield • World Heritage |
| Landscape | <ul style="list-style-type: none"> • Areas of Outstanding Natural Beauty (AONB) • National Parks • Greenbelt • Public right of ways (PROWs) • Sustrans Routes (National, Regional and Local) • National Trails |
| Soils & Resources | <ul style="list-style-type: none"> • Best and Most Valuable (BMV) Land • Nitrate vulnerability Zones • Permitted Waste Sites |

| | |
|-----------------------|--|
| Water | <ul style="list-style-type: none"> • Water bodies • Aquifers • Groundwater Source Protection Zone |
| Air Quality | <ul style="list-style-type: none"> • Air Quality Management Areas (AQMA) • Clean Air Zones |
| Climate Change & GHGs | <ul style="list-style-type: none"> • Per Capita Emissions • Flood Zones • Flood Risk Areas |
| Noise | <ul style="list-style-type: none"> • Noise Important Area (NIA) • Defra Road Noise |
| Health and Equalities | <ul style="list-style-type: none"> • Excess Weight • Cycling frequency • Physically active • Unemployment • Index of Multiple Deprivation (IMD) - Overall • IMD - Health • Health Facilities Access • Education Access |
| Community Safety | <ul style="list-style-type: none"> • Killed or Seriously Injured (KSI) • IMD Crime • Accidents |
| Economy | <ul style="list-style-type: none"> • Economic Hubs • Major Employment Areas • Research Institutions • Enterprise Zones • Planned Employment • Planned Housing • Planned Mixed Use • Priority Sectors • Journey Time to Employment by Bicycle • Journey Time to Employment by Public Transport • Journey Time to Employment by Car |

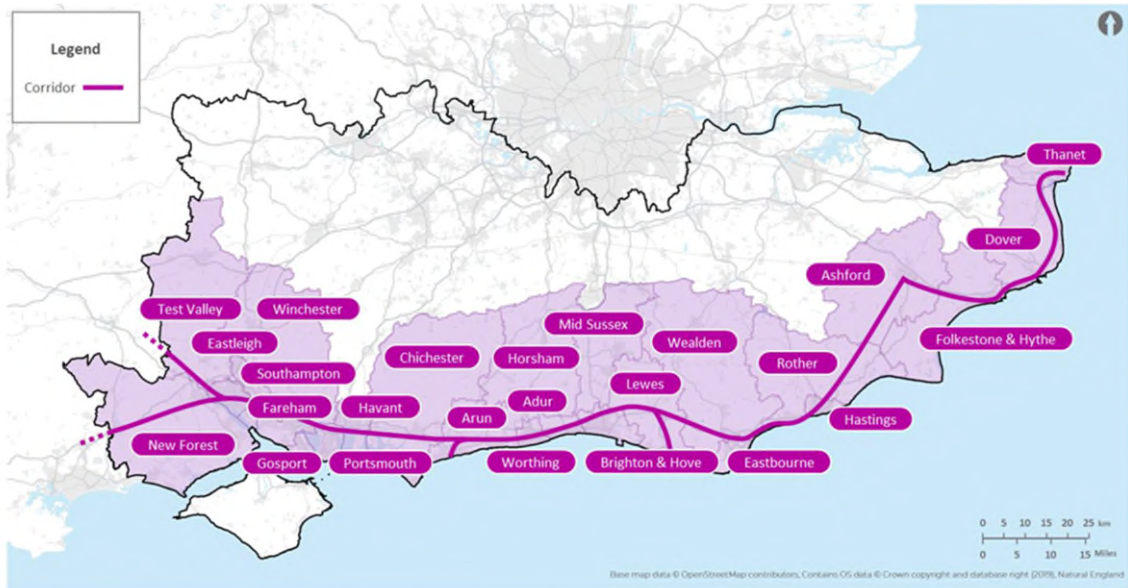
3.3 The review included international and national legislation as well as regional and local plans and policy. Plans specific to each Area Study included local development plans, transport plans and environmental plans.

Overview of Study Areas

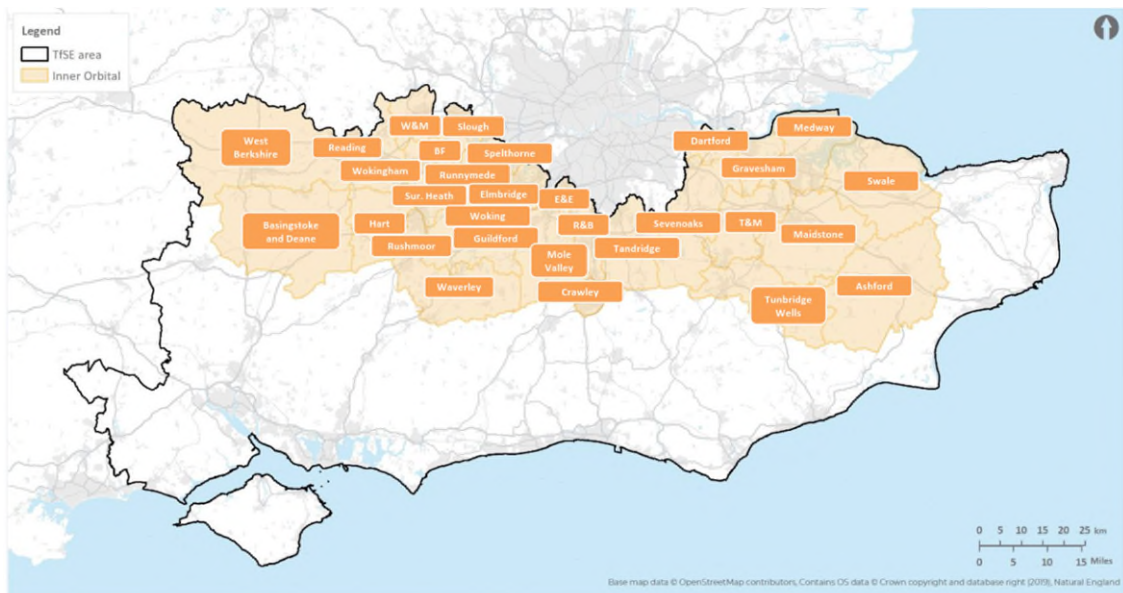
3.4 The South East Region was divided into five study areas described below.

3.5 **The Outer Orbital (OOSA) Area Study** encompasses the strategic corridors along the coastline from the New Forest, Hampshire in the west, towards Thanet, Kent in the east. This area

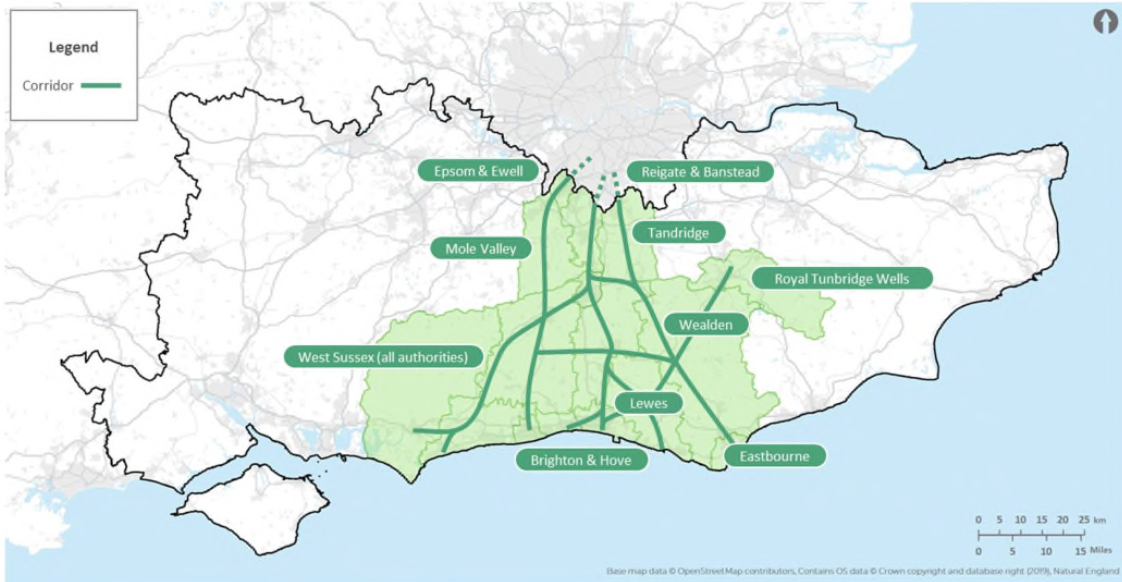
includes some of the largest, most productive areas in the South East as well as diverse and protected landscapes. However, the area also faces social challenges. Improvements in the area are required to improve transport connectivity and development in the region.



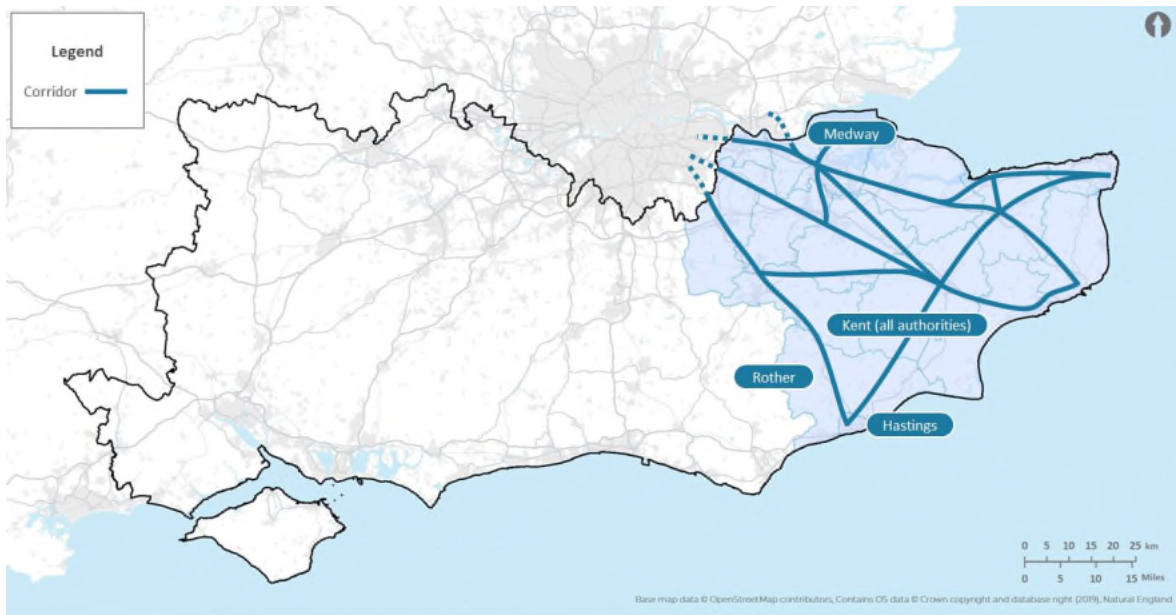
3.6 **The Inner Orbital (IOSA) Area Study** encompasses the key transport corridors that serve and connect the South East’s Major Economic Hubs and international gateways around the southern outskirts of London. This area is predominately urban containing the UK’s largest international airport whilst including a diverse range of protected landscapes. The area faces social challenges, with the need for reducing road congestion rates and improving transport connectivity and development in the region.



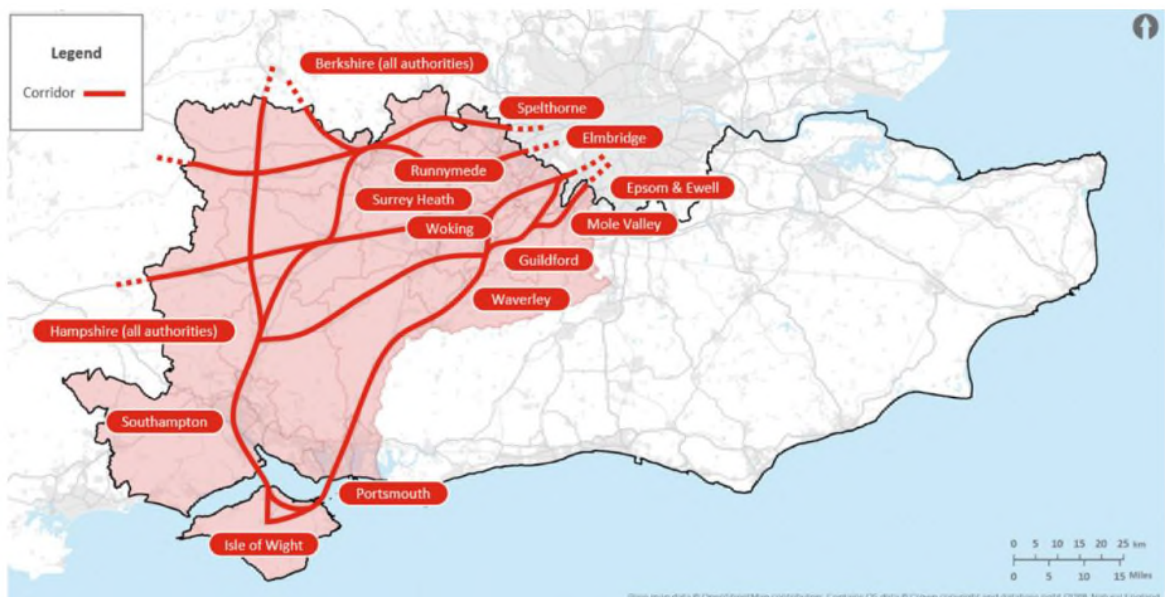
3.7 The **South Central Radial Study Area (SCRSA)** serves some of the largest and most productive conurbations in the South East, encompassing the London - Gatwick corridor in the north, extending into the south and expanding to connect much of the Sussex coastline with London. The SCRSA also includes three ports: Shoreham, Newhaven, and Littlehampton. It also boasts some of the most diverse landscapes in southern England, including the South Downs National Park. However, this area also faces challenges in terms of deprivation, particularly in some coastal communities, with additional constraints limiting economic activity, poor integration of rail networks to economic hubs, and long journey times.



3.8 The **South East Radial Study Area (SERSA)** encompasses the strategic corridors between London, Hastings, and coastal Kent/Medway. The major economic hubs in the SERSA include the largest settlements in this area, including the Medway Built Up Area (the third largest conurbation in the TfSE Area). The area also includes some of the busiest international gateways in the UK, most notably Dover and the Channel Tunnel. The SERSA is also home to some of the country's most natural and historic environments, including the Kent Downs AONB and High Weald AONB, Marine Conservation Areas and internationally designated sites of nature conservation.



3.9 The **South West Radial Study Area (SWRSA)** encompasses major economic hubs on the Greater London boundary and on the South Coast, as well as other major economic hubs within Berkshire, Surrey and Hampshire. The area includes a number of international gateways; Southampton Port and Airport, Portsmouth Port, and the ferry ports on the Isle of Wight. The major airports of Heathrow and Gatwick are located just outside of the SWRSA, with links to these hubs extending into the area. The SWRSA is an area of high economic productivity and prosperity, however it also contains some of the most deprived areas in the country. The SWRSA is also home to some of the country's most iconic natural and historic environments, including the Isle of Wight, New Forest AONB, and South Downs National Park.



Sustainability Appraisal Framework

- 3.10 Sustainability objectives were developed to assess the environmental, economic and social effects in each area. The Sustainability objectives are based on the policy review, baseline and sustainability issues and opportunities identified. The Sustainability Framework also aligns with Department for Transport's Transport Analysis Guidance – the Early Assessment and Sifting Tool (EAST)².
- 3.11 An overview of the Sustainability Appraisal Framework is provided below.

² Department for Transport. 2011. Early Assessment and Sifting Tool (EAST). Available at: <https://www.gov.uk/government/publications/transport-business-case>

Table 2 Sustainability Appraisal Framework

| Topic | Key Sustainability Issues Identified | Sustainability Objective | Relevant EAST Criteria |
|--|--|---|--|
| Natural Capital and Ecosystem Services | <p>Deterioration in quality, and severance/loss of connectivity of ecosystems.</p> <p>Effects on ecosystems with high (potential) ecosystem services provision, and/or those close to centres of population.</p> <p>There's a need to support the objectives of the Natural Capital Investment Areas (NCIA)³.</p> | ISA 1: To maintain and enhance the provision of ecosystem services from the Study Areas' natural capital and deliver environmental net gain. | Natural environment |
| Biodiversity | <p>Loss, damage or fragmentation of statutory and non-statutory wildlife sites, priority habitats, marine conservation areas and wildlife corridors.</p> <p>Impacts on protected species and wider biodiversity.</p> | ISA 2: Need To protect and enhance protected habitats, species, valuable ecological networks and ecosystem functionality in the Study Area and deliver biodiversity net gain. | Natural environment |
| Historic Environment | Direct and indirect impacts on internationally, nationally and locally designated heritage assets, including their settings. | ISA 3: To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement. | Heritage |
| Landscape and Townscape | <p>Direct and indirect impacts on designated landscapes, including their settings.</p> <p>Erosion of the character and quality of the SE's landscapes.</p> | ISA 4: To protect and enhance the quality of the Study Area's distinctive landscapes, townscapes and visual amenity. | Landscape, streetscape and urban environment |

³ Natural Capital Investment Areas are locations where more resources are needed to help nature and support more green infrastructure. In the OOSA, 12 NCIA's have been identified by the South Downs National Park. Improving green infrastructure in these 12 areas will help promote wildlife connectivity between protected landscapes in the Surrey Hills, High Weald, and Chichester Harbour AONB.

| Topic | Key Sustainability Issues Identified | Sustainability Objective | Relevant EAST Criteria |
|----------------------------------|--|--|---|
| Soils and Resources | <p>Deterioration in quality of, and loss of soils, including the best and most versatile agricultural land.</p> <p>Use of resources and production and disposal of waste in transport-related construction.</p> | <p>ISA 5: To promote the use of brownfield land and existing infrastructure in the region, protect geologically/ agriculturally important land, promote the sustainable use of resources and natural assets, and seek opportunities to deliver a circular economy.</p> | Natural environment |
| Water Environment | <p>Increasing development associated with a rising population (including transport infrastructure) affecting surface water runoff and can increase flood risk on a local and catchment scale.</p> <p>Increased traffic flows can add to contamination of surface water runoff.</p> | <p>ISA 6: To protect and enhance surface and groundwater quality; reduce and manage flood risk from all sources and coastal erosion risks by locating infrastructure in lower risk areas.</p> | Natural environment |
| Air Quality | <p>Increased usage of highways adding to local and regional air pollution.</p> <p>Increased usage of ports and airports adding to local and regional air pollution.</p> | <p>ISA 7: To protect and enhance air quality by reducing transport related emissions.</p> | Air quality |
| Climate Change and GHG Emissions | <p>Transport is the largest contributor to the UK’s GHG emissions.</p> <p>Climate change (extreme heat, flooding and storms) can impact on the quality and safety of transport infrastructure.</p> | <p>ISA 8: To eliminate GHG emissions (including through encouraging modal shift, electric vehicle uptake, low carbon construction), and maximise resilience to climate change.</p> | Carbon emissions – operational and embedded |

| Topic | Key Sustainability Issues Identified | Sustainability Objective | Relevant EAST Criteria |
|---------------------------|---|--|--|
| Noise and Vibration | <p>Increased use of transport adding to noise impacts on human health due to stress and sleep disturbance, as well as annoyance.</p> <p>Increased use of transport adding to noise impacts on wildlife and designated sites.</p> <p>Transport trends changing future noise profiles and climate change affecting impact on population.</p> | <p>ISA 9: To reduce exposure to transport related noise and vibration, including noise pollution and annoyance.</p> | <p>Noise</p> |
| Population and Equalities | <p>A growing population and associated increase in demand for travel.</p> <p>There are a number of places that are located within the top 10-20% of the most deprived areas nationally.</p> <p>Public transport provision for those in rural areas, for the elderly, for those in areas of deprivation, and for those who are socially isolated.</p> | <p>ISA 10: To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.</p> | <p>Social and distributional impacts</p> |
| Health | <p>An ageing population, with restricted access to private transport.</p> <p>Increasing problems of physical inactivity and obesity.</p> <p>Increasing use of private vehicles adding to air and noise pollution.</p> <p>There are disparities in life expectancy across the study areas.</p> <p>Mortality rate from COPD is significantly worse than the national average in four local authorities.</p> | <p>ISA 11: To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.</p> | <p>Wellbeing – physical activity</p> |

| Topic | Key Sustainability Issues Identified | Sustainability Objective | Relevant EAST Criteria |
|------------------|--|---|-------------------------------------|
| Community Safety | <p>Increasing crime levels on public transport.</p> <p>High levels of serious injuries and fatalities on the road network compared to the rest of the region and the UK.</p> <p>The number of people killed or seriously injured on the roads is significantly worse than the national average in 16 out of the 24 local authorities.</p> <p>Safety concerns for pedestrians and cyclists.</p> | <p>ISA 12: To promote safe transport through reducing accidents and improving security, as well as through regeneration of areas.</p> | <p>Wellbeing – injury or deaths</p> |
| Economy | <p>Links between transport and productivity in the SE region.</p> <p>Uncertainty around future demand for and supply of infrastructure, as well as the spatial and temporal distribution of movement.</p> <p>Levels of employment across vary across the South East.</p> | <p>ISA 13: To promote a strong economy through the transport network with opportunities for the population to access centres of employment, reliable journey times and increasing trade</p> | <p>Economic case</p> |

4 Assessment

Long-list Assessment

4.1 The ISA was embedded within the MCAF as set out below:

- Sustainability aspects formed part of the Strategic criteria. These included natural and historic environment, streetscape, climate change, fuel efficiency, embedded carbon, climate resilience, noise and air quality, health and wellbeing, severance, social deprivation, connectivity and physical activity.
- The database of international, national, regional and local policies, plans and documents created for the ISA for the Regional Strategy was reviewed and updated to identify key messages and policies of relevance.
- The MCAF grouped individual intervention options into transport typologies for a more efficient and transparent scoring and review process. Examples of typologies include active travel, highway infrastructure, public transport and railway infrastructure.
- The assessment within the ISA for the Regional Strategy was used as supporting information to ensure that the assessment of relevant sustainability aspects in the Strategic criteria were consistent, with quality assurance and moderation of scoring undertaken by topic specialists.

Short-list Assessment

4.2 Three key steps were undertaken to assess packages of interventions:

- **Sensitivity Assessment** - An initial sensitivity assessment was undertaken of the short-listed intervention options using spatial indicators for each of the Sustainability Objectives (Table 1).
- **Assessment of Typologies** - In order to maintain consistency, a baseline score was assigned for each of the typologies set out within the MCAF.
- **Assessment of Packages** – The assessment was then adjusted to reflect the individual interventions that make up each package.

4.3 It should be noted that interventions are still conceptual at this stage and further information such as land-take and design are not known. The assessment therefore makes assumptions that interventions would need to be developed within the framework of legislation reviewed in Step B. However, for some types of intervention such as highway improvements, legislation will be more challenging to meet, for example new limits on carbon emissions in relation to the Paris Agreement or biodiversity net gain in relation to Environment Bill and this is reflected in the assessment.

4.4 Additionally, it is assumed that best practice and current transport guidance, such as relevant design and safety standards will be applied to the development of transport interventions.

- 4.5 Similarly, the level of baseline information to inform assessment is limited. While the Area Studies have included local level information (such as local designations) to inform assessments, further detail would be needed at the project level, for example on habitat loss and creation to inform biodiversity net gain and natural capital assessment.

Equalities Impact Assessment

- 4.6 The Equality Act 2010 includes a public-sector equality duty which requires public organisations and those delivering public functions to show due regard to the need to eliminate unlawful discrimination, harassment, victimisation; to advance equality of opportunity; and to foster good relations between communities.
- 4.7 The Equality Impact Assessment (EqIA) process focuses on assessing and recording the likely equalities effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not discriminate or disadvantage people, and enables consideration of how equality can be improved or promoted. The equality duty came into force in April 2011 and covers the following Personal Protected Characteristics:

- Age;
- Disability;
- Gender;
- Gender reassignment;
- Marriage & civil partnership;
- Pregnancy & maternity;
- Race;
- Religion or belief; and
- Sexual orientation.

A copy of the EqIA for the SIP is included in Appendix A.

Habitats Regulations Assessment

- 4.8 The screening assessment was provided at a high level to reflect details and potential locations of interventions. Assumptions were made in relation to European sites which will require refinement as part of the HRA provided during the next tier of intervention development.
- 4.9 Zones of Influence (ZoI) could not be set at this point in time due to the lack of spatial information but direct and indirect pathways for effects including on functionally linked land have been considered. European sites including SPAs, SACs and Ramsar sites were identified for each Study Area, but there may be additional European sites outside of the Study Areas that fall within the ZoI for interventions.
- 4.10 Through screening for potential likely significant effects (LSE), it has not been possible to categorically demonstrate that the interventions will not have any LSE upon European sites either 'alone' or 'in-combination' with other plans or projects. In order to consider potential impacts in more detail, further information on the interventions and in-depth consultation with Natural England would be required. Notwithstanding the outcomes of future Appropriate Assessment and consultation with Natural England, recommendations include the following:
- Development will not be located within any European Site so that no direct habitat loss will occur;
 - Wherever possible works will be avoided where there is a direct effects pathway to European sites (such as a European site downstream of a new road);

- Buffer zones will be provided between construction/improvement works and European sites (the size and extent of which should be dependent upon the nature of impact and the sensitivity of receptors);
- There would be a general presumption against the permitting of construction/improvement works which generate adverse effects in proximity to European sites, which are sensitive to those effects, – e.g., where adverse impacts on the water environment are identified; and that improved access to European sites will be closely monitored and managed to ensure the integrity of the sites is not compromised.

ISA Results

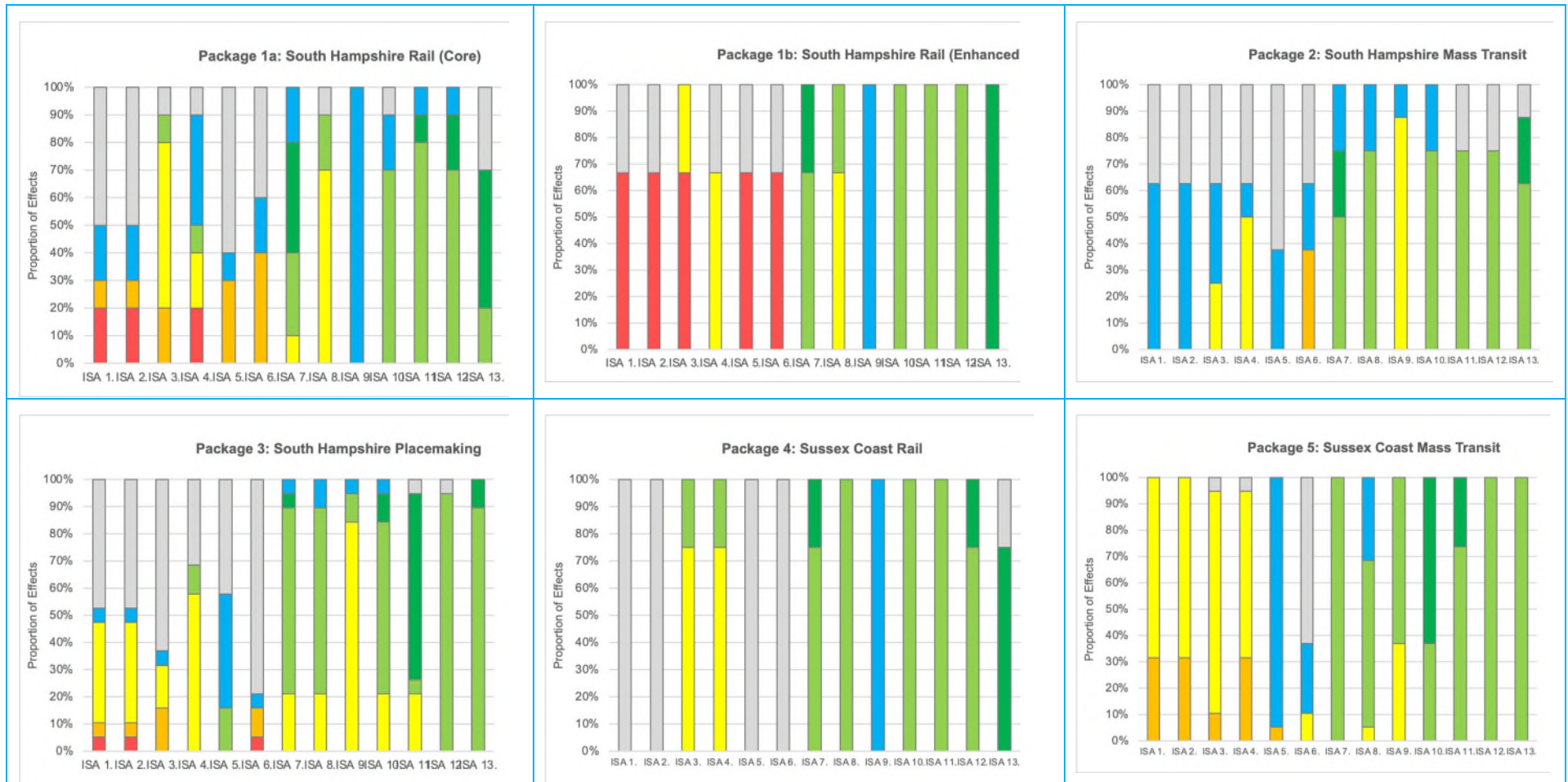
4.11 The conclusions of the HRA have been integrated into the assessment, the remainder of this section presents a summary of the results:

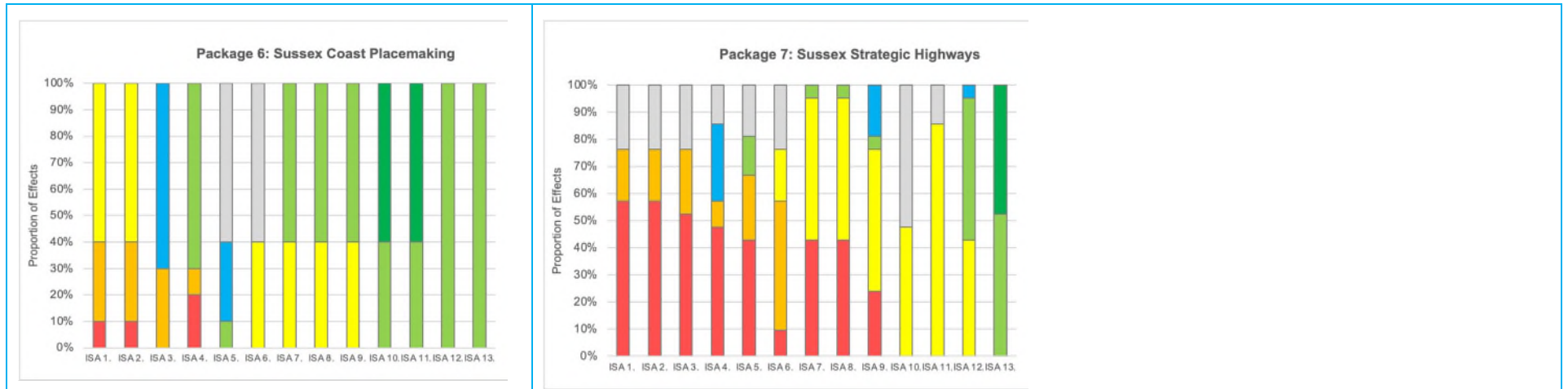
- An overview of the ISA for packages (containing multiple interventions) in each area.
- A description of overall performance against each Sustainability Objective.

The following categories were used for the assessment:

| Key to Effects | |
|--|-----|
| Potential for significant positive effects | ++ |
| Potential for minor positive effects | + |
| Potential for minor negative effects | - |
| Potential for significant negative effects | -- |
| Potential for both positive and negative effects | +/- |
| Uncertain effects | ? |
| Negligible or no effects | 0 |

Outer Orbital Packages (without mitigation)



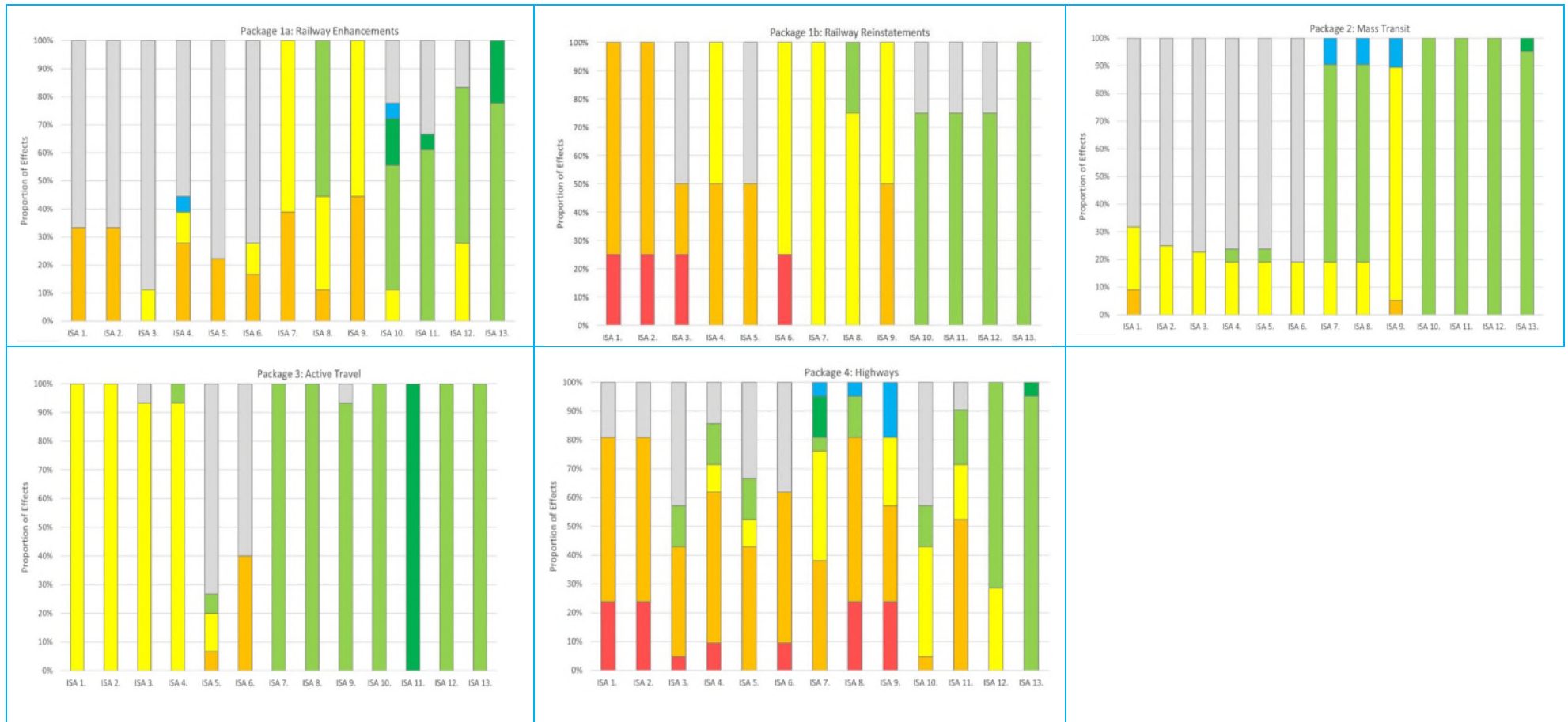


Inner Orbital Packages (without mitigation)





South Central Radial (without mitigation)



South East Radial (with mitigation)



South West Radial (with mitigation)

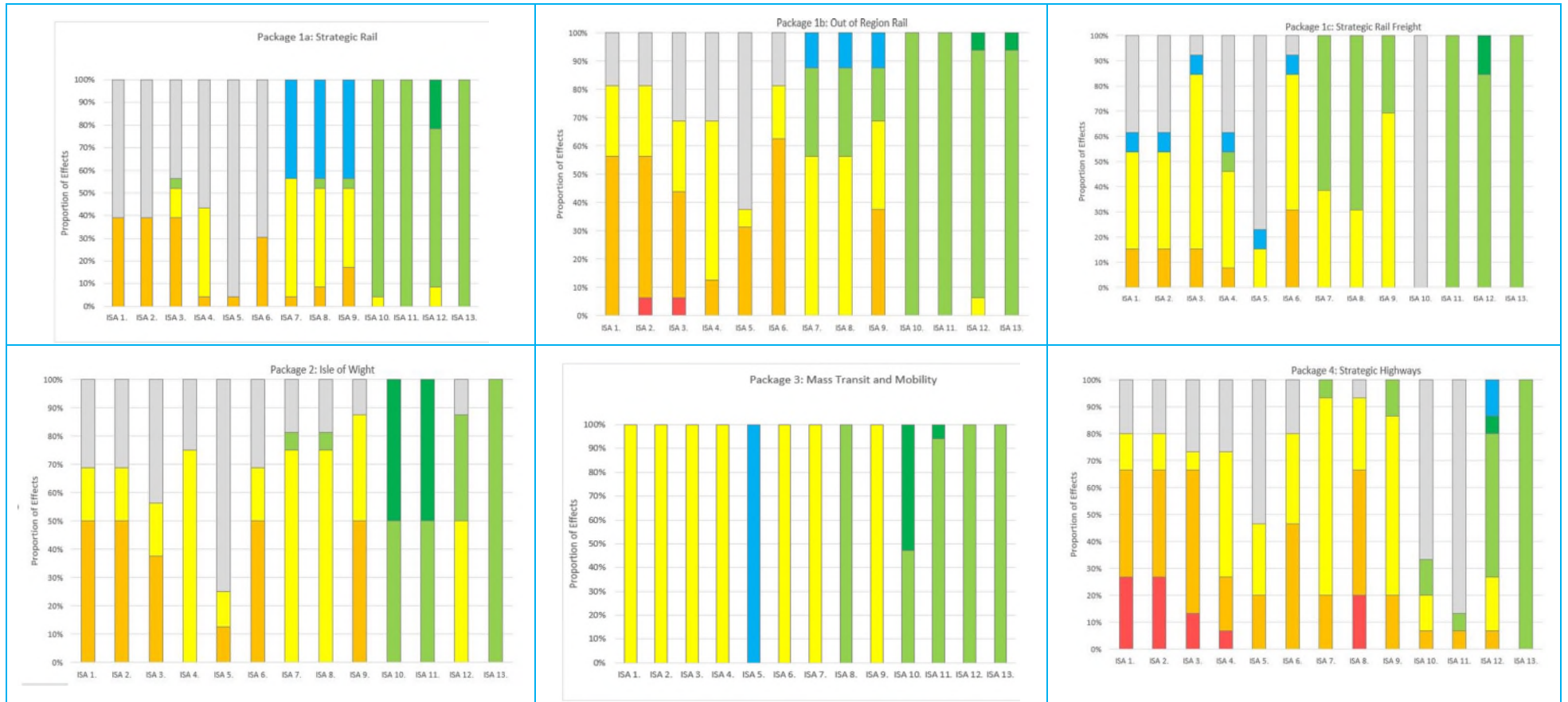


Table 3 ISA Assessment Summary

| ISA Topic | Potential Intra-Project Cumulative Effects |
|---|---|
| <p>Natural Capital, Ecosystem Services and biodiversity</p> | <p>The assessment of packages in all Areas has resulted in mixed effects on biodiversity and natural capital. Larger scale road schemes include A27 Lewes – Polegate, A27 Arundel, A26 Lewes – Newhaven, A264 Horsham – Pease Pottage, SER - Lower Thames Crossing, A28 Canterbury, A34 Resilience and A3 Guildford Upgrades. Large scale rail schemes include the Southampton Central Tunnel Solution, West Coastway CMSP, Southern Rail Links to Heathrow, Eridge – Royal Tunbridge Wells, HS1 Services to Eastbourne and Crossrail extension. Several of these interventions are likely to result in significant negative effects at this stage of assessment. Although many options are online with existing infrastructure, they could still result in the loss of land and lead to damaged and segregated habitats. The construction and operation of the 3rd Thames Crossing at Reading or Lower Thames Crossing has the potential to generate negative impacts on the surrounding River Thames aquatic ecology.</p> <p>At this stage, it was not possible to determine whether the interventions will give rise to definitive likely significant effects on designated European sites either ‘alone’ or ‘in-combination’ with other plans or projects. Consequently, in line with the precautionary principle, further detailed assessment would be necessary to satisfy the requirements of the Habitats Regulations.</p> <p>Active travel schemes (e.g. South Hampshire Placemaking) have potential to result in positive effects. Although new routes could involve small scale loss of habitat (could be larger with strategic mobility hubs), they could also be designed to enhance the biodiversity value, e.g. through creation of linking corridors, though new habitat would take time to establish. Improvements to existing routes create an opportunity to enhance habitats and ecological networks. Natural capital enhancements are possible through the connection of green spaces and protection of habitats linking population centres which may otherwise be lost or severed through a lack of maintenance or through other development.</p> <p>The improvements to public transport, for example Mass Rapid Transit (MRT), Bus Rapid Transit (BRT) and some Railway Enhancements could reduce the numbers of cars on highways in close proximity to environmental protected areas and generate positive impacts to biodiversity and natural capital by limiting the levels of transport noise, improvements to air quality and minimising disturbance to protected areas.</p> |
| <p>Historic environment</p> | <p>The assessment of packages has resulted in mixed effects on the historic environment. Larger scale road schemes (e.g. A27 Lewes – Polegate, A27 Arundel, Crawley Western Link Road, A28 Birchington-on-Sea and A21 Pembury – Hastings Bypasses) and larger scale rail schemes (e.g. Southampton Central Crossings – Woolston Tunnel and St Deny’s Tunnel; Western and Southern Rail Links to Heathrow; Ebbsfleet Interchange; Ebbsfleet and North Kent Connectivity; Crossrail 2) are likely to result in some loss of land, which could potentially have particular negative effects on buried (designated and non-designated) archaeology and historic landscapes but also on the setting of other historic assets such as scheduled monuments, listed buildings, historic parks and gardens, conservation areas and undesignated assets of importance.</p> <p>New transport infrastructure projects often require components such as street fixtures, lighting, furniture, signage, and maintenance equipment, which can also have a major visual impact, particularly in areas of high heritage value (such as Arundel, Lewes and Brighton).</p> <p>However, as air pollution is a key factor in the degradation of surfaces of historical buildings and monuments, diverting HGVs and long-distance traffic away from built up areas could help to lessen the impact on historical assets and their unique settings.</p> <p>Interventions that result in the reduction in single occupancy journeys will help to reduce air pollution, which could help prevent further degradation of some of the Region’s unique historic assets. The reduction in noise pollution and visual intrusion from lower levels of traffic in some areas could result in increased tranquillity, contribute to overall sense of place and the unique setting of heritage assets.</p> |

| | |
|--------------------------------|---|
| <p>Landscape and townscape</p> | <p>The assessment of packages has resulted in mixed effects on landscape and townscapes. Larger scale road schemes (e.g. A27 Lewes- Polegate, A27 Arundel, A339 road upgrades Newbury and Basingstoke, 3rd Thames Crossing at Reading, A227 road upgrades, Crawley Western Link Road, A2270/A2101 Corridor Movement and Access Package, Lower Thames Crossing, A21 Pembury – Hastings, Herne Bypass, Maidstone Relief Road, A28 Canterbury, A34 Resilience and the A3 Guildford upgrades) and larger scale rail schemes (e.g. East Kent Connectivity HS1 Services to Eastbourne option and North Kent Connectivity) are likely to result in substantial loss of land and loss of visual amenity which could have significant negative effects on landscapes. These include protected landscapes such as the South Down National Park and Chichester Harbour, High Weald, Surrey Hills, Kent Downs and North Wessex AONBs. Conversely, provision of transport alternatives can reduce the number of cars and lessen the negative impact of traffic (M3 Junctions 6 and 7) on landscapes such as the National Park.</p> <p>New transport infrastructure projects often require components such as street fixtures, lighting, furniture, signage, and maintenance equipment, which can also have a major visual impact. However, there are also opportunities through the Railways Enhancement and Strategic Highways packages to provide enhancements where there are existing impacts from these components on the network.</p> <p>There are a number of schemes that provide positive placemaking opportunities (such as Packages for active travel schemes, MRT, BRT, ferry services and Strategic Mobility Hubs) which could result in positive cumulative effects. If mobility hub options make use of existing infrastructure, there is potential for positive effects due to efficient use of land.</p> <p>There is potential for improvement to access to PRowS, Sustrans routes and national trails benefiting landscape and increased tranquillity. Increased access to towns and villages from MRT may have also have beneficial effects on place making, through shaping the public realm in order to maximise shared value by paying particular attention to the physical, cultural, and social identities that define a place, whilst supporting its ongoing evolution. However, townscape, landscape, sense of place could also be negatively affected if new infrastructure is built, for example green belt land throughout Guildford area.</p> |
| <p>Soils and Resources</p> | <p>The assessment of packages has resulted in mixed effects on soils and resources. There is potential for deterioration in quality of, and loss of soils, including the best and most versatile agricultural land. The following interventions are located adjacent to or within areas of high agricultural land value and therefore have resulted in negative effects: A29 Realignment, A27 Tangmere, A27 Fontwell, A27 Worthing, A27 Arundel, A33 road upgrades (Basingstoke to Reading), A339 road upgrades (Newbury and Basingstoke), M25 Junction 5 eastbound slip road to Sevenoaks, A227 road upgrades - A227/A25 and A227/A20 junction upgrades, Western Rail Link to Heathrow, Crawley Western Link Road, A2270/A2101 Corridor Movement and Access Package, A26 Lewes – Newhaven, A22 Uckfield Bypass, new station to the north east or Horsham, North Kent Connectivity, Maidstone - Sittingbourne HS1 Link, Isle of Wight (IoW) Restoring Railway Sandown-Newport, M4 Junction 10 upgrades and M3 Junction 8/A303.</p> <p>If infrastructure development makes use of existing road network through reallocation of road space, there's potential for significant positive effects, however, if land take is required along with significant infrastructure and resources, there's potential for negative effects.</p> <p>All schemes are likely to result in the use of resources and production and disposal of waste in construction. The significance of the impact on resources will be dependent upon the schemes selected, therefore a number of uncertain effects have been identified. If large scale construction-intensive schemes are taken forward such as the Southampton Central Tunnel Solution, the A27 Arundel, 3rd Thames Crossing at Reading Western and Southern Rail Links to Heathrow, A2270/A2101 Corridor Movement and Access Package and the Eridge - Royal Tunbridge Wells, there is likely to be negative cumulative effects. The promotion of sustainable resources and waste minimisation could reduce significance.</p> |

| | |
|--|---|
| <p>Water Environment</p> | <p>The assessment of packages has resulted in mixed effects on the water environment. Large scale road schemes have potential to increase surface water runoff and flood risk, impact on surface water and groundwater, particularly from physical alteration as a result of development. Transport-related negative cumulative effects on potable water are likely to be limited. There is also potential for highway improvements to provide opportunities to improve existing drainage network, reducing polluted run-off and potential for contamination.</p> <p>Potential negative effects on the water environment have been identified for all ferries and river services options within SER Package 2, which are attributed to increased operations and therefore increased pollution and contamination risk from ferries operating.</p> <p>In particular, the 3rd Thames Crossing at Reading has the potential to cause significant negative impacts to the aquatic ecology of the River Thames and surrounding lakes throughout the construction and operation phases.</p> <p>The Southampton Central Tunnel Solution, Fawley passenger ferries and the A3024 Northam Bridge LLM Scheme have the potential to result in negative effects on the Solent and Southampton Water Ramsar and SPA, through disturbance of sediments and deposition of nitrogen which could contribute to water eutrophication. The IO Southern Rail Links to Heathrow have the potential to result in negative effects on the South West London Waterbodies Ramsar and SPA (ecologically designated aquatic environments). The Uckfield – Lewes rail intervention and A2270/A2101 Corridor Movement and Access Package has the potential to result in significant negative effects on the River Ouse and local waterbodies through disturbance of sediments and deposition of nitrogen which could contribute to eutrophication.</p> <p>The SER contains a number of Ramsar sites and other internationally significant sites designated for their aquatic ecology, in close proximity to several interventions, specifically Rochester, the River Thames and Hastings and Marine Conservation Zones such as the Medway Estuary, Beachy Head East and Swanscombe sites. The SWR also contains many Ramsar sites and other ecological sites designated for their aquatic environments, which are located in close proximity to several interventions located in coastal regions, specifically Solent and Southampton Water and Portsmouth Harbour Ramsar sites and marine conservation zones around the Isle of Wight (namely Yarmouth to Cowes and Bembridge), which have the potential to result in negative effects.</p> |
| <p>Air quality</p> | <p>The assessment of the packages impact on air quality has identified a range of likely effects depending on the typology of interventions. Those interventions that support active travel, smart motorways, BRT, support of public transport and ultra-low emission zones will all contribute to improving air quality. Significant positive effects have also been identified for some interventions, for example, the A272/A283 AQMA demand management. These types of options will help encourage a modal shift, leading to reductions in air pollution from the transport network. This is likely to have additional beneficial effects on health and wellbeing, biodiversity natural capital and ecosystem services.</p> <p>However, interventions such as new highways or highway improvements, for example the A27 Chichester, A27 Arundel, Crawley Western Link Road, A34 resilience, A3 Guildford upgrades could increase uptake of vehicular traffic which could lead to negative cumulative effects.</p> |
| <p>Climate Change and Greenhouse Gases</p> | <p>As for air quality, the assessment has identified a range of effects depending on the typology of interventions within packages. There may be positive effects from transport schemes such as active travel, smart motorways, support of public transport and ultra-low emission zones, demand management (roadspace reallocation), electrification of railways and specific rail options including Grain Branch Services, New HS1 Services, BRT which will all contribute to improving greenhouse gas emissions.</p> |

| | |
|------------------------------|---|
| | <p>Conversely, the construction of road schemes such as such as A27 Chichester, A27 Arundel, 3rd Thames Crossing at Reading, A227 Road Upgrades, Crawley Western Link road, A21 Pembury – Hastings, A28 Birchington-on-Sea, Herne Bypass, Maidstone Relief Road, A228 Medway Valley, A34 Online enhancements, A3 Guildford Online enhancements and A3/A247 Ripley Junction could increase uptake of vehicular traffic which could lead to negative cumulative effects. These options are likely to have high levels of embodied carbon associated with both construction and operation.</p> <p>The vulnerability of the transport options will depend on whether the location and the resilience of the design and materials used to withstand chronic and acute effects of climate change (e.g., future precipitation and temperatures changes). Interventions within areas of flood risk include Western and Southern Rail Links to Heathrow, Reading - South Reading - Basingstoke (A33/B3031), Wokingham - Blackwater Valley MRT (A321 or B327/B3016), Mere oak (South Reading) Strategic Mobility Hub, Farnborough Strategic Mobility Hub, East Sussex Regional Cycleways, Surrey Regional Cycleways, West Sussex regional cycleways, A23 Gatwick – Crawley, A23/A27 Patcham Junction and major rail upgrades of SWML (Southwest Main Line upgrades Woking and London, South of Woking and Portsmouth line upgrades).</p> <p>Climate change generally negatively affects the operation of the rail and road network, for example, flooding, snowfall, high temperatures and wind. Climate change adaptation measures are likely to be specific to each development, but there may be benefits if implemented across multiple interventions.</p> |
| <p>Noise and Vibration</p> | <p>The assessment of packages has identified a number of uncertain effects on noise and vibration. There are likely to be negative effects arising from noise from increased development, particularly large road and rail schemes (packages for highways and major rail schemes) and some ferry operations such as IoW.</p> <p>There may be positive effects from transport schemes such as the electrification of rail lines, road toll, mobility hubs, ferry services and MRT, BRT, which all support a modal shift and contribute to reducing noise pollution. Active Travel and improvements to regional cycleways are likely to have a positive effect on noise and vibration as they will help to reduce the number of car users.</p> |
| <p>Health and Equalities</p> | <p>The assessment of packages has identified generally positive effects on health and equalities. Most options will provide greater connectivity, which is likely to have positive effects on the populations living in the study areas. Greater connectivity will help communities gain greater access to jobs, services and facilities. Access to activities provides the potentiality for people to participate in education, work, social, leisure, cultural, etc. opportunities which in turn contribute to overall health and wellbeing.</p> <p>The association between health effects and exposure to air pollutants is now well established, with distinct health risks associated with exposure to particulates. Older people, infants and those with long term health conditions are the most likely to be vulnerable to the effects of air pollution. There is potential for some negative effects at certain locations associated with new road schemes (such as A27 Chichester, A27 Arundel, the 3rd Thames Crossing at Reading and Crawley Western Link Road) if these were to come forward in areas close to large receptors communities as well as negative effects from rail freight options (such as unlocking more rail freight paths via Salisbury and Trowbridge and introducing regular rail freight to the South West region).</p> <p>Conversely, active travel schemes and mass transit may reduce air pollution in some locations and if multiple interventions were to come forward there’s potential for positive cumulative effects. These interventions provide an increased likelihood of uptake in active travel modes by improving accessibility, as well as being accessible to all social groups, including low-income groups.</p> |

| | |
|-------------------------|--|
| <p>Community Safety</p> | <p>The assessment of packages has generally identified positive effects on community safety. It is assumed that all schemes will be built to a high standard of safety. There may be potential for positive effects (depending on scheme design) on fear of crime and transport related accidents due to opportunities to improve safety standards on all forms of transport.</p> <p>Level crossings present a safety risk for all users and Network Rail believe that the best way of reducing level crossing risk is to eliminate the crossing completely by closing it. The removal of West Worthing Level Crossing, Totton Level Cross along with others, would result in significant positive effects. Several highway interventions have been designed to improve road safety such as A21 Pembury – Hastings and the longer-term Worthing solution, which should improve road safety by diverting long-distance and freight traffic away from densely populated, built-up areas. Other highway interventions, including the Lewes – Polegate scheme, will enable active travel interventions to be brought forward and improve safety in the villages of Wilmington and Berwick. Safety upgrades would also be delivered at the M3 Junction 8/A303, M4 Junction 10 and through the resilience of rail freight (to the Midlands and to address congestion).</p> <p>Active travel schemes (such as Package 3 -South Hampshire Placemaking and Package 6 – Sussex Coast Placemaking) would also result in positive effects. Provision of off-road routes for cyclists and pedestrians will reduce the number of collisions involving them. The longer-term Gatwick Diamond Freight Consolidation Centre should improve safety by improving freight handling centres and diverting freight traffic away from densely populated, built-up areas. Strategic Mobility Hubs (such as IO Package 3a) would result in positive community safety effects. An integrated transport system has the potential to result in higher demand for public transport and reduce the number of cars on the IOSA’s highways. A reduction in cars will lead to reduced levels of congestion and subsequently the number of accidents and near misses, enhancing safety across the IOSA. Upgrades to existing Park and Ride schemes and integrating active modes with another aim of reducing highway trips in urban centres not only ensure greater community safety but improvements to public health and equality with greater accessibility to active modes of transport.</p> |
| <p>Economy</p> | <p>The assessment of packages has identified generally positive effects. The majority of schemes will provide greater connectivity, which is likely to have positive effects on the populations living in the study areas. Interventions may contribute to and enhance wider and long-term economic prosperity by facilitating the building of a strong, low carbon economy, and by providing reliable and affordable transport choice to support growth. Economic centres throughout the South East would benefit from increases in rail passenger numbers and more reliable rails services achieved through upgrades to stations, electrification and improved interchange. Access to employment centres could be enhanced through improvements to rail services as well, encouraging continued economic growth. Greater connectivity and capacity across the wider SE Region, including major airports, tourism to the South Downs National Park and access to and from London, contributing further to the local and regional economy.</p> <p>Stand out interventions that are likely to improve the economy significantly are the Lower Thames Crossing and Other HS1 Services Extend international services option. An increase in international services and connectivity from south of the river to the north of the River Thames will bring a substantial economic boost to the SERSA and the wider Region.</p> |

5 Mitigation and Monitoring

Mitigation

- 5.1 Mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.
- 5.2 The mitigation and enhancement measures proposed in Table 4 are designed to avoid, reduce or enhance the effects identified as potentially significant (positive, negative or uncertain) which were identified through assessments of intervention packages on the ISA Framework Objectives.

Table 4 Mitigation and Enhancement Measures

| ISA Topics | Mitigation / Enhancement | Mechanism |
|---|---|---|
| All | <p>Consider prioritising types of interventions in relation to meeting the transport mode hierarchy; for example, favouring behavioural changes and the reallocation of existing space before identifying new land take for transport solutions.</p> <p>All proposals should incorporate principles for place-making, biodiversity net gain, natural capital and ecosystem services.</p> | Project level design and assessment |
| Air Quality, Climate Change and GHG Emissions, Population and Equalities, Health. | <p>New transport infrastructure or upgrades to existing infrastructure should include provisions for walking and cycling and connectivity to public transport modes.</p> <p>Air Quality Action Plans should be implemented as part of the Transport Strategies. These should include measures to complement interventions, such as promotion and encouragement of public transport.</p> <p>In general, measures to discourage individual car trips over other alternative transport modes (public transport) should be implemented.</p> | Project level Equalities or Diversity Impact Assessment |
| Biodiversity, Historic Environment, Landscape and Townscape, Soils, Noise. | Design of new transport infrastructure should avoid landscape/ townscape, historic environment and nature conservation designations. | Environmental Assessments (e.g. EIA, HRA, LVIA) |

| ISA Topics | Mitigation / Enhancement | Mechanism |
|---|---|---|
| <p>Natural Capital and Ecosystem Services, Biodiversity</p> | <p>New transport infrastructure or upgrade to existing infrastructure should deliver a net gain in biodiversity and aim to contribute towards major new initiatives such as Nature Recovery Networks and large-scale woodland creation ambitions of the 25 Year Environment Plan and the upcoming Environment Bill.</p> <p>Interventions should consider environmental effects on natural capital and biodiversity early in the design stage and design out negative effects with measures such as avoidance and mitigation. In general, areas of previously undeveloped land should be avoided.</p> <p>Large scale road schemes should be considered only if no other alternative is suitable to address issues as they will involve an unavoidable element of natural capital reduction and fragmentation of habitats.</p> <p>Scheme proposals should consider biodiversity issues in their design and include considerations for reinforcing existing wildlife corridors, providing new biodiversity opportunities, restoring and connecting habitats.</p> | <p>Project level design and assessment</p> <p>Biodiversity net gain calculations (using the Defra Metric 3.0)⁴</p> |
| <p>Natural Capital and Ecosystem Services, Biodiversity</p> | <p>Where possible, development should not be located within any National Site Network (NSN) site (the replacement of the Natura 2000 network with a new network of SPA and SACs) site so that no direct habitat loss will occur, as well as avoiding works where there is a direct transmission pathway to NSN sites.</p> <p>Buffer zones should be implemented between construction works and NSN sites, with size and extent depending on the nature of effect and sensitivity of receptors. Improved access to NSN sites will be monitored and managed closely to ensure the integrity of the sites are not compromised. There would be a general presumption against the permitting of construction works generating particular adverse effects in close proximity to NSN sites.</p> | <p>Project design and assessment</p> |

⁴ Natural England (2021) Biodiversity Net Gain Metric [Available at: <http://publications.naturalengland.org.uk/publication/6049804846366720>]

| ISA Topics | Mitigation / Enhancement | Mechanism |
|---|--|---|
| Natural Capital and Ecosystem Services, Biodiversity, Landscape, Water Environment, Soils and Land Use, Population and Equalities, Health | Design of new transport infrastructure should retain and enhance ecosystem functionality and green (as well as blue) infrastructure. | Project level design and assessment Environmental Assessments, e.g. Landscape design and assessment, and Ecosystem Services Assessment |
| Natural Capital and Ecosystem Services, Biodiversity, Landscape, Water Environment, Soils and Land Use, Population and Equalities, Health | Design of new transport infrastructure should seek environmental net gain such as pollination, flood risk management, clean air, carbon reduction, infrastructure resilience, and connecting people with nature, as well as other place-making and visitor economy objectives. (Environmental net gain should be underpinned by biodiversity net gain). | Project level design and assessment Environmental net gain calculation (e.g. using the Ecometric) |
| Natural Capital and Ecosystem Services, Biodiversity | Any design likely to have a significant effect on an NSN site (alone or in combination with other interventions), will be subject to assessment under part 6 of the Habitats Regulations. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of regulation 61 and 62, in which case any necessary compensatory measures will need to be secured in accordance with regulation 66. | Environmental assessment |
| Landscape and townscape, historic environment | Design and optioneering should consider direct and indirect effects such as setting in relation to landscape quality and the historic environment. The design and implementation of larger interventions should go through the EIA process and/or other environmental assessment to quantify effects on receptors and seek to improve landscape conditions as part of design and mitigation measures. Interventions within AONB or National Parks e.g. New Forest should be carried out with cooperation from the relevant authority to ensure that they do not adversely affect the landscape character or status of the AONB. These authorities should be engaged as part of the implementation of the transport strategies. | Environmental assessment Design |

| ISA Topics | Mitigation / Enhancement | Mechanism |
|---|---|--|
| Population and equalities, health, Community Safety | Community safety, health and equalities should be considered in design, for example, pedestrian networks, including linking new developments into existing infrastructure, integrating modes of transport (both public and active), lighting and other safety design considerations, materials used (contrasting colours, non-slip surfaces), accessibility for all including those with reduced mobility or disability, well-being, affordability of schemes, active travel. | Project level CSA, EqIA, HIA |
| Population and equalities and Health | <p>Ensure the needs and aspirations of groups with protected characteristics are considered in delivering transport solutions, in addition, including those from low-income households.</p> <p>This could include measures such as:</p> <p>Fair pricing for public transport and road user charging;</p> <p>Consideration of grants and exemptions for electric vehicles, clean air zones and other vehicle restriction and charging schemes;</p> <p>Engagement with protected characteristic groups specifically to ensure the needs of these groups are identified;</p> <p>Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low-income groups); and</p> <p>Ensure that active travel routes enable access for all users, including those with reduced mobility or disabilities.</p> | <p>Project specific EqIA and HIA for digital solutions and projects seeking behavioural change</p> <p>Disability Discrimination Act (DDA) compliance</p> |
| Climate change and greenhouse gases, Waste and resources | Design should seek to achieve zero GHG emissions through reducing the need to travel by non-sustainable means, and efficient use of materials, low energy and renewables in infrastructure (e.g. lighting, provision of vehicle charging), and the maintenance of interventions to ensure they can withstand chronic and acute effects of climate change. | <p>Carbon Footprinting; Lifecycle assessment; Design</p> <p>Future Mobility Strategy</p> |
| Climate change, Soils and resources, Natural capital and ecosystem services | Design should seek to adapt to climate change, in terms of: location (avoiding areas of flood and erosion risk); working with natural processes (adopting natural flood risk management measures and Sustainable Urban Drainage Schemes alongside transport routes); use of materials (e.g., to with-stand extreme weather events); and provision of transport information. | <p>Flood Risk Assessment; Geotechnical Assessment; Ecosystem Services Assessment; Design</p> |

| ISA Topics | Mitigation / Enhancement | Mechanism |
|--|---|---|
| Natural capital and ecosystem services, Water Environment, Biodiversity, Soils | Design should seek to ensure environmental protection, including avoiding damage to soils, water resources. | Drainage strategy and design; Project level design |
| Historic environment | <p>Preservation in situ (of unknown assets as well as known ones) should be considered earlier in the design stages, before route options are selected. The local distinctiveness of landscapes and heritage assets should also be considered in design.</p> <p>The design of interventions regardless of scale should be sensitive to adjacent heritage assets. In an urban setting, many assets will likely be directly adjacent to roads and subsequent intervention focuses. In a rural setting, the potential for buried heritage assets will be more prevalent.</p> <p>There is an opportunity to enhance the setting of heritage assets in urban environments with the provision of mobility hubs, improved public transport services and highway improvements. Opportunities for aesthetic and setting enhancements should be considered where practicable.</p> | Environmental assessment; Design |
| Biodiversity, Natural Capital, Population and equalities and health | The incorporation of natural features such as tree planting, hedgerows and floral arrangements along walk/cycleways to enhance connections to nature and reduced stress levels, contributing to mental health and wellbeing benefits. | Project level CSA, EqIA, HIA, BNG |
| Climate Change Soils and Resources and Water Resources and Flooding | <p>Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy, the Civil Engineering Environmental Quality Assessment (CEEQUAL) and the Building Research Establishment Environmental Assessment Method (BREEAM).</p> <p>As flood risk is a key risk in relation to climate change, any intervention that introduces physical infrastructure (either new infrastructure or upgraded) should provide flood defence opportunities or flood risk benefit where practicable.</p> <p>Sustainable design and construction techniques should be promoted such as low energy lighting and low noise road surfaces.</p> <p>Where land take is required, preference should be given to brownfield land/ previously developed land.</p> | Project level design and assessment |

| ISA Topics | Mitigation / Enhancement | Mechanism |
|-------------------|---|---|
| Noise | <p>Noise Action Plans and management plans should be implemented. These should include measures to complement interventions, such as promotion and encouragement of public transport, and provision of noise barriers or low road noise surfaces.</p> <p>New highway schemes have the potential to lead to significant negative noise effects to nearby receptors and introduce new receptors to negative noise effects. If alternative interventions are not feasible, then avoidance of receptors should be pursued alongside measures such as accompanying provision of shared and active transport facilities, and the prioritisation and promotion of these transport modes. Suitable mitigation measures to reduce noise for sensitive receptors including noise barriers and low road noise surfaces should also be incorporated into the scheme design.</p> | <p>Noise Action Plan</p> <p>Project level design and assessment</p> |
| Water Environment | <p>Ferries should consider design and fuel type and encourage responsible vessel practices and understanding of the distribution of marine mammals, to ensure that services will have the minimal impact on the environment.</p> <p>The incorporation of Sustainable Drainage Systems (SuDS) into all interventions where practicable.</p> <p>Avoidance of alteration and crossing of watercourses should be considered of any physical intervention. If avoidance is not possible a system to identify vulnerable watercourses with the potential to be affected by multiple interventions should be developed.</p> <p>Enhancement and restoration potential should be considered for interventions near watercourses.</p> | <p>Project level design and assessment</p> |

Monitoring

- 5.3 Monitoring should be undertaken on a plan to provide an important measure of the environmental outcome of the final plan, and to measure the performance of the plan against environmental objectives and targets. It will also identify any significant effects of implementation and where remedial action should be imposed. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage environmental information.
- 5.4 At the previous Transport Strategy stage, TfSE proposed a set of Key Performance Indicators to monitor the outcomes of the Transport Strategy in advancing the Strategic Priorities. TfSE will continue to track the progress made towards the outcome orientated key performance indicators, which are described Table 5 below. No new monitoring measures are proposed in this ISA though additional measures may be required at the local/project scale of interventions when these are further developed.

Table 5 Monitoring via key performance indicators

| Strategic Priorities | Indicators |
|--|--|
| Economic | |
| Better connectivity between our major economic hubs, international gateways and their markets. | <ul style="list-style-type: none"> • The delivery of improved road and railway links on corridors in need of investment. • Improved public transport access to Heathrow Airport. • Improved long-distance rail services (measured by journey time and service frequency). |
| More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways. | <ul style="list-style-type: none"> • Improved Journey Time Reliability on the Strategic Road Network, Major Road Network, and local roads (where data is available). • Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (e.g. right time delivery). |
| A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate. | <ul style="list-style-type: none"> • Reduced delays on the highways network due to poor weather. • Reduced number of days of severe disruption on the railway network due to poor weather. • Metrics relating to reduced delay on road network suffering from Road Traffic Collisions. |
| A new approach to planning that helps our partners across the SE meet future housing, employment and regeneration needs sustainably. | <ul style="list-style-type: none"> • The percentage of allocated sites in Local Plans developed in line with Local Transport Plans. |
| A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways. | <ul style="list-style-type: none"> • Increase in the number of bus services offering Smart Ticketing payment systems. • Number of passengers using smart ticketing. • Number of passengers using shared transport. |

| Social | |
|---|--|
| A network that promotes active travel and active lifestyles to improve our health and wellbeing. | <ul style="list-style-type: none"> • Increase in the length of the National Cycle Network in the South East. • Increase in the length of segregated cycleways in the South East. • Increase mode share of trips undertaken by foot and cycle. • Number of bikeshare schemes in operation in the area • Mode share of walking and cycling. |
| Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport. | <ul style="list-style-type: none"> • Reduction in NOx, SOx and particulate pollution levels in urban areas. |
| An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity. | <ul style="list-style-type: none"> • A reduction in the indicators driving the Indices of Multiple Deprivation in the South East, particularly in the most deprived areas in the SE area. |
| A seamless, integrated transport network with passengers at its heart, making journey planning, paying for and using different forms of transport simpler and easier. | <ul style="list-style-type: none"> • Increase in the number of cross-modal interchanges and/or ticketing options in the South East. |
| A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public. | <ul style="list-style-type: none"> • Reduction in the number of people Killed and Seriously Injured by road and rail transport. |
| Environmental | |
| A reduction in carbon emissions to net zero by 2050 to minimise the contribution of transport and travel to climate change. | <ul style="list-style-type: none"> • Reduction in carbon emissions by transport. |
| A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment. | <ul style="list-style-type: none"> • A net reduction in the number of trip kilometres undertaken per person each weekday. • A reduction in the mode share of the private car (measured by passenger kilometres). |
| A transport network that protects and enhances our natural, built and historic environments. | <ul style="list-style-type: none"> • No transport schemes or interventions result in net degradation in the natural capital of the South East. |
| Use of the principle of 'biodiversity net gain' in all transport initiatives. | <ul style="list-style-type: none"> • No transport schemes or interventions result in a net loss of biodiversity. |
| Minimisation of transport's consumption of resources and energy. | <ul style="list-style-type: none"> • Reduction in non-renewable energy consumed by transport. |

Appendix A

Equality Impact Assessment - Draft Strategic Investment Plan



Equality Impact Assessment

Strategy or Policy Template

| |
|---|
| Name of the strategy or policy |
| Transport for the South East – Draft Strategic Investment Plan |

| | | | |
|-----------------------|-------------------|---------------------|-------------------|
| File ref: | TBC | Issue No: | 1 |
| Date of Issue: | 31/05/2022 | Review date: | 06/06/2022 |

Contents

| | |
|---|----|
| Part 1 The Public Sector Equality Duty and Equality Impact Assessments (EqIA)..... | 3 |
| Part 2 – Aims and implementation of the proposal, strategy or policy..... | 5 |
| Part 3 – Methodology, consultation, data and research used to determine impact on protected characteristics. | 8 |
| Part 4 – Assessment of impact..... | 11 |
| Part 5 – Conclusions and recommendations for decision makers | 18 |
| Part 6 – Equality impact assessment action plan | 20 |

Part 1 The Public Sector Equality Duty and Equality Impact Assessments (EqIA)

1.1 The Council must have due regard to its Public Sector Equality Duty when making all decisions at member and officer level. An EqIA is the best method by which the Council can determine the impact of a proposal on equalities, particularly for major decisions. However, the level of analysis should be proportionate to the relevance of the duty to the service or decision.

1.2 This is one of two forms that the County Council uses for Equality Impact Assessments, both of which are available on the intranet. This form is designed for any proposal, strategy or policy. The other form looks at services or projects.

1.3 The Public Sector Equality Duty (PSED)

The public sector duty is set out at Section 149 of the Equality Act 2010. It requires the Council, when exercising its functions, to have “due regard” to the need to

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. (see below for “protected characteristics”

These are sometimes called equality aims.

1.4 A “protected characteristic” is defined in the Act as:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race (including ethnic or national origins, colour or nationality)
- religion or belief;
- sex;
- sexual orientation.

Marriage and civil partnership are also a protected characteristic for the purposes of the duty to eliminate discrimination. The previous public sector equalities duties only covered race, disability and gender.

1.5 East Sussex County Council also considers the following additional groups/factors when carry out analysis:

- Carers – A carer spends a significant proportion of their life providing unpaid support to family or potentially friends. This could be caring for a relative, partner or friend who is ill, frail, disabled or has mental health or substance misuse problems. [Carers at the Heart of 21stCentury Families and Communities, 2008]
- Literacy/Numeracy Skills
- Part time workers
- Rurality

1.6 Advancing equality (the second of the equality aims) involves:

- Removing or minimising disadvantages suffered by people due to their protected characteristic

- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people including steps to take account of disabled people's disabilities
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low

1.7 Guidance on Compliance with The Public Sector Equality Duty (PSED) for officers and decision makers:

1.7.1 To comply with the duty, the Council must have "due regard" to the three equality aims set out above. This means the PSED must be considered as a factor to consider alongside other relevant factors such as budgetary, economic and practical factors.

1.7.2 What regard is "due" in any given case will depend on the circumstances. A proposal which, if implemented, would have particularly negative or widespread effects on (say) women, or the elderly, or people of a particular ethnic group would require officers and members to give considerable regard to the equalities aims. A proposal which had limited differential or discriminatory effect will probably require less regard.

1.7.3 Some key points to note:

- The duty is regarded by the Courts as being very important.
- Officers and members must be aware of the duty and give it conscious consideration: e.g. by considering open-mindedly the EqlA and its findings when making a decision. When members are taking a decision, this duty can't be delegated by the members, e.g. to an officer.
- EqlAs must be evidence based.
- There must be an assessment of the practical impact of decisions on equalities, measures to avoid or mitigate negative impact and their effectiveness.
- There must be compliance with the duty when proposals are being formulated by officers and by members in taking decisions: the Council can't rely on an EqlA produced after the decision is made.
- The duty is ongoing: EqlA's should be developed over time and there should be evidence of monitoring impact after the decision.
- The duty is not, however, to achieve the three equality aims but to consider them – the duty does not stop tough decisions sometimes being made.
- The decision maker may take into account other countervailing (i.e. opposing) factors that may objectively justify taking a decision which has negative impact on equalities (for instance, cost factors)

1.7.4 In addition to the Act, the Council is required to comply with any statutory Code of Practice issued by the Equality and Human Rights Commission. New Codes of Practice under the new Act have yet to be published. However, Codes of Practice issued under the previous legislation remain relevant and the Equality and Human Rights Commission has also published guidance on the new public sector equality duty.

Part 2 – Aims and implementation of the proposal, strategy or policy

2.1 What is being assessed?

- a) **Proposal or name of the strategy or policy.** Transport for the South East (TfSE) Draft Strategic Investment Plan (SIP)
- b) **What is the main purpose or aims of proposal, strategy or policy?** Transport for the South East is an established shadow sub-national transport body representing 16 Local Transport Authorities and five Local Enterprise Partnerships in the South East.

Transport for the South East has developed a draft Strategic Investment Plan (SIP) to provide a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades. The plan is supported by a large amount of detailed work informed by consultation over several years and is aligned with and supports wider policy and government priorities at multiple levels and across multiple transport modes. This includes increasingly close alignment between the TfSE Transport Strategy and this plan with local transport plans to ensure individual community needs are well understood and that projects at every scale complement each other, avoiding waste and duplication of effort wherever possible.

The plan presents 30 regional “packages” of investment opportunities across the key modes of Rail, Mass Transit (buses, ferries, etc), Active Travel (walking, cycling, etc) and Highways.

An Integrated Sustainability Appraisal (ISA) has been undertaken alongside the preparation of the draft Strategic Investment Plan (SIP) and this interim EqIA. Its role is to promote sustainable development by assessing environmental, social, and economic impacts, as well as mitigating any potential adverse effects that the Transport Strategy might otherwise have.

The Equalities Impact Assessment process focuses on assessing and recording the likely equalities effects because of the implementation of the draft Strategic Investment Plan (SIP). It seeks to ensure that the plan does not discriminate or disadvantage people and enables consideration of how equality can be improved or promoted. Given that the SIP is at a draft, consultative stage, this is a high-level EqIA that should be read in conjunction with the Integrated Sustainability Appraisal.

1.2 Manager(s) and section or service responsible for completing the assessment

Rachel Ford and Sarah Valentine (TfSE)

2.2 Who is affected by the proposal, strategy or policy? Who is it intended to benefit and how?

Package-based investment across key modes of transport within the plan will benefit all users, residents, and visitors to the region. We considered the following impacts on groups with protected characteristics.

| Characteristic | Impact |
|----------------|--|
| Age | Older and younger people - accessibility |
| Disability | Accessibility |
| Ethnicity | Characteristic not relevant to the draft plan, but to be considered as interventions come forward for scheme and business case development |

| | |
|--|--|
| Gender/transgender | Characteristic not relevant to the draft plan, but to be considered as interventions come forward for scheme and business case development |
| Marital status/civil partnership | Characteristic not relevant to the draft plan, but to be considered as interventions come forward for scheme and business case development |
| Pregnancy & maternity | Characteristic not relevant to the draft plan, but to be considered as interventions come forward for scheme and business case development |
| Religion | Characteristic not relevant to the draft plan, but to be considered as interventions come forward for scheme and business case development |
| Sexual orientation | Characteristic not relevant to the draft plan, but to be considered as interventions come forward for scheme and business case development |
| Other (carers, literacy/numeracy, part time workers, rurality) | Rurality – accessibility Other characteristics not relevant to the draft plan |

2.3 Who are the main stakeholders in relation to this proposal, strategy or policy? Service users/carers/employees? What outcomes would other stakeholders want from this proposal, strategy or policy?

See section 2.5 below. Other stakeholders will want the SIP to be fairly and accurately delivered, to be well managed and to take their views and aspirations into account.

2.4 How is, or will, the proposal, strategy or policy be put into practice and who is, or will be, responsible for it?

The SIP provides a mechanism for how TfSE will deliver on the interventions detailed within the transport strategy. The Economic Connectivity Review completed as part of the development of the transport strategy identified the key transport corridors which are economically important and the additional uplift in economic activity that could be realised from increased infrastructure investment.

2.5 Are there any partners involved? E.g. NHS Trust, voluntary/community organisations, the private sector? If yes, how are partners involved?

Transport for the South East (TfSE) is a sub-national transport body representing 16 Local Transport Authorities (LTAs) and five Local Enterprise Partnerships (LEPs) in the South East (SE), as shown in Figure 0.2, and listed in Table 0.1.

Figure 0.2: Study Area



Table 0.1: LTAs represented by TfSE

Local Transport Authorities

- Berkshire Local Transport Body, comprising:
 - Bracknell Forest Council
 - Reading Borough Council
 - Royal Borough of Windsor and Maidenhead;
 - Slough Borough Council
 - West Berkshire Council
 - Wokingham Borough Council
- Brighton & Hove City Council
- East Sussex County Council
- Hampshire County Council
- Isle of Wight Council
- Kent County Council
- Medway Council
- Portsmouth City Council
- Southampton City Council
- Surrey County Council
- West Sussex County Council

In addition, the following organisations have their views represented via the Transport Forum:

- Train operating companies & rail freight operators
 - South Western Railway
 - South Eastern
 - Govia Thameslink Railway
 - Great western Railway
 - Cross County
 - Arriva Rail London
 - First Rail
 - DB Cargo UK
 - Freightliner

- Direct Rail Services
- GB Railfreight
- Rail Delivery Group
- Ports
 - Dover
 - Southampton
 - Portsmouth
 - Folkestone
 - Eurotunnel Group
 - London
 - London Medway (Sheerness & Chatham)
 - Newhaven
 - Shoreham-by-Sea
 - London Thamesport
 - British Ports Association
 - UK Major Ports Group
- Airports
 - Southampton
 - Heathrow
 - Gatwick
- Ferry Operators
 - Redfunnel
 - Hovertravel
 - Wight Link
- Freight Transport Association
- Road Haulage Association
- Bus & Coach Operators (all in the TfSE area)
- 5 Local Enterprise Partnerships
- 46 District & Borough Councils
- Supply chain contractors & consultants
- Transport Focus
- TfL
- DfT
- Highways England
- Network Rail
- Chambers of Commerce
- CBI
- Community Rail Partnerships

2.6 Is this project or procedure affected by legislation, legislative change, service review or strategic planning activity?

Yes – TfSE is bound by central government policy and could be subject to legislative change, although this is not currently being pursued.

Part 3 – Methodology, consultation, data and research used to determine impact on protected characteristics.

3.1 List all examples of quantitative and qualitative data or any consultation information available that will enable the impact assessment to be undertaken.

| Types of evidence identified as relevant have X marked against them | | | |
|--|---|---|---|
| | Employee Monitoring Data | | Staff Surveys |
| | Service User Data | | Contract/Supplier Monitoring Data |
| | Recent Local Consultations | X | Data from other agencies, e.g. Police, Health, Fire and Rescue Services, third sector |
| | Complaints | | Risk Assessments |
| | Service User Surveys | | Research Findings |
| X | Census Data | X | East Sussex Demographics |
| | Previous Equality Impact Assessments | X | National Reports |
| X | Other organisations Equality Impact Assessments | | Any other evidence? |

3.2 Evidence of complaints against the strategy or policy on grounds of discrimination.

Not Applicable

3.3 If you carried out any consultation or research on the strategy or policy explain what consultation has been carried out.

A consultation period over the summer of 2022 will help form the contents of the draft SIP. This includes stakeholder events, meetings and workshops, alongside more formal meetings with our constituent authorities. The TfSE Partnership Board is meeting to approve the draft on 13 June 2022 on behalf of the organisations they represent.

3.4 What does the consultation, research and/or data indicate about the positive or negative impact of the strategy or policy?

An Equalities Impact Assessment (EqIA) was undertaken as part of the transport strategy’s ISA to assess the general transport interventions from an equality perspective. The EqIA has considered the impact that these interventions might have on persons, or groups of persons, who share characteristics which are protected under the Equality Act 2010.

The assessment found that the interventions detailed within the transport strategy are likely to result in a positive impact on protected characteristics, particularly age and deprivation. Improvements to the transport network, including pedestrian and cycleways, should result in more reliable and comfortable journeys, encouraging users to move away from private vehicles.

The SIP and transport strategy have been designed to explicitly align. The SIP specifically provides a sequenced plan of place-based and outcome-focused multi-modal investment packages. As a result, the interventions are likely to result in a positive impact on protected characteristics, similarly to the transport strategy.

Part 4 – Assessment of impact

4.1 Age: Testing of disproportionate, negative, neutral or positive impact.

a) How is this protected characteristic reflected in the County /District/Borough?

See b) below.

b) How is this protected characteristic reflected in the population of those impacted by the proposal, strategy or policy?

The districts in the South East generally have a high proportion of people over the age of 65, compared to the UK average. The population between 2019 and 2041 in the South East is expected to increase by 10%, with the greatest increases seen in the over 75s, although there is some level of uncertainty associated with population predictions.

c) Will people with the protected characteristic be more affected by the proposal, policy or strategy than those in the general population who do not share that protected characteristic?

The plan strives to improve public transport provision and accessibility which is likely to have a more positive impact on elderly users.

Furthermore, it will also have a positive impact on younger users who are unable, or choose not to, drive a car. When planning and designing for a sustainable and equitable future it is vital to bake in travel behaviours which focus on public transport and active travel, whilst discouraging car ownership. The plan seeks to prioritise investment facilitating public transport and active travel.

d) What is the proposal, strategy or policy's impact on different ages/age groups?

Some elderly people may exhibit a greater propensity to drive, as they may exhibit a slight impairment making public transport and active travel uncomfortable. This impairment may not be of a great-enough severity to warrant the issuance of a Blue Badge. Demand management-related interventions will increase the cost of driving for elderly who do not hold blue badges.

e) What actions are to/ or will be taken to avoid any negative impact or to better advance equality?

Investment to improve the accessibility and amenability of public transport services, such as buses, light rail and heavy rail, would exhibit the largest beneficial effect on population and equalities due to the likely increased uptake of public transport travel by the elderly. Specific examples of interventions enabling the elderly to use public transport includes improved seating and customer information and rail and bus stations, and at bus stops, alongside increased staffing to help plan journeys. Specific examples of interventions enabling younger people to use public transport includes reduced/subsidised fares alongside timetabling of both early morning and late night services.

f) Provide details of the mitigation.

Explore the usage of dispensations for those holding blue badges under both wider demand management and individual traffic management schemes, particularly in areas where a large concentration of holders are likely to be disrupted.

g) How will any mitigation measures be monitored?

This will be conducted at a programme and individual intervention level as interventions come forward for scheme and business case development, and through to implementation.

4.2 Disability: Testing of disproportionate, negative, neutral or positive impact.

a) How is this protected characteristic reflected in the County/District/Borough?

See b) below.

b) How is this protected characteristic reflected in the population of those impacted by the proposal, strategy or policy?

In general, the overall health of residents across the South East is good, with Hampshire, Surrey, West Berkshire and West Sussex all bettering the national average. However, the overall health of residents in Southampton and Portsmouth is worse than the national average. When looking at disabilities and impairments, 6.9% of the population stated that their day-to-day activities are 'limited a lot' and 8.8% described it as 'limited a little'. Overall, the South East has good levels of physical activity, which is reflected in the low levels of obesity. Despite this, the region has a high number of people diagnosed with diabetes, with six of the eleven authorities having significantly higher diagnoses than the national average. The proportion of people living with dementia in East Sussex, Hampshire, West Sussex and the Isle of Wight is significantly higher than the national average.

c) Will people with the protected characteristic be more affected by the proposal, policy or strategy than those in the general population who do not share that protected characteristic?

Community safety, health and equalities should be considered in design of individual schemes, for example, pedestrian networks, including linking new developments into existing infrastructure, integrating modes of transport (both public and active), lighting and other safety design considerations, materials used (contrasting colours, non-slip surfaces), accessibility for all including those with reduced mobility or disability, well-being, affordability of schemes, active travel. Additionally, both reductions in and greater controls of motorised traffic will improve road safety for those with disabilities, improving their confidence in undertaking journeys by public transport, cycle, or walking.

d) What is the proposal, strategy or policy's impact on people who have a disability?

The SIP strives to improve public transport provision and accessibility which is likely to have a more positive impact on disabled users. Concurrently, the demand management interventions will increase the cost of driving for those with disabilities. For those undertaking escort trips for those with disabilities, driving may be the simplest and easiest option, of which some interventions will additionally increase the cost of.

e) What actions are to/ or will be taken to avoid any negative impact or to better advance equality?

Improvements to other public transport services such as buses and light rail would have the largest beneficial effect on disabled users due to the likely increased uptake of public transport travel by disabled people and the improvement in accessibility between communities and rural areas with towns.

f) Provide details of any mitigation.

Explore the usage of dispensations for those holding blue badges for both wider demand management and individual traffic management schemes, particularly in areas where a large concentration of holders driving journeys are likely to be disrupted.

g) How will any mitigation measures be monitored?

N/A

4.3 Ethnicity: Testing of disproportionate, negative, neutral or positive impact.

a) How is this protected characteristic reflected in the County/District/Borough?

See b) below.

b) How is this protected characteristic reflected in the population of those impacted by the proposal, strategy or policy?

91% of the region is considered to be white, with just 9.3% from Black, Asian, and minority ethnic groups, which is considerably lower than the national average of 13%.

We do not consider ethnicity characteristics to be relevant to the impact of the draft SIP.

4.4 Gender/Transgender: Testing of disproportionate, negative, neutral or positive impact

a) How is this protected characteristic target group reflected in the County/District/Borough?

See b) below.

b) How is this protected characteristic reflected in the population of those impacted by the proposal, strategy or policy?

We do not consider ethnicity characteristics to be relevant to the impact of the draft SIP.

4.5 Marital Status/Civil Partnership: Testing of disproportionate, negative, neutral or positive impact.

a) How is this protected characteristic target group reflected in the County/District/Borough?

See b) below.

b) How is this protected characteristic reflected in the population of those impacted by the proposal, strategy or policy?

We do not consider marital status / civil partnership characteristics to be relevant to the impact of the draft SIP.

4.6 Pregnancy and maternity: Testing of disproportionate, negative, neutral or positive impact.

- a) How is this protected characteristic target group reflected in the County/District/Borough?**

See b) below.

- b) How is this protected characteristic reflected in the population of those impacted by the proposal, strategy or policy?**

We do not consider pregnancy and maternity characteristics to be relevant to the impact of the draft SIP.

4.7 Religion, Belief: Testing of disproportionate, negative, neutral or positive impact.

- a) How is this protected characteristic reflected in the County/District/Borough?**

See b) below

- b) How is this protected characteristic reflected in the population of those impacted by the proposal, strategy or policy?**

65% of the population in the South East are religious, of which 92% state their religion as Christianity. The second largest religious group are Muslims, who make up 3.6% of the religious population.

We do not consider religious characteristics to be relevant to the impact of the draft SIP.

4.8 Sexual Orientation - Gay, Lesbian, Bisexual and Heterosexual: Testing of disproportionate, negative, neutral or positive impact. The term gay can be used to describe a gay man and a lesbian.

- a) How is this protected characteristic reflected in the County/District/Borough?**

See b) below.

- b) How is this protected characteristic reflected in the population of those impacted by the proposal, strategy or policy?**

In the SE, 95.1% of people identify as heterosexual, 1% higher than the national average, and 1.3% considered themselves to be LGBT (lesbian, gay, bisexual and transgender), which is slightly lower than the national average of 1.6%⁵.

We do not consider sexual orientation characteristics to be relevant to the impact of the draft SIP.

- c) Will people with the protected characteristic be more affected by the proposal, policy or strategy than those in the general population who do not share that protected characteristic?**

N/A

- d) What is the proposal, strategy or policy's impact on people with differing sexual orientation?**

N/A

- e) What actions are to/ or will be taken to avoid any negative impact or to better advance equality?**

N/A

- f) Provide details of the mitigation**

N/A

- g) How will any mitigation measures be monitored?**

N/A

⁵ ONS. 2017. Annual Population Survey, Sexual Identity

4.9 Other: Additional groups/factors that may experience impacts - testing of disproportionate, negative, neutral or positive impact.

a) How are these groups/factors reflected in the County/District/ Borough?

Rurality – there are a large number of rural areas in the TfSE region, with 1/3 of our area being protected landscape. Within the context of transport, rural areas exhibit a different set of challenges, issues and opportunities in comparison to urbanised settlements.

b) How is this group/factor reflected in the population of those impacted by the proposal, strategy or policy?

The Plan includes packages of interventions of which some will directly, and others indirectly seek improvement in the accessibility of public transport between rural areas and larger settlements. By the nature of these interventions, this will comprise a wholesale benefit to those residing in rural locations.

On the other hand, some interventions seek to increase the cost of driving, such as demand management schemes, of which will likely negatively impact those dependent on private car usage, and particularly those residing within ‘remote rural’ locations where the closest bus service may be inaccessible.

4.10 Human rights- Human rights place all public authorities – under an obligation to treat you with fairness, equality, dignity, respect and autonomy.

No human rights implications identified.

| Articles | |
|----------|---|
| A2 | Right to life (e.g. pain relief, suicide prevention) |
| A3 | Prohibition of torture, inhuman or degrading treatment (service users unable to consent, dignity of living circumstances) |
| A4 | Prohibition of slavery and forced labour (e.g. safeguarding vulnerable adults) |
| A5 | Right to liberty and security (financial abuse) |
| A6 &7 | Rights to a fair trial; and no punishment without law (e.g. staff tribunals) |
| A8 | Right to respect for private and family life, home and correspondence (e.g. confidentiality, access to family) |
| A9 | Freedom of thought, conscience and religion (e.g. sacred space, culturally appropriate approaches) |
| A10 | Freedom of expression (whistle-blowing policies) |
| A11 | Freedom of assembly and association (e.g. recognition of trade unions) |
| A12 | Right to marry and found a family (e.g. fertility, pregnancy) |

| | |
|------------------|---|
| Protocols | |
| P1.A1 | Protection of property (service users property/belongings) |
| P1.A2 | Right to education (e.g. access to learning, accessible information) |
| P1.A3 | Right to free elections (Elected Members) |

Part 5 – Conclusions and recommendations for decision makers

5.1 Summarise how this proposal/policy/strategy will show due regard for the three aims of the general duty across all the protected characteristics and ESCC additional groups.

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010;
- Advance equality of opportunity between people from different groups
- Foster good relations between people from different groups

TfSE’s constitution, governance, terms of reference and voting arrangements have been agreed by TfSE’s shadow partnership board, which is its primary decision-making body. Our focus is on agreement through consensus, and we work hard to ensure that every partner and stakeholder has their voice heard.

We held several stakeholder events with the Partnership Board and “one-to-one” meetings with its members, the Senior Officer Group, and the Transport Forum, which have informed the development of the draft SIP. The draft SIP is open for public consultation from 20 June 2022 for 12 weeks. During this time, we have a series of engagement events planned across the region, including drop-in information sessions which are open to all. We intend to seek views from as many stakeholder groups as possible, including those with protected characteristics, allowing equality of opportunity to contribute between people from different groups. Input will also be sought from the East Sussex Inclusivity Advisory Group, and the Quality & Inclusion Manager

From these events, and from the results of the public consultation exercise, we will be able to better judge the impacts of the SIP on all users. This intelligence will be used to inform the final SIP and the associated EqIA.

5.2 Impact assessment outcome Based on the analysis of the impact in part four please mark below ('X') with a summary of your recommendation.

| X | Outcome of impact assessment | Please explain your answer fully. |
|---|---|---|
| X | A No major change – Your analysis demonstrates that the policy/strategy is robust, and the evidence shows no potential for discrimination and that you have taken all appropriate opportunities to advance equality and foster good relations between groups. | Negative impacts are not significant and are subject to mitigation measures and monitoring. |
| | B Adjust the policy/strategy – This involves taking steps to remove barriers or to better advance equality. It can mean introducing measures to mitigate the potential effect. | |
| | C Continue the policy/strategy - This means adopting your proposals, despite any adverse effect or missed opportunities to advance equality, provided you have satisfied yourself that it does not unlawfully discriminate | |
| | D Stop and remove the policy/strategy – If there are adverse effects that are not justified and cannot be mitigated, you will want to consider stopping the policy/strategy altogether. If a policy/strategy shows unlawful discrimination it <i>must</i> be removed or changed. | |

5.3 What equality monitoring, evaluation, review systems have been set up to carry out regular checks on the effects of the proposal, strategy or policy?

This EqIA, to be read alongside the published Integrated Sustainability Appraisal Summary, covering the draft SIP and Area Studies programme. This draft EQIA will be updated prior to the publication of the final plan before the end of March 2023.

5.6 When will the amended proposal, strategy or policy be reviewed?

Public consultation runs from 20 June 2022 for 12 weeks. The final SIP will be published by the end of March 2023. An EQIA addressing the impact of the final SIP will be produced prior to its publication.

| | | | |
|------------------------|------------|--|-------------------|
| Date completed: | 01/06/2022 | Signed by (person completing) | Rachel Ford |
| | | Role of person completing | Programme Manager |
| Date: | | Signed by (Manager) | |

Part 6 – Equality impact assessment action plan -

TO BE DEVELOPED AS INTERVENTIONS COME FORWARD FOR SCHEME AND BUSINESS CASE DEVELOPMENT

If this will be filled in at a later date when proposals have been decided please tick here and fill in the summary report.

| |
|---|
| * |
|---|

The table below should be completed using the information from the equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact
- 4. If no actions fill in separate summary sheet.**

Please ensure that you update your service/business plan within the equality objectives/targets and actions identified below:

| Area for improvement | Changes proposed | Lead Manager | Timescale | Resource implications | Where incorporated/flagged? (e.g. business plan/strategic plan/steering group/DMT) |
|----------------------|------------------|--------------|-----------|-----------------------|---|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

(a) 6.1 Accepted Risk

NO ADDITIONAL RISKS IDENTIFIED. FURTHER RISK MANAGEMENT TO BE REQUIRES AS INTERVENTIONS COME FORWARD FOR SCHEME AND BUSINESS CASE DEVELOPMENT

From your analysis please identify any risks not addressed giving reasons and how this has been highlighted within your Directorate:

| Area of Risk | Type of Risk? (Legal, Moral, Financial) | Can this be addressed at a later date? (e.g. next financial year/through a business case) | Where flagged? (e.g. business plan/strategic plan/steering group/DMT) | Lead Manager | Date resolved (applicable) |
|--------------|--|---|---|--------------|----------------------------|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Control Information

Prepared by

Steer
28-32 Upper Ground
London SE1 9PD
+44 20 7910 5000
www.steergroup.com

Prepared for

Transport for the South East
County Hall
St. Anne's Crescent
Lewes, BN7 1UE

Steer project/proposal number

24137701

Client contract/project number

N/A

Author/originator

DRP

Reviewer/approver

SGB

Other contributors

US, HW, JK

Distribution

Client: TfSE

Steer: Project Team

Version control/issue number

V1 Internal for Review
V2 Final for Client

Date

30 May 2022
6 June 2022

