

Equality and Safety Impact Assessment



The **Public Sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with Section 17 of the Crime and Disorder Act and will enable the Council to better understand the potential impact of proposals and consider mitigating action.

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| Name or Brief Description of Proposal | Southampton West Park & Ride |
| Brief Service Profile (including number of customers) | |
| <p>Park & Ride is a long-term transport policy aspiration as set out in Connected Southampton 2040 Local Transport Plan. Within the successfully funded Transforming Cities Fund (TCF) programme a proposal is to work in partnership with UHS Trust to support Park & Ride to the Hospital and develop a weekend Park & Ride to the City Centre. Park & Rides typically require a high initial capital outlay for construction, working in partnership offers a new operating model that reduces initial risk on SCC. To enter into this partnership a Heads of Terms has been drafted that sets out the intent to entering into an agreement for the use of the car park by SCC.</p> <p>Park & Ride is a project that will affect all 254,700 people who are resident in the city, all 135,000 people who work within the city and the 200,000 staying visitors to Southampton every year, as well as passenger and freight movements via the Port of Southampton. All of these utilise the city’s transport network.</p> | |
| Summary of Impact and Issues | |
| <p>Southampton City Council (SCC) is taking the opportunity to implement a long-term policy aspiration for Park & Ride in the City.</p> <p>Park & Ride has been a long-term policy aspiration for SCC, forms part of the Joint South Hampshire Strategy and is a key part of the new Connected Southampton 2040 Transport Strategy.</p> <p>It is one of the ‘Big Ideas’ in Connected Southampton 2040 Transport Strategy is the development of strategic and local Park & Ride sites in Southampton. These would intercept people travelling into the City at locations on the outskirts close to the Strategic Road Network (SRN) so they can transfer onto public transport to continue their journey into the City Centre. This is also one of the components of the Southampton Mass Transit System designed to create a step-change in public transport in the city to continue to increase the number of people travelling by public transport.</p> <p>The Park & Rides would also be used to intercept people travelling to major employment hubs such as University Hospital Southampton, the Universities, or Port</p> | |

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| and transfer them to public transport. This would seek to reduce the volume of commuter traffic to these sites. | |
| Potential Positive Impacts | |
| We would expect Park & Ride in Southampton, starting with the Southampton West P&R site, to achieve | |
| <ul style="list-style-type: none"> • A realistic alternative for people travelling by car into Southampton for work, leisure or education; • Better range of travel options, resulting in reduced dependence on the private car for staff journeys to the Hospital, or for public to City Centre; • Lower volumes of vehicular traffic using residential streets in suburban areas around UHS General Hospital; • An inclusive transport system that does not discriminate; • Improved air quality; and • Improved physical activity, productivity and reduced absenteeism. | |
| Responsible Service Manager | Pete Boustred, Head of Green City & Infrastructure |
| Date | |
| Approved by Senior Manager | Kate Martin, Executive Director Place |
| Date | |

Potential Impact

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
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| Age | <p>Park & Ride is proposed to improve travel choices and availability for those going to areas with constrained parking. They are predominately aimed at commuters who are using their cars to drive to work.</p> <p>The Southampton West P&R will benefit those staff going to University Hospital Southampton (UHS) during the week. The weekend operation will benefit general public and will be open to all. The car park has been designed by UHS Trust to the latest design and accessibility standards.</p> <p>The site will be served by a public bus service – this will access the Hospital and the future Health Campus at Bargain Farm. Bus services in Southampton carry a high proportion of elderly and younger passengers, so the development of public transport that is more reliable and frequent services would help improve access to key facilities (retail, health and education). Total concessionary bus journeys in Southampton (including senior citizen and disability passes) across four bus operators Apr 2017-Mar 2018</p> | Positive impacts |

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
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| | totalled 4,385,932, and there are currently 27,442 senior citizen bus passes issued in Southampton. | |
| Disability | <p>Park & Ride will provide an alternative for those with mobility restrictions who drive a car. In line with SCC and Test Valley parking standards 5% of parking spaces will be for disabled blue badge holders. This enables users to park for free and use concessionary bus passes for journeys. The car park won't be accessible to the public during the week. Disabled parking will remain available in the City Centre and all buses are DDA compliant.</p> <p>Total concessionary bus journeys in Southampton (including senior citizen and disability passes) across four bus operators Apr 2017-Mar 2018 totalled 4,385,932. There are currently 2,717 disability bus passes issued in Southampton.</p> <p>The bus interchanges at the P&R site and in the City Centre will be accessible to services for people with disabilities with real time displays. All buses have next stop audio visual announcements.</p> <p>Infrastructure and behaviour changes schemes all have to incorporate measures to make it easier and safer for people with all forms of disability to access transport and travel around.</p> | Moderate positive impacts |
| Gender Re-assignment | No impacts identified in relation to the P&R proposals. | N/A |
| Marriage and Civil Partnership | No impacts identified in relation to the P&R proposals. | N/A |
| Pregnancy and Maternity | No impacts identified in relation to the P&R proposals. | N/A |
| Race | No impacts identified in relation to the P&R proposals. | N/A |
| Religion or Belief | No impacts identified in relation to the P&R proposals. | N/A |
| Sex | No impacts identified in relation to the P&R proposals. | N/A |
| Sexual Orientation | No impacts identified in relation to the P&R proposals. | N/A |

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
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| Community Safety | <p>The Strategy seeks to improve quality of bus information (via real time displays, mobile phones and the web). Increased information alongside ensuring that bus stops and interchanges at the P&R and City Centre are in places with good natural surveillance, which can improve feelings of personal security particularly after dark.</p> <p>The P&R site will have a security office and CCTV coverage that will be linked to UHS and Citywatch Control Rooms.</p> | Positive impacts |
| Poverty | <p>The P&R site is located close to the northern edge of the Millbrook-Maybush estate – these are areas of deprivation among the top decile in England for deprivation and can suffer indirectly from some of the negative impacts of transport such as emissions and lack of access to a private car. They are more likely to rely on public transport to get around to work or health choices. The impacts on residents for improved access to services (such as health care via bus) is limited. Depending on the ticketing arrangements the P&R City Centre service will not be available for ‘walk ups’ (people using the bus who aren’t parking). However, the current public bus service (Bluestar 17) will be available for walk ups to use and the infrastructure improvements between Adanac Park and the Hospital will improve bus journey times and reliability. This will make bus a more attractive and reliable transport option for people living nearby.</p> | Some positive impacts |
| Health & Wellbeing | <p>The planned P&R and the delivery of the on and off-site highway works associated with the P&R will help offer an alternative to driving, which will reduce congestion and air pollution.</p> <p>Southampton has a high rate of under 75 mortality from respiratory disease considered preventable, at 34.6 people per 100,000 compared to the England rate of 18.6 per 100,000. The delivery of measures that improve air quality from transport sources will reduce exposure to harmful emissions. The P&R route to the City Centre is proposed to go via M271 and A33 via Redbridge Roundabout – the highest concentration of NO₂ in the city. Providing alternative transport modes for people using this corridor, by intercepting car trips and swapping</p> | N/A – positive impacts |

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| | <p>them for public transport. This has potential to reduce car trips into the City Centre via the Redbridge Roundabout AQMA. Reducing emissions and improving air quality – along with the recent improvements to the roundabout.</p> <p>The investment in walking and cycling infrastructure improvements to Adanac Park and in the local area will help to reduce levels of physical inactivity, tackling obesity and improving health. In Southampton 33.2% of adults are inactive (do less than 30 minutes per week) compared to 28.7% in England. 62.7% of adults In Southampton are classed as overweight or obese, compared to an England average of 61.3%.</p> | |
| Other Significant Impacts | | <p>Consultation with local communities at the individual project design stage will identify the needs of individuals or groups with relevant Protected Characteristics as defined in the Equalities Act 2010.</p> |