



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 26 SEPTEMBER 2019 AT 4.30PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith Democratic Services Tel: 9283 4057

Email: democratic.services@portsmouthcc.gov.uk

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Boshier, Conservative

Councillor Graham Heaney, Labour

(NB This agenda should be retained for future reference with the minutes of this meeting).

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

AGENDA

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 Review discretionary travel before 9:30 for disabled pass holders (Pages 5 - 12)
Purpose.
To seek approval for a 6 month extension for the disabled concession pass before 0930 pilot.

Recommendations
It is recommended that an extension to the trial of the discretionary disabled concession before 0930 pilot until the 31 March 2020 is approved, to enable

consultation and a robust evaluation of the trial.

4 Review of Companion Pass entitlement (Pages 13 - 24)

Purpose.

To seek approval to pilot a revised Companion Pass entitlement criteria.

It is recommended that:

The 12-month revision to the Companion Pass entitlement criteria be agreed the requirement to review the scheme after 12 months be noted.

5 Albert Road Proposed Amendment to parking restriction under TRO 87/2019 (Pages 25 - 32)

Purpose.

To consider the public response to the proposed extension of the operating times of a limited waiting parking bay in Albert Road (north side between the junctions of Goodwood Road and Oxford Road) and to decide whether to implement the proposal. When objections are received to proposed traffic regulation orders (TROs), a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 87/2019 (pages 5-7) Appendix B: Objection to the proposal to extend the controlled times on the limited waiting bay in Albert Road (page 8).

Recommendations

It is recommended that:

- 1. The operating time of the limited waiting bay is extended as proposed, and its operation is considered as part of the review that is to take place within 6 months of the MD zone commencing;**
- 2. The remaining proposals under TRO 87/2019 are implemented as advertised.**

6 Blue Badge Scheme - extension of eligibility (Pages 33 - 38)

Purpose.

To update the Cabinet Member for Traffic & Transportation on the extension of eligibility for the blue badge scheme and to confirm the assessment process for individuals not automatically entitled under the extended eligibility criteria.

Recommendations

It is recommended that:

- 1. It is to be noted, that following the national government decision, the extension of the Blue Badge scheme will include consideration of applicants with hidden and non-physical disabilities;**
- 2. The decision making process as detailed in Sections 3.9 to 3.12 in this report is confirmed;**

3. Appeals against decisions to not issue a Blue Badge continue to be determined by the Parking Office Manager and the Professional Lead for Occupational Therapy as described in paragraph 3.13

Members of the public are permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting nor records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the council's website and posters on the wall of the meeting's venue.

Whilst every effort will be made to webcast this meeting, should technical or other difficulties occur, the meeting will continue without being webcast via the council's website.

This meeting is webcast (videoed), viewable via the council's livestream account at <https://livestream.com/accounts/14063785>

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Agenda Item 3



Portsmouth
CITY COUNCIL

Title of meeting:	Traffic and Transportation Decision Meeting
Date of meeting:	26 September 2019
Subject:	Review discretionary travel before 0930 for Disabled pass holders
Report by:	Tristan Samuels - Director of Regeneration
Wards affected:	All
Key decision:	No
Full Council decision:	No

- 1. Purpose of report**
 - 1.1 To seek approval for a 6 month extension for the disabled concession pass before 0930 pilot.

- 2. Recommendations**

It is recommended that:

 - 2.1 **An extension to the trial of the discretionary disabled concession before 0930 pilot until the 31st March 2020 is approved, to enable consultation and a robust evaluation of the trial.**

- 3. Background**
 - 3.1 At the Traffic and Transportation decision meeting on the 14th March 2019, a report was taken, outlining that the Council intended to investigate an extension of the use of concessionary bus passes to allow disabled people to use the passes all day. Following this, the bus companies were contacted and a trial commenced on the 28th April 2019.
 - 3.2 The trial has enable disabled people to utilise their bus pass all day to promote independence, improving access to work and education, improving further prospects of finding employment later in life. The aim of the trial is to also aid people that use day services to access purposeful activity in their day-to-day life.
 - 3.3 Prior to the 28th April 2019, Portsmouth City Council allowed Concessionary Travel from 0930 to 2300 Monday to Friday, all day weekends and bank holidays. As per the statutory minimum.
 - 3.4 During the trial period, Portsmouth City Council has allowed Concessionary Travel all day Monday to Sunday and bank holidays.

3.5 Portsmouth City Council's Concessionary Fares scheme has 4353 disabled pass holders who are now entitled to all day travel under this trial.

3.6 From the introduction of the pilot on the 28th April 2019, Portsmouth City Council has had 27 residents transfer from an older persons bus pass to a disabled bus pass.

4. Reasons for recommendations

4.1 Following the introduction of the trial in April 2019, only 3 months' data is available. With such limited data, it is not deemed sufficient to establish if this trial to allow disabled pass holders to use the bus facilities before 0930 has been successful.

4.2 Extending the trial until the 31st March 2020 will allow for further data and robust analysis to be undertaken.

4.3 From the limited data that is available, the regular trip average is 105 per day. Please note, that this information is still very early, and these months (April to June) are not typically high capacity months for the bus operators.

4.4 Funding for this trial ends on the 28th October 2019. In order to provide the bus operators with the 28-day notice of the scheme's withdrawal, a decision is required as to whether to continue or not.

4.5 A public consultation will be undertaken during this extended trial period, to understand the impact this pilot has had on people's lives. This is to establish if the trial has had a positive effect in enabling people to access work, health, education and training.

5. Equality impact assessment

5.1 A preliminary Equality Impact Assessment has been undertaken. A full Equality Impact Assessment will be undertaken during the extended trial period, this will enable the council to gather information with interested parties and the public to understand the impact on all the protected characteristics.

6. Legal implications

6.1 The extension of the disabled bus travel concession for a trial period to operate before 09.30 is a discretionary enhancement to the mandatory statutory travel concessions which the Council must provide under the Transport Act 2000, as amended. Accordingly the Council is able to decide whether or not to provide this enhancement out of its own funds.

6.2 Any discretionary concessions extend only to the Council's own administrative area unless a cross-border agreement has been reached with a neighbouring authority.

6.3 In reaching a decision on this matter and subsequently in the context of undertaking the proposed review, the decision maker must have regard to the Council's duty under section 149(1) of the Equality Act 2010 (the Public Sector Equality Duty) and in particular to have due regard to the need to advance equality

of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

7. Director of Finance's comments

- 7.1 The information gathered from the trial period is inconclusive as to whether there is an additional cost to the Council from an increase in Concessionary reimbursement as a result of growth, i.e. from more people travelling. It may be that the number of trips has not increased and that it is the same Service Users travelling earlier. The amount of reimbursement paid to the Bus Operators is the same before 9:30 as it is after.
- 7.2 The change to the City Council's concessionary pass scheme may result in an additional cost to the Council's Concessionary reimbursement. The Concessionary Fares scheme is currently financed by existing cash limit and a contribution from the Parking Reserve. If the amount that needs to be reimbursed is increased this will have to be met from the parking Reserve.
- 7.3 During this trial period officers will monitor the Concessionary Reimbursement but it is anticipated that the cost of extending this scheme is unlikely to be significant and that the additional cost can be met from the Reserve.

.....
Signed by:
Tristan Samuels
Director of Regeneration

Appendices:

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Signed by:
Councillor Lynne Stagg
Cabinet Member for Traffic & Transportation

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Equality Impact Assessment

Preliminary assessment form 2018

www.portsmouthccg.nhs.uk

www.portsmouth.gov.uk

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
 - negative, positive or no impact on any of the equality groups
 - How are going to mitigate or remove any potential negative impacts
 - opportunity to promote equality for the equality groups
 - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Directorate:

Regeneration

Service, function:

Transport

Title of policy, service, function, project or strategy (new or old) :

T&T report for 26 September 2019 - Review discretionary travel before 0930 for Disabled pass holders

Type of policy, service, function, project or strategy:

- Existing
- New / proposed
- Changed

Q1 - What is the aim of your policy, service, function, project or strategy?

To seek approval for a 6 month extension for the disabled concession pass before 0930 pilot.

Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

PCC wish to review this policy to ensure the new timings have had a positive effect on the disabled pass users allowing them utilise their bus pass all day to promote independence, improving access to work and education, improving further prospects of finding employment later in life. The aim of the trial is to also aid people that use day services to access purposeful activity in their day-to-day life .

Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

Group	Negative	Positive / no impact	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Note:Other excluded groups examples includes,Homeless, rough sleeper and unpaid carers. Many forms of exclusion are linked to financial disadvantage. How will this change affect people on low incomes, in financial crisis or living in areas of greater deprivation?

If the answer is "negative" or "unclear" consider doing a full EIA

If there are any potential negative impacts on any of the protected characteristics, What have you put in place to mitigate or remove the negative impacts/barriers?

PCC understand the need to collect more specific data and if approved, PCC will implement an engagement-plan, making sure to consult with the relevant stakeholders, individuals, and potential groups that it could impact. PCC will implement an

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups? e.g. A new service has been created for people with a disability to help them gain employment this would mean that this helps promote equality for the protected characteristic of disability only.

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy or maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?

Please add in the text boxes below what feedback / meetings you have attended for each specific protected characteristic

Group	Positive or negative feedback
Age	No relevant data collected yet
Disability	No relevant data collected yet
Race	No relevant data collected yet
Sex	No relevant data collected yet

Gender reassignment	No relevant data collected yet
Sexual orientation	No relevant data collected yet
Religion or belief	No relevant data collected yet
Pregnancy and maternity	No relevant data collected yet
Marriage & civil partnership	No relevant data collected yet
Other excluded groups	No relevant data collected yet

Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?

yes No

PCC staff-If you have to complete a full EIA please contact the Equalities and diversity team if you require help Tel: 023 9283 4789 or email: equalities@portsmouthcc.gov.uk

CCG staff-If you have to complete a full EIA please email: sehccg.equalityanddiveristy@nhs.net if you require help

Q7 - How have you come to this decision? Summarise your findings and conclusion below

A preliminary Equality Impact Assessment has been undertaken. A full Equality Impact Assessment will be undertaken during the extended trial period, this will enable the council to gather information with interested parties and the public to understand the impact on all the protected characteristics.

Q8 - Who was involved in the EIA?

Chi Sharpe, Gina Perryman, Simon Bell

This EIA has been approved by: Hayley Chivers

Contact number: x4672

Date: 18/9/19

PCC staff-Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789, Email: equalities@portsmouthcc.gov.uk

CCG staff-Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your preliminary . Email: sehccg.equalityanddiversity@nhs.net

Agenda Item 4



Portsmouth
CITY COUNCIL

Title of meeting:	Traffic and Transportation Decision Meeting
Date of meeting:	26 September 2019
Subject:	Review of Companion Pass Entitlement
Report by:	Tristan Samuels - Director of Regeneration
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To seek approval to pilot a revised Companion Pass entitlement criteria.

2. Recommendations

It is recommended that:

- 2.1 **The 12-month revision to the Companion Pass entitlement criteria be agreed the requirement to review the scheme after 12 months be noted.**

3. Background

- 3.1 The Companion Pass is a discretionary enhancement to the English National Travel Concessions Scheme. Qualifying residents are entitled to a Companion Pass, which entitles the holder to have a companion travel with them free of charge when boarding the bus in Portsmouth.
- 3.2 The current Companion Pass Scheme was introduced in February 2011 with the following eligibility criteria:
- In receipt housing benefit; and
 - have a signed declaration from a doctor confirming they are unable to travel alone
- 3.3 The Portsmouth Companion Pass scheme is for Portsmouth City Council residents only, and therefore the companion will have to pay the full adult fare for any journey starting outside Portsmouth City Council boundary.

4. Reasons for recommendations

- 4.1 Under the existing scheme, eligibility for a Companion Pass is met by those people who are entitled to Housing Benefit, along with a letter from a qualified medical practitioner stating that they are unable to travel alone.
- 4.2 The scheme is being revised so that it is based on the service user's need for a companion and not their financial circumstances. This is in line with national government guidance.
- 4.3 Further to the above, Housing Benefit is being replaced by Universal Credit, therefore this will not be able to be used as an entitlement.

5. Revised Scheme Eligibility

- 5.1 Under the revised scheme, eligibility for a Companion Pass will be determined through:

One document with proof of disability/attendance allowance and one letter from a qualified medical consultant.

The documents required are as follows:

- A letter from the Department of Work & Pensions confirming that the applicant is currently in receipt of the Higher rate of the care and mobility component of Disability Living Allowance (DLA).

Or

- Personal independence payment at 8 points of above against either the PIP "moving around" or "communicating verbally" activities or 8 points against the "planning and following a journey" activity and enhanced rate of care

Or

- Evidence you receive Attendance Allowance at the Higher rate

Additionally to one of the above evidence the below letter must be provided.

- A letter from a qualified medical consultant (not a general practitioner) confirming that the applicant is unable to travel alone on a bus for medical reasons.

6. Consultation

- 6.1 As part of the review of the pilot, Portsmouth City Council will conduct a consultation on the scheme. All existing companion pass holders will be contacted to obtain their views on the changes to the entitlement criteria. All new applicants will be asked to provide the council with feedback on the use made of their companion pass.

7. Equality Impact Assessment (EIA)

- 7.1 A preliminary Equality Impact Assessment has been undertaken. A full Equality Impact Assessment will be carried out during the review of this trial. This will enable the council to gather information with interested parties and public consultation is undertaken to ensure we fully understand the impact on all the protected characteristics.

8. Legal Implications

- 8.1 As stated in the report, the issue of companion passes is a discretionary enhancement to the mandatory statutory travel concessions which the Council must provide under the Transport Act 2000, as amended. Accordingly the Council is able to decide whether or not to provide this enhancement out of its own funds and, if so, to determine the eligibility criteria.
- 8.2 Any discretionary concessions extend only to the Council's own administrative area unless a cross-border agreement has been reached with a neighbouring authority.
- 8.3 In reaching a decision on this matter and subsequently in the context of undertaking the proposed 12 month review, the decision maker must have regard to the Council's duty under section 149(1) of the Equality Act 2010 (the Public Sector Equality Duty) and in particular to have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

9. Finance's comments

- 9.1 The City Council doesn't currently know how many companion passes it will need to issue for those who would now qualify as set out in the main body of the report. The Council are planning on running a pilot to see what the potential take up could be so this can be quantified.
- 9.2 The City Council's concessionary pass scheme will result in an additional cost to the Council's Concessionary reimbursement. The Concessionary Fares scheme is currently financed by existing cash limit and a contribution from the parking

Reserve. If the amount that needs to be reimbursed is increased this will have to be met from the parking Reserve.

- 9.3 During this trial period officers will monitor the Concessionary Reimbursement but it is anticipated that the cost of extending this scheme is unlikely to be significant and that the additional cost can be met from the Reserve.

.....
Signed by: Tristan Samuels
Director of Regeneration

Appendices:

Background list of documents: Section 100D of the Local Government Act 1972

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/
rejected by on

.....
Signed by: Councillor Lynne Stagg
Cabinet Member for Traffic & Transportation

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Equality Impact Assessment

Preliminary assessment form 2018

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 - How are going to mitigate or remove any potential negative impacts
 - opportunity to promote equality for the equality groups
 - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Directorate:

Regeneration

Service, function:

Transport

Title of policy, service, function, project or strategy (new or old) :

T&T report for 26 September 2019 - To seek approval to pilot a revised criteria for a eligibility for a Compassion Pass on the Concessionary fares scheme.

Type of policy, service, function, project or strategy:

- Existing
- New / proposed
- Changed

Q1 - What is the aim of your policy, service, function, project or strategy?

The aim of the paper is to seek approval to revise the current Companion pass criteria in order that it is based on the service users' needs and not their financial circumstances.

Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

PCC wish to review this policy to ensure the companion pass is available to the residents' who most need it. The revision of this policy has potential to Impact on 319 current holders of PCC's companion Pass. Those people who currently hold a companion pass will keep their entitlement during the pilot. once the pilot has concluded and recommendations established all companion pass holders will need to re-apply under the new eligibility criteria set out in the policy.

Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

Group	Negative	Positive / no impact	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Note:Other excluded groups examples includes,Homeless, rough sleeper and unpaid carers. Many forms of exclusion are linked to financial disadvantage. How will this change affect people on low incomes, in financial crisis or living in areas of greater deprivation?

If the answer is "negative" or "unclear" consider doing a full EIA

If there are any potential negative impacts on any of the protected characteristics, What have you put in place to mitigate or remove the negative impacts/barriers?

PCC understand there is a need to collect more specific data and if approved, PCC will implement an engagement-plan, making sure to consult with the relevant stakeholders, individuals, and potential groups that it could impact. PCC will

Implement an on-line consultation for feedback on the pilot. A full Equality Impact Assessment will be carried out during the review of this trial.

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups? e.g. A new service has been created for people with a disability to help them gain employment this would mean that this helps promote equality for the protected characteristic of disability only.

Group	Yes	No	Unclear
Age	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Disability	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Race	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Sex	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Gender reassignment	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Sexual orientation	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Religion or belief	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Pregnancy or maternity	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Marriage & civil partnership	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Other excluded groups	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?

Please add in the text boxes below what feedback / meetings you have attended for each specific protected characteristic

Group	Positive or negative feedback
Age	No relevant data collected yet
Disability	No relevant data collected yet
Race	No relevant data collected yet
Sex	No relevant data collected yet

Gender reassignment	No relevant data collected yet
Sexual orientation	No relevant data collected yet
Religion or belief	No relevant data collected yet
Pregnancy and maternity	No relevant data collected yet
Marriage & civil partnership	No relevant data collected yet
Other excluded groups	No relevant data collected yet

Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?

yes No

PCC staff-If you have to complete a full EIA please contact the Equalities and diversity team if you require help Tel: 023 9283 4789 or email:equalities@portsmouthcc.gov.uk

CCG staff-If you have to complete a full EIA please email: sehccg.equalityanddiveristy@nhs.net if you require help

Q7 - How have you come to this decision? Summarise your findings and conclusion below

Under the current companion pass scheme, eligibility criteria for a companion pass is met by residents' in receipt of housing benefit along with a letter from a qualified medical practitioner. It is suggested that the scheme should be revised so that it is based on the service users' needs and not their financial circumstances.

This pilot enables the City Council to test the viability of the revised scheme within the budget available, and to provide the council with the information necessary to make a decision on the future of the scheme following the completion of the pilot.

A preliminary Equality Impact Assessment has been undertaken. A full Equality Impact Assessment will be undertaken during the extended trial period, this will enable the council to gather information with interested parties and the public to understand the impact on all the protected characteristics.

Q8 - Who was involved in the EIA?

Chi Sharpe, Gina Perryman, Simon Bell

This EIA has been approved by: Hayley Chivers

Contact number: x4672

Date: 18/9/19

PCC staff-Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789, Email: equalities@portsmouthcc.gov.uk

CCG staff-Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your preliminary . Email: sehccg.equalityanddiversity@nhs.net

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Title of meeting: Traffic and Transportation Decision Meeting

Date of meeting: 26 September 2019

Subject: Albert Road: proposed amendment to parking restriction under TRO 87/2019

Report by: Tristan Samuels - Director of Regeneration

Wards affected: St Jude's

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To consider the public response to the proposed extension of the operating times of a limited waiting parking bay in Albert Road (north side between the junctions of Goodwood Road and Oxford Road) and to decide whether to implement the proposal. When objections are received to proposed traffic regulation orders (TROs), a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 87/2019 (pages 5-7)
Appendix B: Objection to the proposal to extend the controlled times on the limited waiting bay in Albert Road (page 8).

2. Recommendations

It is recommended that:

- 2.1. **The operating time of the limited waiting bay is extended as proposed, and its operation is considered as part of the review that is to take place within 6 months of the MD zone commencing;**
- 2.2. **The remaining proposals under TRO 87/2019 are implemented as advertised.**

3. Background

- 3.1 At the Traffic & Transportation Decision meeting held on 1 July 2019, it was resolved that a proposal would be put forward to extend the operating times of the limited waiting bay outside odd Nos. 89-95 Albert Road from 8am-6pm to 8am-9pm. During the operating times the parking bay restricts the time vehicles can be parked to a maximum of 2 hours. The parking bay is located on the north side of Albert Road between the junctions of Goodwood Road and Oxford Road.
- 3.2 Parking restrictions and amendments are considered and may be proposed where concerns are raised by residents, councillors, the public and/or emergency, public or delivery services in relation to road safety and traffic management, or to accommodate an identified need. A number of traffic regulation orders are put

forward each year in response to such concerns and requests relating to various locations across the city. TRO 87/2019 is formed of 17 proposals.

4. Consultation and notification

- 4.1 Statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 87/2019 took place 15 August - 6 September 2019.
- 4.2 1 objection was received to the proposal for Albert Road from a resident of Chelsea Road and this is presented in Appendix B.

5. Reasons for the recommendations

- 5.1 The concerns raised by the resident relate to putting forward a proposal for the benefit of a single business, and that the proposal may increase the pressure on parking in the surrounding area, which itself became subject to MD zone restrictions on 16 September 2019.
- 5.2 The proposal aims to address concerns raised by a local business regarding customer access up until 7pm in the evening but will also benefit other businesses in Albert Road that are open in the evening. Currently the 2-hour limited waiting restriction operates between 8am and 6pm, meaning vehicles can legitimately park up from 4pm, taking advantage of the 2 hours' free parking, until the restriction commences again the following day.
- 5.3 Extending the operating time of the limited waiting bay until 9pm would allow the 2-hour free parking to apply for a longer period during the day. This means vehicles could park up from 7pm until the following day. Short-term parking facilities enable a quicker turnover of vehicles to enable access to businesses and amenities.
- 5.4 The MD Kings area parking zone became operational on 16th September, restricting parking in the residential side roads to MD permit holders only between 4.30pm-6.30pm. Cabinet Members, on taking the decision to implement the MD parking zone, resolved that the parking zone would be reviewed within 6 months. This review will afford the opportunity to assess whether the extended operating time of the limited waiting bay in Albert Road is having the positive effect intended.

6. Equality Impact Assessment

- 6.1 A full EIA is not required as the proposals do not have a disproportionate negative impact on the specific protected characteristics described in the Equality Act 2010.

7. Legal Implications

- 7.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
 - (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

7.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

7.3 A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any comments received from the public and/or the statutory consultees during the consultation period.

8. Director of Finance's comments

8.1 The Cost of implementing this Traffic Regulation Order through signage and lining works is expected to be around £1,000, the cost of which will be met from the On Street Parking budget.

.....
Signed by:
Tristan Samuels
Director of Regeneration

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
1 email	Parking team, PCC (Engineers inbox)
MD Kings area report, minutes, decisions	Portsmouth City Council website (Full Cabinet Meetings 1 July 2019)

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Signed by:
Councillor Lynne Stagg
Cabinet Member for Traffic and Transportation

Appendix A: The public proposal notice for TRO 87/2019**THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS AND AMENDMENTS) (NO.87) ORDER 2019**

15 August 2019: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1 – 4, 32, 35, 36, 45, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004 ('the 2004 Act'), the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 ('the 2007 Regulations'), and of all other enabling powers and in accordance with parts III and IV of schedule 9 to the 1984 Act, to effect:

A) NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)**1. Cairo Terrace**

Both sides, a 4m length northwards from its junction with Sultan Road

2. Church Road

(a) North side, a 3m length west and a 3m length east of its junction with Hale Street South

(b) South side, a 3m length west and a 3m length east of its junction with Lords Street

3. Emanuel Street

(a) Western end, a 3m length

(b) South side, a 1m length eastwards from its dead end

4. Fawley Road

East side, extend the existing length northwards by 4m from Northwood Road

5. Hale Street South

(a) East / southeast side; a 10m length in front of Selhurst House's gate, southern edge of the turning area

(b) Both sides, a 3m length northwards from its junction with Church Road

6. Lealand Road

West side, a 13m length between the driveways of No.46 and No.48

7. Lords Street

Both sides, a 3m length southwards from its junction with Church Road

8. Peronne Road

East side, a 20m length across the junction of Scott Road (opposite Military Road)

9. South Road, Fratton

Both sides, a 8m length at the entrance to the cul-de-sac (odd Nos.1-49) across the dropped kerbs crossing point, to the front of No.45

10. Southbourne Avenue

Northeast side, a 10m length on the corner by No.26

11. Sultan Road

(a) North side, a 5m length both west and east of its junction with Cairo Terrace

(b) South side, a 2m length west of its junction with Baker Street

12. Waterworks Road

West side, a 22m length southwards from its junction with Zetland Road (replaces 5m of single yellow line)

**B) CHANGE FROM MC PERMIT HOLDERS ONLY 5PM-7PM TO:
WAITING LIMITED TO 20 MINUTES, NO RETURN WITHIN 1 HOUR
MONDAY TO FRIDAY 8AM-9AM AND 4PM-6PM****1. Outram Road**

West side, the existing 16m bay adjacent to the nursery



C) CHANGE OF DISABLED BAY OPERATION FROM MONDAY-THURSDAY TO 7 DAYS A WEEK

1. Marsden Road

West side, the 2 disabled bays outside the community centre

D) EXTENSION TO OPERATING TIME OF LIMITED WAITING BAY FROM 8AM-6PM TO 8AM-9PM

1. Albert Road

North side, the 21m parking bay between Oxford Road and Goodwood Road

E) RESIDENTS' PARKING PLACE (MD PERMIT HOLDERS ONLY 4.30PM-6.30PM)

1. The Thicket

South side, the currently-unrestricted 28m length west of Albany Road

F) HALF-KERB PARKING BAYS (1.5M ON FOOTWAY; 0.5M ON ROAD)

1. Raymond Road

Both sides between Portsdown Road and Rowland Road (between the dropped kerbs)

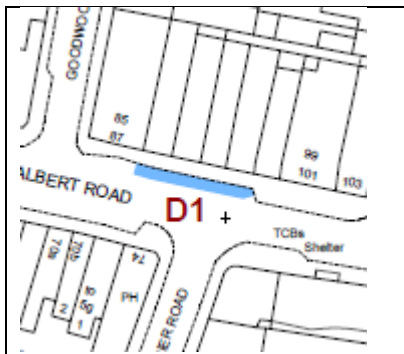
To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2019'. The draft order containing a statement of reasons is available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to object to these proposals may do so by sending their representations via email to engineers@portsmouthcc.gov.uk or by post to *Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE*, quoting ref **TRO 87/2019** by **6 September 2019** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

Pam Turton, Assistant Director of Regeneration (Transport)
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

PLAN: Albert Road (D1)



Key

- A. NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
- B. CHANGE FROM MC PERMIT HOLDERS ONLY 5PM-7PM TO: WAITING LIMITED TO 20 MINUTES, NO RETURN WITHIN 1 HOUR MONDAY TO FRIDAY 8AM-9AM AND 4PM-6PM
- C. CHANGE OF DISABLED BAY OPERATION FROM MONDAY-THURSDAY TO 7 DAYS A WEEK
- D. EXTENSION TO OPERATING TIME OF LIMITED WAITING BAY FROM 8AM-6PM TO 8AM-9PM
- E. RESIDENTS' PARKING PLACE (MD PERMIT HOLDERS ONLY 4.30PM-6.30PM)
- F. HALF-KERB PARKING BAYS (1.5M ON FOOTWAY; 0.5M ON ROAD)

Appendix B - Objection to the proposal to extend the controlled times on the limited waiting bay in Albert Road.

I write to express my OBJECTION the proposed order, specifically section “d) extension to operating time of limited waiting bay from 8AM-6PM to 8AM-9PM” covering the north side 21m parking bay between Oxford Road and Goodwood Road.

This is a very small stretch of parking (enough for 4 cars), and seems completely arbitrary and unjustified. I have a number of concerns.

Firstly, it treats a very small part of Albert Rd very differently from the rest, which remains at 8AM-6PM. It either seems to be deliberately designed catch road users out and be a, albeit small, source of revenue, or to specifically serve one of the businesses the bay is immediately in front of. If the latter is the case, how can the council justify doing so at the whim of businesses, especially when they ignore the will of residents in this location with regard to time of operation of the new MD parking zone?

Secondly, this will set a parking precedent for Albert Rd, which could result in the remainder becoming extended to operate until 9PM in the future – this will then increase pressure on parking in the local area. Albert Road should not be changed piecemeal within other TROs. Extensions to Albert Rd should be considered separately and within the context of the timings of the MD permit zone.

Again I find myself asking whether the council, the Liberal Democrat administration and Cllr Stagg, are suitably qualified to make effective decisions regarding parking in Portsmouth & Southsea, and have a grasp of the complexities of parking within the MD zone and surrounding area. It appears not.

(End of report)



Title of meeting:	Traffic and Transportation Decision Meeting
Date of meeting:	26 September 2019
Subject:	Blue Badge Scheme - Extension of Eligibility
Report by:	Tristan Samuels - Director of Regeneration
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To update the Cabinet Member for Traffic & Transportation on the extension of eligibility for the blue badge scheme and to confirm the assessment process for individuals not automatically entitled under the extended eligibility criteria.

2. Recommendations

It is recommended that:

- 2.1 It is to be noted, that following the national government decision, the extension of the Blue Badge scheme will include consideration of applicants with hidden and non-physical disabilities;
- 2.2 The decision making process as detailed in Sections 3.9 to 3.12 in this report is confirmed;
- 2.3. Appeals against decisions to not issue a Blue Badge continue to be determined by the Parking Office Manager and the Professional Lead for Occupational Therapy as described in paragraph 3.13.

3. Background

- 3.1 The Blue Badge scheme was introduced on 1st December 1971 by means of Regulations made under Section 21 of the Chronically Sick and Disabled Persons Act 1970, which has now been amended by the Disabled Persons Parking Badges Act 2013.

3.2 An applicant for a Blue Badge applies to their local authority and is assessed against detailed guidance set by the Secretary of State for Transport. In no circumstances can a badge be issued to an applicant who does not meet one of the eligibility criteria set out in legislation which governs the scheme. Under the scheme there are two ways of qualifying for a badge (a) if the applicant is automatically eligible because they receive specific benefits under either the Personal Independence Payment (PIP) or Disability Living Allowance (DLA); are registered blind (severely sight impaired); in receipt of a War Pensioner's Mobility Supplement or a benefit under the Armed Forces and Reserve Forces (Compensation) scheme or (b) subject to further assessment.

3.3 In January 2018 the Department for Transport undertook a consultation process to change the blue badge criterion as follows:-

Eligibility under the current scheme is primarily aimed at those who have “a permanent and substantial disability which causes inability to walk or very considerable difficulty in walking”. This consultation is seeking views on a proposition to change this criterion to the following:

“a person who has an enduring and substantial disability the effect of which is that that person is unable to-

i. walk;

*ii. undertake any journey without it causing very considerable difficulty **when** walking;*

iii. undertake any journey without there being a risk of very considerable harm to the health or safety of that person or any other person;

iv. follow the route of any journey without another person, assistance animal or orientation aid.”

3.4 This review was initiated because the scheme was focused on physical problems applicants had walking and did not directly consider wider issues those with non-physical disabilities had making a journey.

3.5 In July 2018 the Department for Transport notified local authorities of the following announcement:-

The government intends to lay a statutory instrument (SI) in November 2018 which will extend eligibility to people who have an enduring and substantial disability the effect of which is that they are unable to:

undertake a journey without it causing very considerable difficulty when walking;
or

undertake a journey without it causing very considerable psychological distress to that person; or

undertake a journey without there being a risk of serious harm to the health and safety of that person or any other person.

- 3.6 This Statutory Instrument was subsequently made on 24th April 2019 and came into effect on 30th August 2019, with guidance documents being issued to local authorities in June 2019, with an update issued in August 2019.
- 3.7 The revised legislation allows applicants who receive 10 points under Personal Independence Payment (PIP) in relation to the planning and following a journey activity, on the grounds that they cannot undertake any journey because it would cause them overwhelming psychological distress, to be automatically eligible. Any applicant who receives any other award under the Planning and Following a Journey activity ie 12 points, will not be automatically eligible, but can be considered under the 'subject to further assessment' route. It is understood that only a small number of applicants in Portsmouth will be eligible under the 10 points award.
- 3.8 The other main changes to the scheme are as follows:-
- 'Permanent and substantial disability' is amended to 'enduring and substantial disability' with enduring being taken to mean for at least 3 years
 - Independent mobility assessments are changed to impartial mobility assessments (when required to be undertaken)
 - A broader term of 'expert assessors' to be used for confirming eligibility for those applying under the 'subject to further assessment' route instead of 'independent mobility assessors', this still includes the use of Occupational Therapists but can also include teachers, psychologists etc.
- 3.9 Since 2012, Portsmouth City Council has very successfully used Occupational Therapists employed in the Council's Adult Social Care Department to assess applicants under the 'subject to further assessment' route and we are continuing with this assessment route for all applicants who are 'subject to further assessment'.
- 3.10 A separate application form has been produced for applicants applying under the 'hidden disabilities' criteria as the information required to make a decision is different to that of applicants who have a physical disability, which means they are 'unable to walk or experience very considerable difficulty whilst walking'. The Professional Lead for Occupational Therapy has been instrumental in developing the new application form.
- 3.11 Within the application, the applicants are asked to detail how their hidden disability affects them on the journey between the vehicle they have travelled in and their final destination. They are also asked to provide details of professionals who can be contacted to corroborate the information that has been provided, either by sending in supporting documents with their application or the professionals will be contacted separately by the blue badge team.
- 3.12 The application form and information provided by professionals is being forwarded to the Occupational Therapists to make a recommendation on eligibility based on the qualifying criteria laid down in legislation, and in the Guidance Document issued by the Department for Transport. It is unlikely that

an applicant applying solely under the 'hidden disabilities' criteria will be asked to attend an assessment but the information provided will be used to make the decision.

- 3.13 The decision on eligibility where there is not automatic qualification is made by the Blue Badge Team, taking into account the recommendation made by an Occupational Therapist on whether the applicant is eligible. It is not a legal requirement for the authority to have an appeals process, but it is recommended that one should be in place. Since 2012 when GPs were no longer permitted to be involved in the decision making process for a blue badge, and the Council decided to use Occupational Therapists to undertake mobility assessments, any appeals against decisions have been reviewed by the Parking Office Manager and the Professional Lead for Occupational Therapy.
- 3.14 In preparation for the changes additional resources both administrative and Occupational Therapists have been taken on for a temporary period to ensure that applications are promptly processed, but the actual number of applications and those who will be eligible are currently unknown. The Department for Transport accept there are many unknown factors in determining how many applicants will be eligible under the extended criteria or how many will apply. Experience from Scotland and Wales suggest that an increase in applications of around 6% is likely in the first year. For Portsmouth this would equate to approximately 140 extra applications.
- 3.15 The Government has allocated £1.7m to the Ministry of Housing, Communities and Local Government (MHCLG) for assistance to local authorities in the first year after the new eligibility changes come into effect to help them cope with additional applications, it is likely that this will be apportioned based on the number of applications process by each authority.
- 3.16 The impact on the provision of disabled bays resulting from an increase in the number of blue badges issued will be reviewed and if necessary more bays will be provided. Currently there are 153 on-street disabled bays provided for in areas such as the city centre/district shopping centres and areas which receive a high number of visitors i.e. seafront and Old Portsmouth. This is in addition to 65 disabled bays in pay and display car parks around the city. There are also approximately 1,700 disabled bays installed in residential areas around the city. Blue badge holders can also park for free and for an unlimited period of time in any on-street pay and display bay, pay and display car park operated by the City Council or limited waiting parking place.

4. Reasons for recommendations

- 4.1 To draw members attention to the extension of eligibility criteria for blue badges and to confirm the process for assessing applicants under the new criteria.

5. Equality impact assessment

- 5.1 A full EIA is not required because the changes to eligibility have been made nationally and in amending the legislation, the needs of Equality Groups were taken into consideration by the Department for Transport.

6. Legal implications

- 6.1 The City Council is responsible for the administration of the disabled persons parking badges (commonly known as the Blue Badge Scheme) within the City of Portsmouth. The main provisions are set out in the Chronically Sick and Disabled Persons Act 1970 (as amended by the Disabled Parking Badges Act 2013) and the Local Authorities ' Traffic Order (Exemptions for Disabled Persons) (England) Regulations 2000.
- 6.2 The government has recently published guidance to local authorities for the administration of the Blue Badge scheme and the City Council should remain strictly within the guidelines. These guidelines set out the provisions extending the scope of the Blue Badge Scheme to those with non-physical disabilities and the criterion which should be applied. The Guidelines state that it is the responsibility of each local authority to ensure that badges are only issued to residents who satisfy one or more of the eligibility criteria set out in the legislation that governs the scheme. Under no circumstances should anyone who does not satisfy at least one of the criteria receive a badge.
- 6.3 The right to appeal to the Secretary of State in cases of refusal to issue a disabled badge was removed under the 2013 Act."

7. Director of Finance's comments

- 7.1 The exact number of people who are eligible for Blue Badges following this change is not known to the Council. There may be in the short term a requirement to employ additional staff to help deal with applications. The Council will need to fund this additional cost and this will be met initially from the Off Street Parking Reserve.
- 7.2 As a consequence of the expansion of the scheme it could be that the number of blue badge spaces available in the City is insufficient to meet demand, the Council will monitor this situation over the coming months.
- 7.3 As the main body of the report suggests the Council may be eligible for a share of a Central Government fund to help with the roll out and implementation of this new eligibility but as yet the Council is unsure what this amount is.

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 Signed by: Tristan Samuels
 Director of Regeneration

Appendices:

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Chronically Sick & Disabled Persons Act 1970	https://www.legislation.gov.uk/ukpga/1970/44/section/21
Disabled Persons Parking Badge Act 2013	http://www.legislation.gov.uk/ukpga/2013/4/pdfs/ukpga_20130004_en.pdf
Department for Transport Consultation and responses 2018	https://www.gov.uk/government/publications/blue-badge-disabled-parking-scheme-eligibility-consultation-summary-of-responses-and-outcome/blue-badge-consultation-summary-of-responses-and-government-response
The Disabled Persons (Badges for Motor Vehicles) (England) (Amendment) Regulations 2019	http://www.legislation.gov.uk/uksi/2019/891/pdfs/uksi_20190891_en.pdf
Blue Badge Guidance issued by Department for Transport to issuing local authorities August 2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/828310/blue-badge-scheme-local-authority-guidance.pdf

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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 Signed by: Councillor Stagg
 Cabinet Member for Traffic & Transportation