



Portsmouth  
Clinical Commissioning Group



Portsmouth  
CITY COUNCIL

# Equality Impact Assessment

Full assessment form 2018

[www.portsmouthccg.nhs.uk](http://www.portsmouthccg.nhs.uk)

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

Directorate:

Regeneration

Service, function:

Transport Planning

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

Solent E-scooter Rental trial, Portsmouth sub-project

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

- Existing
- New / proposed
- Changed

Lead officer

Richard Lancaster

People involved with completing the EIA:

Hayley Chivers  
Chi Sharpe  
Richard Lancaster

## Introductory information (Optional)

All electric scooters (e-scooters) are illegal to ride on public land in the UK, they are only legal to use on private land.

Enforcement of the law for e-scooters is responsibility of the Police and local transport authorities do not have these powers.

As part of a review into their legalisation the Department for Transport (DfT) are permitting a number of regulated trials of rental e-scooters.

Solent Transport (a partnership of Portsmouth, Hampshire, Southampton and Isle of Wight Councils) were successful in securing Future Transport Zone (FTZ) funding from the DfT. While the original (FTZ) programme did not include an e-scooter project, this has been brought in to support restart to travel following COVID-19 restrictions and the government's fast tracking of rental e-scooter trials.

## Step 1 - Make sure you have clear aims and objectives

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

DfT trials will be specifically for rental e-scooters only. Private e-scooter use will remain illegal, even in trial areas. DfT have made changes to legislation to regulate rental e-scooters.

The DfT's intention is for trials for up to 12 months and they need to commence by 31st March 2021. There are specific requirements for any DfT e-scooter trial in terms of vehicle specification and users who will be required to be registered and hold a valid driving licence. DfT also recommend that providers offer training courses to users (and have indicated that proposals around user training may be a factor in their process of decision making/ permitting of trials).

The e-scooters will in the most part be treated in a similar way to electrically assisted pedal cycles (e-bikes), travelling a similar speed. Wearing helmets would not be mandatory and the e-scooters would be allowed on road, in cycle lanes and tracks. Trial e-scooters will not be permitted on pedestrian-only pavements. The local transport authority may determine any specifically restricted routes or routes with speed restrictions. Many e-scooters have "geofencing" capabilities preventing them from being ridden in certain areas (if designated) and/or allowing enforcement of lower speed limits in designated areas. It is understood DfT will be engaging with national police bodies and disability groups such as the visually impaired.

The Solent trial has up to 4 sub-projects; Portsmouth, Winchester, Isle of Wight and Southampton.

Managing user behaviour will form part of the project proposal and we will continue to engage with the Police to inform them about our trial, seek their feedback, and ensure they are clear, once a trial begins, about which scooters are permitted and which ones remain illegal.

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

The introduction of e-scooters may have a detrimental impact on disabled pedestrians with visual, hearing and / or mobility impairments as e-scooters will be able to travel on shared use paths and do

not make much noise to draw attention to them approaching of speeds up to 15.5mph.

#### What outcomes do you want to achieve?

Introduction of an attractive and safe trial of rental e-scooters in the city.

#### What barriers are there to achieving these outcomes?

User behaviour will impact the safety of the scheme and will need to be carefully monitored.

## Step 2 - Collecting your information

**What existing information / data do you have? (Local or national data)** look at population profiles, JSNA data, surveys and patient and customer public engagement activity locally that will inform your project, national studies and public engagement.

Market testing has been undertaken with e-scooter suppliers to understand their offer and experience. Case studies of schemes across the world. As this is a trial it forms part of overall data gathering to inform future policy decisions.

#### Using your existing data, what does it tell you?

Docked schemes would help prevent obstructions of the pavement by e-scooters. It is possible to restrict use of e-scooters by geo-fencing. Go slow zones can be implemented where there is concerns about conflict.

## Step 3 - Now you need to consult!

#### Who have you consulted with?

Solent Transport has liaised with the regional Police.

#### If you haven't consulted yet please list who you are going to consult with

MAKE Aldingbourne enterprise  
Private Vehicle Hire

PCC has liased with Local Bus operators, Rail operators, Independent taxi trade and walking and cycling interest groups.  
Portsmouth Police Service.  
Hampshire Fire Service  
Visually Impaired Action Group (VIAG)  
Portsmouth Disability Forum representatives  
Hospitals - Queen Alexandra / St Mary's / St James's

**Please give examples of how you have or are going to consult with specific groups or communities e.g. meetings, surveys**

The majority of the meetings have taken place via online meetings. The project team will commence face-to-face engagement with stakeholders when a change to existing restrictions allows.

## Step 4 - What's the impact?

**Is there an impact on some groups in the community? (think about race, gender, disability, age, gender reassignment, religion or belief, sexual orientation, sex, pregnancy and maternity, marriage or civil partnerships and other socially excluded communities or groups)**

**Generic information that covers all equality strands (Optional)**

**Ethnicity or race**

None known

**Gender reassignment**

None known

**Age**

Young children and older people may be more vulnerable to sharing paths with e-scooters due to

reduced lack of awareness, and/or ability to move and allow them to pass as required. Under 17s are unable to qualify for a rental e-scooter as the minimum age set by government legislation is 18 with a provisional drivers license.

### **Disability**

Those with visual, hearing or mobility impairments may be impacted through sharing paths with e-scooters through reduced awareness of their presence and/or ability to move and allow them to pass as required.

### **Religion or belief**

None known

### **Sexual orientation**

None known

### **Sex**

None known

### **Marriage or civil partnerships**

None known

### **Pregnancy & maternity**

There may be a detrimental impact to pregnancy and maternity with e-scooters sharing paths with heavily pregnant individuals who are less able to move and let e-scooters pass as required and those using prams less able to maneuverer to let e-scooters pass.

### **Other socially excluded groups or communities**

None known.

**Note:** Other socially 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?

## Health Impact

Have you referred to the Joint Needs Assessment ([www.jsna.portsmouth.gov.uk](http://www.jsna.portsmouth.gov.uk)) to identify any associated health and well-being needs?

Yes  No

What are the health impacts, positive and / or negative? For example, is there a positive impact on enabling healthier lifestyles or promoting positive mental health? Could it prevent spread of infection or disease? Will it reduce any inequalities in health and well-being experienced by some localities, groups, ages etc? On the other hand, could it restrict opportunities for health and well-being?

Health inequalities are strongly associated with deprivation and income inequalities in the city. Have you referred to Portsmouth's Tackling Poverty Needs Assessment and strategy (available on the JSNA website above), which identifies those groups or geographical areas that are vulnerable to poverty? Does this have a disproportionately negative impact, on any of these groups and if so how? Are there any positive impacts?, if so what are they?

**For more help on this element of tackling poverty and needs assessment contact Mark Sage: email:[mark.sage@portsmouthcc.gov.uk](mailto:mark.sage@portsmouthcc.gov.uk)**

## Step 5 - What are the differences?

**Are any groups affected in a different way to others as a result of your policy, service, function, project or strategy?**

**Please summarise any potential impacts this will have on specific protected characteristics**

Age, disability and pregnancy and maternity are the specific protected characteristics known to be affected through being more vulnerable when sharing paths with e-scooters.

**Does your policy, service, function, project or strategy either directly or indirectly discriminate?**

Yes  No

**If you are either directly or indirectly discriminating, how are you going to change this or mitigate the negative impact?**

Ongoing engagement with relevant stakeholders will help to inform how to mitigate this.

Geo-fencing routes, restricting speeds in certain locations, use of horns/bells, lights/indicators/hand signals and ensuring users undertake training forms part of the strategy to mitigate impacts.

Our supplier Voi is about to commence a 12 month project with Warwick University to define an Acoustic Vehicle Alert System (AVAS) for e-scooters. The team will conduct a thorough analysis to inform product development. Voi's research will address several important questions including the effect of artificial e-scooter sounds on rider and pedestrian behavior (including the visually impaired), as well as the relevant impacts if some scooters have sound and others don't. It will also investigate use of a dynamic sound which adjusts based on the environment e.g. background sounds and travelling speed of the scooter. These findings will directly impact the types of scooters which will be deployed over the trial by PCC.

Voi and the RNIB will work in partnership to run a campaign to raise awareness and educate users about parking safely/considerately for others.

On-board sensors detect fallen scooters, thus allowing field operatives to quickly rectify the situation and prevent safety risks to the public.

All e-scooters are equipped with unique registration numbers, enabling easy reporting and improving accountability for those that misuse the scooters and pose risks to vulnerable/disability groups.

Voi launched the world's first e-scooter training school, RideLikeVoila in collaboration with the AA and Drivetech, teaching users to ride and park in accordance with local regulations. They have updated their traffic school to include questions that drive awareness of vulnerable groups and will continue to do this, in line with local feedback.

## Step 6 - Make a recommendation based on steps 2 - 5

If you are in a position to make a recommendation to change or introduce the policy, service, project or strategy clearly show how it was decided on and how any engagement shapes your recommendations.

We are not in a position to make a recommendation until the e-scooter rental trial consultation has been completed. As the e-scooter rental scheme is being introduced as a trial, it will be introduced under an experimental traffic order with the first 6 months of the scheme being in place forming the consultation period.

What changes or benefits have been highlighted as a result of your consultation?

To be determined.

If you are not in a position to go ahead what actions are you going to take?

(Please complete the fields below)

**Action**

Ongoing engagement with identified stakeholder groups prior to and during the e-scooter trial

**Timescale**

March - November 2021

**Responsible officer**

Richard Lancaster

How are you going to review the policy, service, project or strategy, how often and who will be responsible?

10 month trial which will be continually monitored and reviewed throughout. This document will be updated consistently throughout the trial.

## Step 7 - Now just publish your results

This EIA has been approved by: Pam Turton

**Contact number:**

023 92 834614

**Date:**

21/02/2021

**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](mailto: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 full EIA. Email: [sehccg.equalityanddiversity@nhs.net](mailto:sehccg.equalityanddiversity@nhs.net)