



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):

Portsmouth Local Transport Plan 4 and Implementation Plan

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

- Existing
- New / proposed
- Changed

Lead officer

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People involved with completing the EIA:

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Kirsty Routledge  
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## Introductory information (Optional)

It is a statutory duty for every local transport authority to have a Local Transport Plan (LTP) in place which consists of two parts, a long term strategy which sets out the long-term policies and schemes to address the transport challenges and deliver transport improvements, and a short-term implementation plan detailing the particular transport improvements which will support the strategy. Portsmouth City Council have developed a new draft local transport plan (LTP4) to address changing challenges which are not reflected in the current LTP3.

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

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

The Local Transport Plan strategy will provide a clear outline of the transport planning and policy framework to address the challenges and opportunities faced and shape and manage transport improvements across the city, linking to the Solent region and wider South East. The transport strategy will contribute to the council's wider corporate priorities.

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

Portsmouth's draft transport strategy (2021-2038) and Implementation Plan will benefit all those who live, work in and visit Portsmouth.

### What outcomes do you want to achieve?

LTP4 outcomes are a new transport strategy with clear objectives and ambitious and deliverable policies for the next seventeen years, up to 2038. This will inform and support growth and the environment across South Hampshire. Portsmouth will continue to be an attractive place to invest, work and live in. There are four strategic objectives set out in the strategy:

- Deliver cleaner air

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

- Stakeholder buy in
- Funding to deliver the policies

- Prioritise walking and cycling
- Transform public transport
- Support businesses and protect our assets

## 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.

We have information and data relating to the population of Portsmouth from census data to more specific information such as public health, deprivation, economic growth statistics as well as transport specific trends which has helped identify the challenges and opportunities faced which transport can help to address.

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

Portsmouth, like other towns and cities across the UK, faces a number of challenges. While significant, each also presents opportunities if we take the right decisions now. These can be summarised under the following headings:

- Managing the impact and recovery from the coronavirus pandemic
- Addressing the climate emergency
- Creating cleaner air
- Changing attitudes to travel and personal mobility
- Changes to future mobility
- Supporting deprived areas of the city
- Need for more walking and cycling infrastructure
- Private car dominance and traffic congestion
- Supporting the future growth of the city
- Enhancing public transport connections
- The need to work across administrative boundaries

## Step 3 - Now you need to consult!

### Who have you consulted with?

The draft LTP strategy has been subject to stakeholder engagement during the public consultation in order to address its impact on protected characteristics and to integrate the perspectives of these groups. Workshop sessions were held with internal and external stakeholders, to gather views on the draft strategy and Implementation Plan. In addition, one to one engagement sessions were held with representatives from the Visually Impaired Action Group, Portsmouth Disability Forum, The Hive and Portsmouth City Council (PCC) learning disability

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

Schemes that come from the LTP will be subject to their own individual IIA's/EIAs to ensure that impacts to protected characteristics are fully understood and mitigated where possible. At the present time Members are looking at accessibility through a scrutiny panel and this work will be incorporated into the LTP as required, once this work has been completed.

representatives, and other key stakeholders who were either unable to attend the workshop or had specific questions. A twelve week online consultation was also held on the draft transport strategy. An internal PCC working group was set up to allow regular input and feedback on proposed policies.

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

Key stakeholders were emailed, invited to attend workshops and some one to one meetings were held. The consultation has been promoted on the council website, social media and in Flagship magazine. Three workshops were held with internal PCC staff and three workshops were held for external stakeholders. Virtual 1:1 meetings were held with PCC learning disability representatives, Portsmouth Visually Impaired Action Group, The Hive and Portsmouth Disability Forum, along with a few other group representatives who were unable to attend a workshop, or who wished to discuss a particular aspect.

## 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)**

It is recognised in the Transport Strategy that it is important to consider all protected characteristics in both shorter term and longer term improvements, to ensure that proposals are inclusive and promote accessibility. Consideration will be given to the needs of stakeholders and impacts schemes may have on different protected characteristics and any mitigation measures required, where possible.

**Ethnicity or race**

This strategy will work to ensure all modes of transport are available to all ethnicities and races without discrimination. It is recognised in the strategy that there may be some negative perceptions of safety of public transport for certain groups in society, including people of different religions and/or ethnicities and races. As schemes are developed, we will look to engage with affected groups and individuals where relevant, and respond to these views. Through the consultation, no direct negative impacts were raised with regards to ethnicity or race.

**Gender reassignment**

This strategy will work to ensure that all modes of transport are available to all genders including gender reassignment without discrimination. It is recognised in the strategy that there may be some negative perceptions of safety of public transport for certain groups in society, including people of different gender identities and trans people. As schemes are developed, we will look to engage with affected groups and individuals where relevant, and respond to these views.

**Age**

This strategy will work with partners to ensure all modes of transport are available to all ages

particularly working to address any concerns vulnerable age groups may have. It was highlighted through the consultation that poor bus services can restrict access for older people, and lead to greater reliance on the private car. Through this strategy, improvements to bus services are proposed. Proposed improvements to walking routes, such as widening of footways to provide more space for those with mobility issues, or who use a mobility scooter, wheelchair or pushchair, will also support improved travel. Improved lighting and signage will also be considered for walking and cycling routes where required.

## Disability

Through the consultation, a number of issues/suggestions were highlighted directly in relation to disability, with key examples shown below. PCC will work closely with local disability groups as individual schemes are developed as part of the LTP:

- Roadworks can cause difficulties - dropped kerb provision should be provided
- Shared spaces can be difficult for people with visual impairment
- Street clutter can be problematic - wide pavement width can help to make travel easier
- Buses are good - still good with pandemic
- P&R buses - a concern that these buses are too narrow for certain types of electric wheelchairs
- Need to ensure there are enough wheelchair accessible taxis
- Wheelchair accessible taxis are expensive - the CAZ funding may be able to support upgrades
- Keep traffic calming on 20mph road
- Concerns around e-scooters and the dangers these can present to people with disabilities
- Cyclists not thoughtful to people in wheelchairs and guide dogs
- AppyWay sensors - not good to go over in wheelchair/ wheelchair bike
- Pavement parking can restrict width and make travel difficult, especially if in a wheelchair
- Better lighting required in some areas to improve safety
- Amenities licences can cause pavement obstructions - engagement needed when applications considered
- Dog bins - more required to prevent dog mess being left on pavements
- Charging points - ensure they are accessible - e.g. hard to access if in wheelchair, front or side
- Trains with just a driver and no guard - will prevent wheelchairs users
- Electric vehicles are very quiet and impossible to hear for some people with hearing difficulties
- Road crossing app that can go onto a phone to allow the lights to change at a crossing if a disabled person is approaching, and has difficulty reaching the button to cross the road
- Need increase in buses - increase frequency, getting to the north is more challenging- can't get from Paulsgrove to Frank Sorrell Centre for example
- Bus services are poor in some areas, leading to greater reliance on private car
- Better bus services and stops are needed where there is supported housing
- There can be a lack of space on buses for wheelchair users
- Buses need to use audio to support people with hearing difficulties
- Smart bus stops with audio are very useful
- Some designs of crossings are silent, and cant be heard - very difficult for people with visual and hearing impairments
- Some disabled people cant easily get to the bus stop to use public transport, meaning this mode of travel is not viable to them
- Consideration could be given to transport services for people with limited mobility, such as dial-a-ride or subsidized taxi service
- Need to engage closely with disabled groups and visually impaired groups on public highway changes
- Need to promote what facilities are already there, and what may be coming in the future
- Some disabled people rely on their private car for journeys. For some, other modes of travel are impractical or impossible
- Walking on pavement can be frightening because of cyclists/scooters on pavement
- It is difficult for people with mobility issues to gain access to certain area of the city
- Lack of provision for Blue Badge holder parking - access required close to amenities
- Accessing public transport can be difficult for people with mobility difficulties
- Use of the disabled persons bus pass is very useful

- Bus passes should be available to people aged 60+

### **Religion or belief**

The transport strategy will work with partners to ensure all modes of transport are available to all religions and faiths without discrimination.

### **Sexual orientation**

This strategy will work to ensure that all modes of transport are available to all sexual orientations without discrimination. It is recognised in the strategy that there may be some negative perceptions of safety of public transport for certain groups in society, including people with different sexual orientations. As schemes are developed, we will look to engage with affected groups and individuals where relevant, and respond to these views.

### **Sex**

This strategy will work to ensure that all modes of transport are available to all genders including gender reassignment without discrimination. It is recognised in the strategy that there remains a significant difference in gender perceptions on the safety of public transport with women feeling significantly less safe than men when on public transport. As schemes are developed, we will look to engage with affected groups and individuals where relevant, and respond to these views.

### **Marriage or civil partnerships**

This strategy will work to ensure all modes of transport are available to all regardless of marriage or civil partnership status without discrimination.

### **Pregnancy & maternity**

This strategy will work with partners to ensure all modes of transport are available to those pregnant or with young infants and address any concerns these groups may have. Through the policies set out in the strategy, improvements to accessibility and issues such as dropped kerbs and pavement width will be considered at certain locations, which would support people using pushchairs and buggies.

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

We have engaged with the tackling poverty co-ordinator to ensure the needs of those living in deprivation are addressed as best possible. Some comments received through the consultation were in relation to affordability of public transport, and how costs of this mode of travel can be a barrier to some. Suggestions made through the consultation were that buses need to be more affordable, and there needs to be cheaper alternatives to the private car. This issue is being considered through the strategy, through seeking to develop a Mobility as a Service platform, through which we would work with operators to seek a cap on fares for daily and weekly journeys, as well as investigating the offer of mobility credits to those not using their cars as an incentive to try alternative modes of travel. Other

aspects of the transport strategy will also work towards reducing financial exclusion, such as through improvements to cycling and walking routes, which are a low cost/free mode of travel. Additionally, we will work with transport operators to investigate potential ways to support those on low incomes. As an example, the operator of the mobility scooter trial, Voi, are offering discounts to students and people who hold a valid HC2 certificate. Any new transport measures introduced could increase inequality for excluded groups, if they are unaffordable, inaccessible, or do not cover areas of the city with higher levels of deprivation.

**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?**

There is a positive impact on air quality through this draft strategy. Poor air quality has a detriment to public health, through respiratory and cardiovascular diseases and can reduce life expectancy and cause early morbidity.

The strategy prioritises walking and cycling encouraging increased level of physical activity in daily routine which in turn can improve physical health, reduce obesity levels and reduce instances of cardiovascular disease. Physical activity can also improve mental health.

**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)**

We have engaged with the tackling poverty co-ordinator to ensure the needs of those living in

deprivation are addressed as best possible. The strategy looks to ensure transport is accessible to all. The geographical areas that are vulnerable to poverty are predominantly located in areas of high accessibility to transport with high frequency public transport routes and key destinations such as employment, retail in close proximity. The exception to this is Paulsgrove which lies to the northwest boundary of the city and so additional consideration needs to be made to ensure that these residents have good transport provision and not left isolated.

## 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**

This is a high level, 17 year strategy, and at this stage, no specific potential impacts will be had on specific protected characteristics. As individual schemes are developed, additional IIA's/EIA's will be conducted as required. The strategy will work to build on a people-centred travel network, providing travel benefits and improving accessibility.

**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?**

N/A

## 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.**

The strategy is agreed by the Cabinet at each stage of the process and the document will be taken to Full Council in July 2021 for approval. Stakeholder engagement and consultation has taken place, as set out in previous sections above.



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

As the present time, we have been gathering views and feedback on the strategy, to enable us to consider what needs to be looked at in more detail as individual schemes are developed and taken forwards. We are aware of the need to engage with disability groups, local residents and businesses as specific schemes are looked at in more detail across the life of the strategy.

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

(Please complete the fields below)

**Action**

**Timescale**

**Responsible officer**

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

It is planned to produce an annual monitoring report for the Local Transport Plan 4. This will be led by the Transport Planning Team.

## Step 7 - Now just publish your results

**This EIA has been approved by:**

**Contact number:**

**Date:**

**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)