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# SUPPLEMENTARY AGENDA

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**CABINET MEMBER FOR TRAFFIC & TRANSPORTATION**

**THURSDAY, 4 NOVEMBER 2021 AT 4PM**

**COUNCIL CHAMBER - THE GUILDHALL**

Telephone enquiries to Democratic Services 023 9283 4060

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## **Membership**

Councillor Lynne Stagg (Cabinet Member)

Councillor Simon Boshier

Councillor Graham Heaney

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

## **SUPPLEMENTARY AGENDA**

### **4 E-scooter - interim update (Pages 3 - 24)**

Appendices C & D: Integrated Impact Assessment and the Equality Impact Assessment originally marked on the agenda as to follow were published on 3 November 2021.

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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

Gareth James

People involved with completing the EIA:

Hayley Chivers  
Gareth James  
Felicity Tidbury

## 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 are specifically for rental e-scooters only. Private e-scooter remains illegal even in trial areas. DfT have made changes to legislation to regulate rental e-scooters.

The DfT's intention was for trials for up to 12 months 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 indicated that proposals around user training may be a factor in their process of decision making/ permitting of trials).

The e-scooters are for the most part treated in a similar way to electrically assisted pedal cycles (e-bikes), travelling at a similar speed. Wearing helmets was not made mandatory and the e-scooters were to be allowed on road, in cycle lanes and tracks. Trial e-scooters were not to 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.

The DfT is engaging with national police bodies and disability groups such as the visually impaired.

The Solent trial was to have up to 4 sub-projects: Portsmouth, Winchester, Isle of Wight and Southampton. The Isle of Wight scheme was the first part of the Solent project to launch in November 2020, triggering the start of the Solent area's 12 month trial period, with Portsmouth's and Southampton's trials launching a few months later in March 2021. The Winchester proposal did not progress, and no scheme currently operates there.

Correspondence received from the DfT, dated 5th October 2021, stated: "It would be helpful if all current trial areas could participate in the trial extension [beyond 31st March 2022], but there is no compulsion and no need to make an immediate decision. We will write to trial areas in the New Year asking them if they want to take part in a further trial extension to November 2022."

The council continues to engage with the Police to inform them about our trial, seek their feedback, and ensure they are clear 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 12.5mph (lower than the UK maximum of 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?**

The council's e-scooter rental survey carried out between 23rd August and 19th September 2021 provides useful insight into the demographic composition of Voi's user base, and the varying attitudes towards e-scooters among Portsmouth residents, notably:

The younger the respondent, the more likely they are to have used the rental scheme – nearly two thirds of 16-24 year olds have used the scheme (64%), whereas only 1% of respondents aged over 65 have used the scheme

Males are more likely than females to have used the scheme (25% compared to 14%)

Those without a disability are more likely to have used the rental trial scheme than those with a disability (21% compared to 11%)

The younger the respondent, the more likely they are to feel positive about the rental e-scooters. 50% of 16-24 year olds feel very positive, whereas 59% of those aged 65+ feel very negative about rental e-scooters

Double the proportion of males compared to females feel very positive about the rental e-scooters (24% compared to 12%)

Respondents with a learning disability feel more positively about rental e-scooters operating in Portsmouth than those with other disabilities (42% positive or very positive)

Respondents who are sight impaired feel least positively about rental e-scooters operating in Portsmouth, with 83% feeling negatively or very negatively, although there is a small base size for this group

### Step 3 - Now you need to consult!

Who have you consulted with?	If you haven't consulted yet please list who you are going to consult with
Solent Transport has liaised with the regional Police. 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 MAKE Aldingbourne enterprise	

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

Through 1:1 meetings. Meetings, workshops, and other engagement activity with these stakeholders is ongoing throughout the trial.

The council continues to encourage and welcome feedback from the public to help improve the scheme, consultation is carried out on every site proposed for a new e-scooter parking rack (often leading to changes), and the council's Insights team has carried out two public surveys at different stages of the trial - the latter of which was referenced above in Step 2 - to inform refinements to the scheme and decision-making around it.

### 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**

It was considered at the outset of the trial that 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. This remains a concern, especially as regards pavement riding, which sometimes generates complaints despite the efforts of the council and Voi to educate e-scooter riders, and the introduction of a "three strikes" system to ban repeat offenders. However, police data from another city in which Voi operates indicates that over 93% of police reports about e-scooters relate to private scooters, which would seem to suggest these education campaigns and controls are proving effective, and a September 2021 meeting with the council's Vision Impairment Officer and a member of its Visually Impaired Action Group was strongly focused on the problems posed by private scooters. It was reported the behaviour of Voi users caused relatively few issues.

**Religion or belief**

None known

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**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 manoeuvre to let e-scooters pass.

**Other socially excluded groups or communities**

None known.

**Note:**Other sociallyexcluded 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 summerise 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 conducting 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 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. Indeed, Portsmouth is one of the first Local Authorities in the UK to integrate physical parking racks as part of the scheme (and is one of the only authorities in the UK that maintains a 100% racked service) and Voi worked collaboratively with the Royal National Institute for the Blind (RNIB) to develop the design of its parking racks.

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 Drivotech, 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.

Voi also holds monthly safety training events, including helmet giveaways, in Guildhall Square, and its team of field operatives (called "Ambassadors") addresses problems with abandoned / incorrectly parked e-scooters and misuse of vehicles.

## **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 long-term recommendation until the e-scooter rental trial has been completed. However, based on data and feedback received during the first 6 months of the trial (which form the extended consultation period under an experimental traffic order), it is recommended to continue the trial until March 2022 to gather a full year of data including for equalities impacts. This will help inform subsequent council decisions around e-scooters, in particular one that would need to be

taken in early 2022 as to whether to further extend the trial to November 2022 (as is encouraged by the Department for Transport).

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

Stakeholder engagement was undertaken as part of the development of the trial and has been ongoing throughout the trial, informing the operational changes outlined above along with rider education. The council continues to encourage feedback to help improve the scheme, and consultation is carried out on every site proposed for a new e-scooter parking rack, which sometimes leads to relocations informed by equality considerations. The council's Insights team has also carried out two public surveys at different stages of the trial to inform refinements to the scheme and decision-making around it, but they did not identify any additional equality considerations. As of October 2021, the trial has demonstrated the measures implemented to date have been successful at mitigating the scheme's impacts on the specified protected characteristics detailed above. This will continue to be monitored for the duration of the trial, both at the local scale and through the wider trial evaluation being undertaken by the DfT. The council is continuing to work with Voi to minimise impacts and, where possible, to make the scheme accessible to residents with these protected characteristics.

**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**

November 2021 - March 2022

**Responsible officer**

Gareth James

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

The 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:** TRISTAN SAMUELS

**Contact number:** 02392 834450

**Date:**

02/11/2021

**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)



# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
  - Communities and safety
  - Regeneration and culture
  - Environment and public space
  - Equality & - Diversity This can be found in Section A5

**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

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

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

Portsmouth City Council and Solent Transport partners responded to a consultation from the Department for Transport which informed the proposed trials. Portsmouth City Council also responded to the DfT's Future of Transport regulatory review: call for evidence on micromobility vehicles, flexible bus services and Mobility as a Service (MaaS).

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Stakeholder engagement was undertaken as part of the development of the trial and has been ongoing throughout the trial. This informed a number of changes for the trial and how the e-scooters will operate along with rider education. As the e-scooter project is a trial, it was introduced under an experimental traffic order, and the first 6 months following scheme implementation formed the formal consultation period. However, the council continues to encourage and welcome feedback to help improve the scheme, consultation is carried out on every site proposed for a new e-scooter parking rack (often leading to changes), and the council's Insights team has carried out two public surveys at different stages of the trial to inform refinements to the scheme and decision-making around it. Please note that the EIA contains full details of the consultation stakeholders.

## A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

### A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact [Lisa.Wills@portsmouthcc.gov.uk](mailto:Lisa.Wills@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How will you measure/check the impact of your proposal?

While it was not expected that the e-scooter trial would lead to increased crime or ASB, resident feedback indicated this concern in response to some proposed racks. To date, we have not had any incidences of crime or ASB associated with the racks.

## A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

### A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

There has been no impact.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**A3-Health** - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact [Dominique.Letouze@portsmouthcc.gov.uk](mailto:Dominique.Letouze@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

It was expected that E-scooter rental would allow residents that meet the entitlement criteria to have access to a sustainable modes of travel, and provide access to essential services and facilities such as hospitals, retail, university's, public transport routes and council offices, enabling all residents, especially those on low incomes, to use an affordable mode of transport and to use it more often, improving their access to a range of basic necessities such as health care and shops and reducing social isolation. The trial was therefore intended to enable social inclusion benefits for residents by allowing them greater freedom to travel.

How are you going to measure/check the impact of your proposal?

The operator, working with the Council, monitors the level of e-scooter travel within the city. The council's bi-weekly E-Scooter Working Group and Board meetings review and evaluate information relating to Health and Safety as it arises and take the necessary action. As of October 2021, with more than 6 months' of data from the trial, Solent Transport is beginning a supplementary piece of work (approved at October's Joint Committee meeting) to help better understand and develop data outputs from the trial, including safety and social inclusion benefits achieved. The DfT is also expected to release its interim report on the trial before the end of 2021.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**A4-Income deprivation and poverty**-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact [Mark.Sage@portsmouthcc.gov.uk](mailto:Mark.Sage@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

E-scooter travel allows residents (especially those on low incomes) improved access to services, facilities and social networks by using rental e-scooter services;

- promoting social inclusion;
- providing greater freedom to access shops, services, amenities, and work;
- freedom to access healthcare and freedom to visit family and friends.

Voi, the Council's scheme operator, has a pricing structure option that gives users from low income groups unlimited monthly travel passes (VoiPass) at a 75% discount. This initiative was developed with the aim of making the service as affordable and inclusive as possible and to improve access to employment, education and healthcare.

How are you going to measure/check the impact of your proposal?

Passenger numbers of VoiPass members Portsmouth along with E-scooter mileage in the city. As of October 2021, with more than 6 months' of data from the trial, the number of Portsmouth users registered for the low income VoiPass is currently lower than hoped. The Council and Solent Transport are reviewing this with Voi to determine actions to address it, such as marketing activity to ensure that availability of the discount is as widely communicated as possible to those who would be able to take advantage of it.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**A5-Equality & diversity** - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact [gina.perryman@portsmouthcc.gov.uk](mailto:gina.perryman@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?



At the outset of the trial, age, disability and pregnancy and maternity were the specific protected characteristics known to be affected through being more vulnerable when sharing paths with e-scooters, through reduced awareness of their presence and/or ability to move and allow them to pass as required.

Measures that were taken from scheme launch to minimise impacts included:

- lower speed limit of 10mph for launch of scheme
- racked parking, with RNIB-approved side-plates to be added to the racks in areas where the local context suggested it would be beneficial
- geo-fencing routes with no ride and go-slow zones speeds,
- use of horns/bells, lights/indicators/hand signals and ensuring users undertake training.
- On-board sensors to detect fallen scooters, thus allowing field operatives to quickly rectify the situation and prevent safety risks to the public.
- All e-scooters being equipped with unique registration numbers, enabling easy reporting and improving accountability for those that misuse the scooters and pose risks to vulnerable/disability groups.
- Ongoing engagement and feedback from relevant stakeholders .

Voi work in partnership with the RNIB and can run campaigns to raise awareness and educate users about parking safely/considerately for others.

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

In addition the scheme operator Voi is undertaking a 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 behaviour (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.

As of October 2021, the trial has demonstrated that the measures implemented to date have been successful at mitigating the trial's impacts on the specified protected characteristics, as detailed in the EIA. This will be continue to be monitored for the duration of the trial, both at the local scale and through the wider trial evaluation being undertaken by the DfT. The council is continuing to work with Voi to minimise impacts and, where possible, to make the scheme accessible to residents with these protected characteristics.

How are you going to measure/check the impact of your proposal?

A full EIA was undertaken for the e-scooter trial. Throughout the trial, the Full EIA has been continuously updated with information / data that has been collected and actions taken to mitigate any negative impacts, and we will continue to do for the duration including any extensions to the original trial period.

**B - Environment and climate change****Yes****No**

Is your policy/proposal relevant to the following questions?

**B1-Carbon emissions** - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

E-scooters are more sustainable and less polluting than the private car. This scheme provides an alternative mode of transport to the private car for all who qualify, allowing them to travel for a low cost around the city.

How are you going to measure/check the impact of your proposal?

The operator will collect quantitative and qualitative data throughout the trial to measure the impacts of the scheme in terms of e-scooter usage and modal shift.

The Council will also be undertaking its own before and after survey to better understand some of the impacts of the scheme, including modal shift.

Recent surveys indicate that mode shift from cars and taxis in Portsmouth is encouragingly high, with Voi's summer survey indicating a 44% figure, and the council's survey that closed in September 2021 indicating an even higher figure of 56%. Voi states that 40.2 tonnes of CO2 equivalent has been saved in Portsmouth by the end of September 2021. The calculation process is being reviewed to help verify this, but it is clear that a high degree of mode shift from the most polluting modes is key to reducing carbon emissions.

**B - Environment and climate change****Yes****No**

Is your policy/proposal relevant to the following questions?

**B2-Energy use** - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

There has been no impact.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

**B3 - Climate change mitigation and flooding**-Will it proactively mitigate against a changing climate and flooding?

☐☒

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

There has been no impact.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

**B4-Natural environment**-Will it ensure public spaces are greener, more sustainable and well-maintained?

☐☒

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

There has been no impact.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

### B5-Air quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact [Hayley.Trower@portsmouthcc.gov.uk](mailto:Hayley.Trower@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Travel by E-scooter is less polluting than traveling in individual, privately owned cars. By reducing the amount of emissions from transportation in a dense urban areas like Portsmouth, E-scooters can help to reduce emissions, to meet air quality standards, and to decrease the health risks of poor air quality for our residents.

How are you going to measure/check the impact of your proposal?

The Council monitor air quality across the city through a series of testing sites. These will continue to be monitored through the Air Quality Team.

The operator is undertaking quantitative and qualitative surveys throughout the trial to help better understand the impact on modal shift. Similarly, PCC has undertaken two surveys to understand the impact of the scheme upon travel behaviour, with further surveys planned if the trial is extended.

As mentioned above in B1, the most recent surveys conducted have indicated high mode shift from car and taxi - 44% according to Voi's survey, and 56% according to PCC's. As scooters do not generate tailpipe emissions, such a high level of mode shift from the most polluting modes is helping to improve local air quality in the city.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

### B6-Transport - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact [Pam.Turton@portsmouthcc.gov.uk](mailto:Pam.Turton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The scheme provides an additional transport option for residents, workers and visitors to Portsmouth. The operator has a number of measures and initiatives in place to mitigate the impact on highway safety, including:

- the launch of the first e-scooter traffic school
- a fully integrated driver licence screening process
- provision of free / heavily subsidised helmets, and incentives for helmet use
- awareness campaigns and ongoing community engagement
- monthly safety training events, including helmet giveaways, in Guildhall Square
- stringent sanitary measures for COVID-19

In addition, meetings are regularly held between the council, Hampshire Police and Voi, ensuring any issues are identified and collaboratively addressed, while Voi supported the police in delivering a well-attended Facebook Live scooter safety segment.

How are you going to measure/check the impact of your proposal?

Surveys and data collected by the Operator and the Council will enable an assessment of the impact on modal shift. Data collection and engagement will also inform the highway safety impact of the project. As mentioned above in B1, the most recent surveys conducted have indicated high mode shift from car and taxi - 44% according to Voi's survey, and 56% according to PCC's. This may suggest it is helping to improve road safety, but PCC's survey also indicates that safety concerns are nonetheless widespread among users and non-users alike. Further work is being undertaken by the Council and Solent Transport to obtain better data, especially from the police. At present, it is hard to differentiate between police-recorded incidents involving privately-owned scooters and those that are part of the trial, which are subject to much stricter vehicle standards and oversight.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

**B7-Waste management** - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact [Steven.Russell@portsmouthcc.gov.uk](mailto:Steven.Russell@portsmouthcc.gov.uk) or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

There has been no impact.

## C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

**C1-Culture and heritage** - Will it promote, protect and enhance our culture and heritage?

☐☒

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact [Claire.Looney@portsmouthcc.gov.uk](mailto:Claire.Looney@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

There has been no impact.

## C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

**C2-Employment and opportunities** - Will it promote the development of a skilled workforce?

☐☒

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

The trial has the potential to provide access to employment and job interviews through its discount for those on a low income.

However, the number of eligible residents that have taken advantage of this has been relatively low so far, and the council is working

## C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

**C3 - Economy** - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The project will include a Portsmouth based team that will be responsible for e-scooter operations within the city. This includes warehouse based staff and people out in the field rebalancing the e-scooters, swapping batteries and dealing with any technical issues. The scheme operator is committed to employing locally for these roles.

How are you going to measure/check the impact of your proposal?

Confirm number of employees once scheme is in place and proportion that have been employed locally.

As of October 2021, Voi reports that 21 people in its fleet operations and Ambassador team were recruited locally and are based out of the Fareham Warehouse.

### Q8 - Who was involved in the Integrated impact assessment?

Hayley Chivers  
Gareth James  
Felicity Tidbury

This IIA has been approved by: Tristan Samuels

Contact number: 02392 834450

Date: 20th October 2021

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