



SUPPLEMENTARY AGENDA

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

TUESDAY, 5 JULY 2022 AT 4.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Democratic Services 02392 834060

Email: democratic@portsmouthcc.gov.uk

Membership

Councillor Lynne Stagg (Cabinet Member)

Councillor Graham Heaney

Councillor Scott Payter-Harris

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

SUPPLEMENTARY AGENDA

- 3 TRO 35/2022 KE Pembroke Park Proposed Residents' Parking Zone**
(Pages 5 - 36)

The purpose of this report is to consider the public response to the proposed new KE Pembroke Park area residents' parking zone, in the context of the Programme of Consultation on Residents' Parking.

It is recommended that the Cabinet Member for Traffic and Transportation approves the proposed KE Pembroke Park area parking zone under TRO35/2022, and it is implemented as advertised.

- 4 Proposed Portsmouth Bike Share Scheme** (Pages 37 - 70)

Following the update on Solent Future Transport Zone provided at Traffic and Transportation Cabinet Meeting in October 2020, this report provides further

information to enable Portsmouth City Council to progress to launch a bike share rental scheme in summer 2022, funded through the Solent Future Transport Zone (FTZ).

It is recommended that the Cabinet Member for Traffic and Transportation:

- (i) Notes the progress made in developing a bike share rental scheme; and**
- (ii) Approves Portsmouth City Council launching a bike share rental scheme this summer 2022, operated by Beryl, as Portsmouth's sole bike share rental operator for the contract's initial term until 30th June 2024, pursuant to a call-off contract under the Framework Agreement for the Provision of Shared Bike Rental and Associated Micromobility Services - Solent Region.**

5 Private Hire Vehicle Trial in Bus Lanes (Pages 71 - 88)

The purpose of this report is to provide an update on the changes to the Private Hire Vehicles in bus lanes trial following the decisions taken by the Traffic & Transportation Committee on the 13 December 2021. The report details the changes and the justifications for these amendments.

It is recommended that the Cabinet Member for Traffic and Transportation:

- (i) Approves a trial to allow access for Portsmouth City Council Licensed Private Hire Vehicles to use a limited number of five bus lanes in Portsmouth for a minimum of 3 months including;**
 - Cavell Drive,
 - Marketway,
 - Mile End Road,
 - Bishop Crispian Way,
 - and Queen Street.
- (ii) Has delegated authority to immediately cease any or all of the five trial locations if safety issues become apparent;**
- (iii) Delegates authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to release funding to undertake the monitoring and evaluation of this trial as the details are developed, this will be funded from the Parking Reserve;**
- (iv) Notes that consultation and engagement will continue with the Licensing Committee and working group as the trial develops;**
- (v) Notes that a report will be brought back to Traffic & Transportation within 6 months of the trial launch to provide an update on the trial progression and next steps.**

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Title of meeting: Traffic and Transportation Cabinet Meeting

Date of meeting: 5th July 2022

Subject: TRO 35/2022 KE Pembroke Park proposed Residents' Parking Zone

Report by: Tristan Samuels, Director of Regeneration

Report Author: Kevin McKee, Parking Manager

Wards affected: St Thomas' Ward

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the public response to the proposed new KE Pembroke Park area residents' parking zone, in the context of the Programme of Consultation on Residents' Parking.

In this report, "RPZ" means Residents' Parking Zone and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice ("notice") for TRO 35/2022

Appendix B: Public responses received

Appendix C: Confirmation of communications (statutory and non-statutory)

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1. Approves the proposed KE Pembroke Park area parking zone under TRO 35/2022, and it is implemented as advertised.**

3. Background

- 3.1 The Residents' Parking Programme of Consultation, presented at the Traffic & Transportation decision meeting held on 2 September 2021, set out a programme of

areas to be consulted on whether Residents Parking Zones would be beneficial. It was agreed to focus first on areas that are unlikely to cause significant displacement, as these can be done without the time needed for a rolling programme. KE Pembroke Park was included as a proposed area for an RPZ, following requests from residents.

3.2 In an initial survey in December 2021, residents were asked their views and 232 surveys were circulated with 107 responses. The results showed that 59% of Pembroke Park residents, who responded to the survey, felt that a residents parking scheme would be helpful.

3.3 The initial survey identified the issues below as the main factors that contribute to parking congestion in this area:

- Commuter parking
- Shoppers/customer parking
- Households have multiple vehicles
- Visitors seeking unrestricted parking and displacement from other zones
- Commercial vehicles
- Parking for the sports field, parks and other amenities
- Seafront/beach visitors (seasonal)

3.4 As there was a positive response to the initial survey a formal proposal was developed to try to address the issues raised in the area. Therefore, the proposed scheme restricts parking to permit holders only, between 8am and 8pm seven days a week. This is to deter the wide range of non-residents using the area for a wide variety of purposes.

4. Consultation and notification

4.1 The statutory 21-day consultation and notification under TRO 35/2022 took place between 25 March - 15 April 2022. A statutory consultation is different to an informal survey, which aims to gather information on any parking problems in an area and gives an indication on whether or not local people feel a residents parking zone would be helpful.

4.2 In a statutory consultation on a Traffic Regulation Order (TRO), statutory bodies (police, fire & rescue, utilities companies etc.) are consulted on the Council's formal proposals and the public has a right to object.

4.3 To make those affected aware of the proposals the council is required to publish a copy of the proposal notice in a local newspaper. A copy of the proposal notice is included as Appendix A of this report. In addition, the proposal notice was published on the Council's website, yellow copies were displayed on lampposts within the area (14) and copies of the proposal notice and accompanying letter were posted to every property within the proposed KE zone extension area (232).

4.4 The Council has a statutory obligation to consider any objections received, although comments are invited from everyone to enable suitable recommendations to be made. Therefore, consideration is given to how people respond in their

representations. All the comments received during the consultation period are included in Appendix B of this report.

- 4.5** Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

5. Consultation responses

- 5.1** The information provided by local people in response to the proposed KE Pembroke Park area parking zone is summarised and considered in this section. The responses are reproduced in full in Appendix B.

- 5.2** 45 people responded to the proposal to introduce permit parking within the KE parking zone, under TRO 35/2022. All the comments received are contained in Appendix B and should be read and considered. Officers have assessed the comments and have categorised them in the following manner. 31 residents replied to say they support the proposals. 11 objections to permit parking were received, with no suggested alternatives. 1 resident objected to the times being proposed. 2 responses were feedback but were unclear as to whether they were objection or support.

Support	Objections	No preference given
31 residents within the proposed zone	11 residents within the proposed zone	2 residents within the proposed zone

- 5.3** When submitting comments in respect of formal TRO proposals, people are required to provide their address. This is a statutory requirement, but also helps to consider the responses in context, and to identify where issues may require specific attention. Each representation receives an individual acknowledgement and reply, and address details are requested if they are not given. However, where this context has still not been provided, responses are listed separately within the above table as additions.

- 5.4** The most common point raised during the formal consultation was concern over the areas where housing for Ministry of Defence (MOD) personnel are presently located. As these areas are within the remit of another organisation, it is not possible for those areas to be included within the Council's proposals.

- 5.5** However, as more residents who responded to the consultation were in favour of implementing an RPZ in the area, than those who were opposed, the Council will bring this to the MODs attention. If the recommendation to introduce the residents' parking zone is approved, a further discussion will take place with the MOD to reduce any impact on the private areas.

- 5.6** The proposal to restrict parking to permit holders only between 8am and 8pm does mean that visitors and trades people parking during the controlled times will need a visitors permit. People who need care can obtain a permit for regular carers and professional carers can obtain an essential visitors permit.

6. Reasons for the recommendations

- 6.1** The recommendation is to implement the KE parking zone due to the results of the informal and formal consultations.
- 5.2** Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people. The proposed KE Pembroke Park area zone aims to better manage the parking and how it is used, improving the balance of parking opportunities between those living in an area and those visiting or working.
- 5.3** The restriction of 'permit holders only' over an extended period will be particularly effective in both preventing long-term parking, where non-residents leave their vehicles parked for long periods of time and shorter visits to the shops and seafront.
- 5.4** Parking restrictions can encourage people to consider alternative ways of travelling to an area, that they may not have given thought to previously. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and contribute to improving air quality.
- 5.5** The Council does not assume that using alternative methods of travelling to the area is possible for all people. For example, those travelling into the city to work in Southsea from rural areas are unlikely to be able to use alternative arrangements to single-occupancy private car use. Therefore, Business permits are available for purchase, for use by staff of businesses operating within parking zones.
- 5.6** It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area.

6 Integrated Impact Assessment

- 6.1** An integrated impact assessment has been completed and is published alongside this report.

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 local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period of time by all persons or persons or vehicles of a particular class.
- 7.4 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 objections received from the public and/or the statutory consultees during the consultation period.

8. Director of Finance's comments

- 8.1 The set up cost to implement the extension will cost approx. £5,500, which includes advertising the Traffic Regulation Order and installing appropriate signage for the parking zone. These costs will be met from the On Street Parking budget.
- 8.2 The cost of enforcing and administering the scheme will be met from the On Street Parking budget. Through enforcement the Council will be able to issue Penalty Charge Notices (PCNs) this income is remitted to the Parking Reserve, which the spending of is governed by the Road Traffic Regulation Act 1984. The amount of income generated from PCNs is dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the extension of the scheme is operation.
- 8.3 It is difficult to estimate the amount of income that could be generated from the extension of the residents parking zone through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not know until the scheme is in operation. Similarly, it is difficult to accurately estimate the amount of income that would be generated from the sale of visitor scratch cards.
- 8.4 The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within in the KE zone there are 232 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 212. The 2011 census also stated that 66.6% of households owned at least one car or van. Therefore, based on the census results there are approximately 1.37 cars per household.
- 8.5 Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to approx. £4,600 per annum in first permits alone.

8.6 The pricing structure for Resident's parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to actually predict what the cost and the income streams for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the City and more specifically the zone.

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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

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

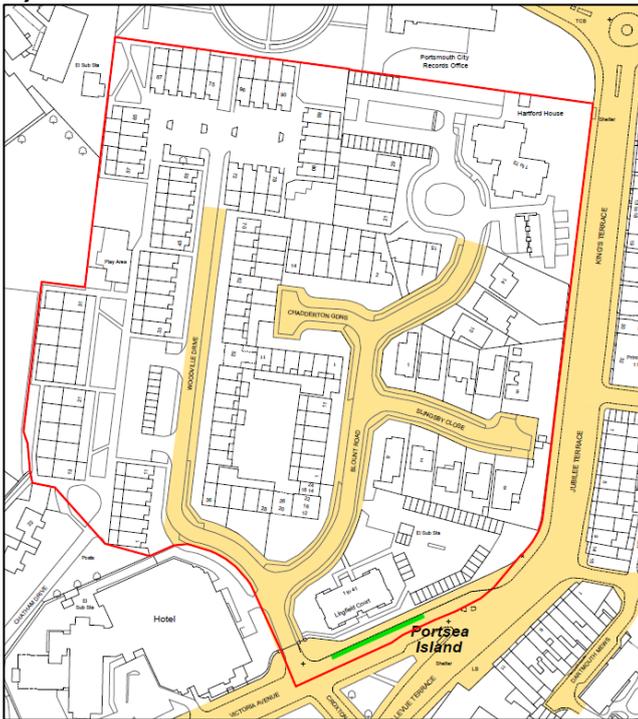
.....
Signed by:
Cabinet Member for Traffic and Transportation

Appendix A:

The Portsmouth City Council (Pembroke Park) Residents Parking Scheme (No.35) Order 2022

25th March 2022: Notice is hereby given that Portsmouth City Council proposes to make the above Order. The effect would be to introduce a residents parking zone as follows:

A) KE ZONE BOUNDARY



B) KE PERMIT HOLDERS ONLY 8am - 8pm

Within the following lengths of road where on-street parking is currently unrestricted and is public highway (see map for detail):

**Blount Road
Slingsby Close**

**Chadderton Gardens
Woodville Drive**

C) PAY AND DISPLAY

KE Permit Holders will be permitted to park in Victoria Avenue, north side, between Woodville Drive and Bellevue Terrace

D) KE PERMIT ENTITLEMENT: All properties within the KE zone boundary shown by the red line at Part A

E) ADMINISTRATIVE AMENDMENTS

This order also updates existing traffic orders relating to parking restrictions to ensure consistency, making no changes on the public highway itself.

CURRENT PARKING CHARGES

Resident permits - A maximum of 2 Resident permits per household will be authorised each year unless capacity allows more. Resident permits are electronic: physical permits are no longer issued.

£30.00/year for first permit

£120.00/year for second permit

£300.00/year for third permit - if capacity allows

Visitor permits (for visitors to residents)

£1.15 for 12 hours

£2.20 for 24 hours

Business permits (only issued to businesses operating within the parking zone)

£150.00/year for first permit

£300.00/year for a second permit

£630.00/year for each subsequent permit

Replacement/amendment of permit - £10.00 administration charge

Blue Badge holders and motorcycles are exempt from the parking zone restriction.

Permits for **goods vehicles** are restricted to those with a gross vehicle weight of less than 3.5t and registered to an address within the parking zone, required for emergency call-out or the only vehicle at the property.

Copies of the draft Order, Statement of Reasons and Map are available to view on Portsmouth City Council's website: Search 'Traffic Regulation Orders 2022' at www.portsmouth.gov.uk. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

Persons wishing to object to these proposals must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to Daniel Selby, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 35/2022 within 21 days of the date of this Notice (i.e. by **15th April 2022**) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, including the name and address of the person submitting it, may be made available for public inspection. Full details of the Council's Data Protection privacy notice can be viewed on the website.

Felicity Tidbury, Acting Assistant Director of Regeneration (Transport)
Portsmouth City Council

Appendix B:

Support for proposals under TRO 35/2022
1. Resident, Blount Road Thank you for the parking details for the KE zone dated 25 Mar 22. As a resident of Blount Road, I am in favour of the scheme. However, I do have questions:

Support for proposals under TRO 35/2022	
	<p>The West side of Woodville Drive is park of the MOD owned side of Pembroke Park (managed by the Defence Infrastructure Organisation – DIO).</p> <ul style="list-style-type: none"> • What is the intention for the residents of these properties (ie MOD personnel)? • Will they be allowed to purchase resident permits? <p>The area at the North end of Woodville drive is a MOD owned area for resident parking. However, there aren't any parking restriction. I believe the main concern of these residents is the possible shift of the parking problem into this MOD area. Therefore, I would urge the council to notify the Portsmouth Naval Base Commander of intentions to introduce the scheme early so that either they can fully join the scheme (so that the MOD land is included in the KE scheme) or allow time for the MOD to arrange their own parking restrictions.</p> <p>My view, unless MOD fully join in with the KE scheme, MOD residents should not be allow to purchase KE Resident permits (annual or the temporary scratch cards). Their land has parking for their residents and their parking is a MOD responsibility. Additionally, I believe MOD personnel should be excluded from this survey.</p>
2.	<p>Resident, Blount Road We support your residents parking proposal as specified in your letter of 25th March</p>
3.	<p>Resident, Blount Road I really like to support the KE permit proposal so we can buy the permit to park cars easily. I hope this proposal will be put into practice as soon as possible.</p>
4.	<p>Resident, Blount Road In response to your letter of 25th March, I write to confirm that we are strongly in favour of the proposals for a KE parking zone in Pembroke Park. We have been particularly bothered by people leaving their cars while they travel to the Isle of Wight, sometimes for several weeks, to avoid having to pay for parking. Users of the Holiday Inn are also guilty of this, though usually only for overnight stays. It was known some time ago that some teachers commuting daily to the Isle of Wight were being advised to park in Pembroke Park as it was free of charge, though this practice may have stopped following our direct protests. On more than one occasion recently we have had damaged or unroadworthy cars abandoned opposite in Blount Road and it has taken considerable time and effort to have them removed. Houses in multiple occupancy will naturally oppose this move, but the necessity for permits should clarify this situation. The strong opposition from the Woodville Drive area, mainly MoD housing, is understandable as pressure on Blount Road parking is frequently caused by visitors who cannot park in Woodville generally park in Blount, especially if they have trailers with sporting equipment. The provision of a parking zone will bring Pembroke Park in line with the rest of Old Portsmouth, another reason why we strongly support the move.</p>
5.	<p>Resident, Blount Road We would like to record our full support for the proposals.</p>
6.	<p>Resident, Blount Road Yes to Pembroke Park permit parking. Whilst living in Hartford House we have designated parking spaces plus "Visitor Parking car park too. Nevertheless the amount of road parking by non-residents is such that they park all day & the biggest problem is that the road is very, very narrow & repeatedly when</p>

Support for proposals under TRO 35/2022	
	<p>residents arrive home or depart it is frequently the case of meeting someone halfway & either one driver reversing or mounting the pavement to avoid collision. Scrapes & arguments the end result.</p> <p>Finally parking on street means the “view” ahead is blocked & progress “blind.”</p> <p>Fair to add that we had an emergency gas leak at Hartford House which produced 4, yes 4 fire engines, 2 gas emergency vans plus ambulances & not easy for the larger vehicles to traverse the narrow Blount rd to reach HH. Worth reflecting upon.</p>
7.	<p>Resident, Blount Road</p> <p>Just contacting you to show my support for the establishment of this parking zone and particularly for including the north side of Victoria Avenue, although it would be better if both sides of the road could be included.</p> <p>Otherwise I am very much in favour of this proposal.</p>
8.	<p>Resident, Blount Road</p> <p>I have looked at the proposal for the KE Pembroke parking Zone (TRO 35/2022) and I fully support the hours of 8am to 8pm everyday</p>
9.	<p>Resident, Blount Road</p> <p>I am in full support of a KE Pembroke Park Permit Zone My support mainly as rogue parkers dump cars here sometimes for weeks on end in this tourist hotspot dodging PCC meters. This blocks parking availability for residents, this is particularly troublesome for those in the blocks of flats. My one concern will there be a concession for carers that visit residents? Visits are usually for no more than 15-30 mins?</p> <p>I am a resident of Blount Road & fully support the introduction of a Residents Parking Scheme. Pembroke Park is located in a tourist hotspot & non residents dumping their vehicles for sometimes days on end must stop. Kerbside parking options for actual Pembroke Park residents is extremely limited (only 28 spaces located in Blount Rd & Slingsby Close) there are approx. 232 dwellings within the proposed zone area, 52% are in fact flats. Numerous non residents dump their cars & dodging paying on council meters must stop, Isle of Wight visitors are a frequent nuisance. Residents with no parking available to them with their dwelling must be able to have an opportunity to park near where they live & not have this hindered by non residents. We are surrounded by meters & other parking zones so naturally Pembroke Park has become a displacement area, we are grateful of this Stage 2 consultation. I imagine there will be objections from military occupants (22% of the total dwellings) as they may have concerns over displacement but they have their own Private designated parking areas which are MoD owned & should be protected for them by MoD/DIO. Thank you for reading my email with my reasons for support & I will be keen to hear precisely what reasons residents may object to the councils proposals.</p>
10.	<p>Resident, Blount Road</p> <p>I think that controlled parking is excellent and should proceed.</p>
11.	<p>Resident, Blount Road</p> <p>With reference your advice of the 25th March 2022 regarding the proposals for KE zone within Pembroke Park Estate I continue to fully support Permit Parking.</p> <p>This area is totally abused by non-residents who do not want to pay PCC parking charges in the roads adjacent to the entrance of Pembroke Park and surrounding</p>

Support for proposals under TRO 35/2022	
	<p>areas and evidence clearly shows these people park all day FOC and make it impossible for residents, especially those in the flats, from being able to park within the vicinity of their homes.</p> <p>I look forward to Permit Parking in Pembroke Park estate and would like to be informed as to when the Public Meeting is to be held.</p>
12. Resident, Blount Road	<p>We fully support Permit Parking despite having our own designated space. The sign at Pembroke Park entrance says "Private" – end of story AND IT'S NOT. Anyone can park it All day & leave – unacceptable.</p> <p>Plus the increase in parked cars make leaving & returning to adjacent houses & specifically Hartford House a lottery. All too often the winding part of Blount Rd approaching HH is unsighted to leaving/arriving traffic forcing cars either to back up (not always easy) or divert onto pavement by the large detached houses.</p>
13. Resident, Blount Road	<p>I am in full support of permit parking within Pembroke Park.</p>
14. Resident, Blount Road	<p>I fully support this proposal since park residents often find parking spots occupied by outsiders especially those living in Lingfield court and flats</p>
15. Resident, Blount Road	<p>Parking in Pembroke Park I support residents having parking permits. I used them in old Portsmouth for many years, and they were very successful</p>
16. Resident, Blount Road	<p>I write to express my continued support for the proposed scheme for Pembroke Park.</p>
17. Resident, Blount Road	<p>I'm in receipt of the details of this proposed scheme and I'm fully in favour of its implementation. My only comment is about the 8am to 8pm restriction. I wonder why isn't it 24hours with an hour for use by others as is the Hambrook KB scheme.</p>
18. Resident, Blount Road	<p>Thank you for the recent correspondence regarding proposed permit parking for Pembroke Park, Portsmouth.</p> <p>Please note that I fully support the proposal to introduce resident parking permits on the public highways within Pembroke Park.</p> <p>Without doubt, non-residents park in the Blount Road area to avoid payment parking elsewhere along the seafront and the common. While this is understandable, it has created difficulty for residents who are unable to park and are sometimes forced to park in payment parking areas Jubilee Terrace and Pembroke Road.</p>
19. Resident, Blount Road	<p>I think it should happen</p>
20. Resident, Blount Road	<p>I would like to express my sincere wishes for a parking Zone... Over the past 5 years my work van has been broken into several times and a lot of expensive tools taken... All because of the lack of parking on Blount road and the surrounding area.. Especially on bank holidays and during the summer months</p>
21. Resident, Blount Road	<p>I write to support the proposal Also, my parents</p>
22. Property Management Representative, Blount Road	<p>I am writing to say how delighted I am that the Resident's Parking Scheme seems to be going ahead at long last. People who live in the park and especially here in</p>

Support for proposals under TRO 35/2022	
	<p>Lingfield Court as so fed up with not being able to find a parking space within the gates. Yes we have some parking spaces within Lingfield Court but there are not enough spaces for all residents who have cars and they are forced to park outside on the meters. The times are also perfect as those working will be back home before 8pm.</p> <p>Thank you to PCC for introducing this zone that will benefit the residents of Pembroke Park.</p>
23. Resident, Pembroke Park	<p>We full support the parking permit scheme.</p> <p>The flats at lingfield court have garages which they are NOT using or are NOT being asked to use by management! The parking bays within the grounds do not support the number of flats when it comes to parking.</p> <p>Permits would maybe encourage people do the right thing and leave other residents with space to park I hope.</p>
24. Resident, Slingsby Close	<p>Before finally giving my support to the above I would appreciate further details on your proposed location of parking meters? Bearing in mind there are double yellow lines on one side of Slingsby Close and a turning area at the end and outside No.9.</p> <p>I do support the proposal.....</p>
25. Resident, Slingsby Close	<p>We supportRP2</p>
26. Resident, Woodville Drive	<p>I just want to say that we fully support the proposed KE Pembroke Park permit parking scheme. We live in Woodville Drive and over the last two years have noticed a steady increase in car parking on the road which occasionally hampers access to driveways and reduces the available width of the road. There have also been times where visitors to festivals/other activities in and around Portsmouth use Pembroke Park as a location to park vehicles for the entire weekend, making is challenging for residents to park their own vehicles.</p>
27. Resident, Woodville Drive	<p>I am in full support of the proposed residents parking at Pembroke Park. We are in desperate need of permit parking due to the continued problems we have with holidays makers, workers, Holiday Inn residents and students parking on the areas in question.</p>
28. Resident, Woodville Drive	<p>Hello I would like to express my support for the much needed,and overdue Pembroke Parkparking permits scheme/ parking zones. It is difficult and disappointing not to at times get parking at all in a large residential development like.ours.Particularly when my rife and I have no parking spaces within the block of apartment s we live in.This due to non residents who used it as free parking, and get away with it because we have no permit scheme.We would appreciate getting this done before the busy summer period ,which will avoid us and our relatives (some of who have walking disabilities having to pay.</p>
29. Resident, Woodville Drive	<p>I am writing to tell you I am very much in favour of implementing the Proposed KE Pembroke Parking Zone.</p> <p>I often find I cannot park anywhere near my home. I live in flats that do not have a garage or any parking.</p>

Support for proposals under TRO 35/2022

Also when my family or friends come there is no parking at all so park some way away and pay parking.

Because it is well known it is free many people park their vehicles and leave them for days or weeks. Often to go to the Isle of Wight although there is a Council Car park by the Hover. This must mean the Council misses out on much needed funds.

Plus it means sometimes having to park some way away and having to walk home after dark which I do not like.

So I really hope the Council agrees to a Parking Permit system in the KE area.

It seems sensible and would put a wrong right for the local Council Tax paying locals.

30. Resident, Woodville Drive

I fully support the proposed RPZ, could white lines be added where there are dropped kerbs, to deter any opportunists from parking where they shouldn't.

31. Resident, no address given

My wife and I support the above scheme!

Objections to proposals under TRO 35/2022

32. Resident, Blount Road

In Receipt of your information re the proposed parking zone within Pembroke Park and on which I make the following objections.

Firstly, there is no doubt that the council will have to reduce the number of spaces available and in the roads listed at the present time there is no problem with people and the way they park. This has protected the private parking of the two multi-storey blocks. What will happen, a good percentage, as in other areas will decide they pay enough to the council and won't pay for parking. This is where the big problem will arise, people will use the private parking area's,

I see the council are on the scheme of a sprat to catch a mackerel, cleverly not enlightened is the proviso for an increase very shortly after being installed.

To maintain my parking spot, I have already started leaving the car in its space and going everywhere by bus. It's working very well, I get exercise and can shop anywhere and costing me nothing to do so.

Finally I put it to you that this is a different situation, you have a mixed type of parking to include in your decision. Let's hope common sense prevails and the no problem situation survives..

33. Resident, Blount Road

I do not support the proposed parking scheme for Pembroke Park. I do not believe there is a major parking issue on the estate caused by visitors. The proposed regulated parking is highly likely to shift any current problems to private parking bays at Hartford House. The original survey did not show the majority of households support the scheme. Of 232 surveys issued, only 63 supported a scheme (27%).

Allowing PP residents access to permits to park in the zoned area just outside the estate gates should provide the necessary additional parking spaces without the need for a separate regulated scheme. I would consider this a suitable alternative to the current proposal.

Objections to proposals under TRO 35/2022

The proposed scheme is very likely to impact on the Hartford House private parking facilities. Restricted on-road parking will simply add PP problems to existing HH problems.

HH car parks already suffer from unauthorised parking. This includes aggressive behaviour towards residents who question drivers parked in HH spaces. Many HH residents are elderly. It's not acceptable to expect them to cope with unauthorised parking problems transferring from the public highway.

It's extremely frustrating to return home late at night and discover cars parked in resident bays.

I am not convinced most of the parking problems on PP are caused by visitors. On-street parking at the lower part of Blount Road appears to be extensively due to people that I believe live on the estate and have too many cars to park solely on driveways. Regulated parking will not change that. Giving PP residents access to parking permits in the zoned area just outside the estate would provide the necessary additional spaces without the need for a separate PP scheme. Parking spaces in the zoned area outside PP gates are often empty during the day.

The upper section of Blount Road is not overly busy during the day. Several of the residents in houses here are elderly, have just one car and park on the driveways. I am not aware of regular problems with parking during the day. There was a taxi company parking overnight last Summer. I'm now aware the taxis relate to a house further down Blount Rd. They would be able to apply for permits under the proposed scheme.

Sorry but I did not have time to reply to the earlier consultation. Grateful if you could consider the lack of general support from the earlier consultation and issues for HH before making a final decision. Please email me details of any public meetings to discuss the scheme.

Are you able to confirm how many objections were received to the Pembroke Park parking permit plans?

Do the council publish objections online in line with the normal process for planning applications? If so, when will they be available? I'm just keen to see what other issues have been raised.

34. Resident, Slingsby Close

We are opposed to the proposals

Reasons :

1. There was a parking problem in Slingsby Close but this was largely resolved by the extension of double yellow lines a few years ago (ensuring thoughtless drivers can no longer park on both sides of the road and block access).
2. Insofar as there is a current parking problem, it is mainly caused by residents of Lingfield Court and Blount Road parking in the surrounding streets - and this proposal will not address that at all (indeed, it will just 'legitimise' it).
3. Given the current cost of living crisis, having to pay an extra 'Tax' to park in our own street is an unnecessary additional burden.
4. Many of the residents in Pembroke Park are elderly and require visits by either professional carers or more informal friends and family. It will cost a fortune to pay for frequent (daily) visitor parking permits.

Objections to proposals under TRO 35/2022

5. This will only encourage the trend towards paving over front gardens and turning them into off-road parking areas, which has a detrimental environmental and visual impact.

I would also comment on the "KE" survey results published on your website :

1. Your letter of 25th March starts off by saying "I am writing to let you know that following the survey we undertook in December 2022, residents in Pembroke Park Area are in favour of considering a parking permit scheme". I'd just like to point out that this is factually incorrect. A total of 232 surveys were sent, and 63 were returned in favour. That makes only 27.2% in favour.
2. You could more accurately have started your letter with either "A majority of the people who replied were in favour" or "Nearly three quarters of the residents did not reply in favour of the proposals".
3. Of that small percentage who replied in favour, the overwhelming majority (45 out of 63, or 71.4%) are in Blount Rd.
4. There was a significant 'Against' vote in Woodville Drive whilst Chadderton Gardens/Slingsby Close were basically neutral (8 for, 5 against, 9 not returned).
5. Could I therefore suggest that, as only the residents of Blount Rd seem to think there's a problem (and even then, only around a third of properties) the scheme, if it is to go ahead at all, be limited to Blount Rd ?

35. Resident, Woodville Drive

I wish to state my opposition to the proposal.
I believe that any permit scheme is nor required or called for and should be abandoned now before any further unnecessary costs are made.

36. Resident, Woodville Drive

We have received notice that the council intend to proceed with the permit parking scheme after a survey was conducted. Having reviewed your survey results the place of most concern is the fact that the overall results are skewed against Woodville drive where over 62% of the residents are against the scheme. This is due to the fact that it will not be enforced on MOD property and will lead to residents that have parking permits for one vehicle parking their cars and campervans on MOD land where the parking will not be enforced. This may possible exacerbate problems on that side of the road especially as the MOD has now expanded its parking at the top of Woodville Drive. I would suggest that the scheme continues for the other roads where it is supported but not on Woodville Drive where conflicts between private and MOD residents may occur if it goes ahead.

37. Resident, Woodville Drive

I wish to object to the above scheme on the basis of discrimination and poorly analysed data by Portsmouth City Council.

Discrimination.

Based on the map you have supplied stating where the proposed scheme will be in place, the Woodville Drive car parks (MOD) have not been included. This will mean residents and commuters will use this area to avoid the charge. This will have an adverse affect on those who live in the properties in the immediate area, mostly MOD residents.

Poor Data Analysis

Based on the results survey, Portsmouth City Council has chosen to ignore the distinct differentiation between those surveyed in Woodville Drive compared to Blount Road.

Objections to proposals under TRO 35/2022

65% of residents of Woodville Drive who responded to this survey were against the proposal! In Blount Road there was a 75% for the proposal. The grouping of all roads in order to state “residents of Pembroke Park are in favour of considering a parking scheme” is an unfair reflection on the results of the survey.

Residents of Woodville Drive have been both ignored and discriminated against; especially those who reside in MOD property. I wish to the above complaint to be considered and responded to by a senior member of your team prior to this scheme being taken forward.

38. Resident, Woodville Drive

The proposed parking area in Woodville Drive does not include the cul-de-sac area at the end and garage area opposite the single story garages. This is not council land. By imposing the zone on part of Woodville Drive you will create displacement parking issues in these areas. This will simply move the parking problem and not resolve it. This proposal is unreasonable and disproportionate and impacts a large proportion of the residents on Woodville drive who will impacted by this parking zone. It either needs to include all of the parking spaces or not at all.

I am strongly against this proposal and would like to know what engagement you have made to include all parking areas?

39. Resident, Woodville Drive

I would like to give my feedback on the recent proposal on the permit parking in the Pembroke zone. I am still not in favour of introducing permit parking in this area especially in Woodville Drive. Your own survey showed that over 50% of residents in Woodville are against the scheme, as this is the only street in the zone that parallels MOD properties. As previously stated, introducing permit parking will only solve the parking issues on the council own side of the road and will transfer all the current parking issue on to the MOD side of the road. Why pay for a visitor pass or an additional car permit when you can park for free on the other side of the road? The MOD is not set up to deal with unauthorised parking and there are no way to stop non MOD personnel parking on their side of the road. This fact will be exploited by people trying to by pass the permit parking zone and lead to access issues and increase tensions in the Woodville Drive.

I believe that the parking zone should not go ahead until the council and the MOD have agree a way forward that safe guards both communities access to parking. The current scheme shows no understanding of the unique nature of this area, and will not solve the parking issues but move them on to the MOD community.

I am happy to discuss the above points if required, but I hope you can see that a simple parking permit zone is not the answer to solving the parking issue in the Pembroke.

40. Resident, Woodville Drive

As a resident of Woodville drive I have concerns regarding the practicalities of this being implemented on Woodville drive. I am afraid the map provided is not showing clearly enough how a permit scheme could be implemented on the road and without this it is impossible to fully understand how it's impact.

You will hopefully be aware that the majority of the public highway on your map of Woodville lacks the space to legally park a car without obstruction, it is also my understanding that one side of the highway is military owned and the other council. The main stretch of Woodville drive has cars parked on the pavement which I believe would

Objections to proposals under TRO 35/2022

be illegal on a public highway, however is the only way to park at the top of the street without blocking the road.

As the survey demonstrated the vast majority of Woodville residents objected to the idea of a permit for practical reasons. At present the military side of the estate is overwhelmed by cars from not only nonresidents but the vehicles of non military residents who choose to parking in military owned parking. As this unauthorised parking is not policed or managed we fear by asking non military residents of Pembroke park to purchase a permit will inevitably lead to an intensified issue. Why would they when they can avoid the cost by simply exploiting the free parking on the military side of the estate?

I welcome your response to reassure these matters have been considered and advise where the permit bays would be on Woodville. I feel any moves forward need to be done so in collaboration with the MOD land owners to avoid the current issues in Woodville being escalated rather than resolved by the implementation of this scheme.

41. Resident, Woodville Drive

I would like to object strongly to the proposed expansion of the KE parking area into Woodville Park. I would like to raise two points, firstly that there is no particular problem with non residents parking on the Pembroke Park Estate so this would be an unwanted restriction on parking. It is also probable that the scheme will push any non residents to park in the areas not covered by the scheme, creating parking congestion not currently experienced in the areas of the not administered by Portsmouth CC

Secondly that there is no enforcement of the residents only parking areas which means people outside the estate are more likely to park their without action being taken. This will result in greater parking congestion for military personnel and more administration required of military residence to personally enforce their parking spaces or areas.

In summary this is a scheme that will cause more problems than it solves and I wish to object to it as strongly as possible. Please contact me by email or telephone if you wish to discuss my concerns further.

42. Resident, Woodville Drive

Your survey undertaken in December 21st "Residents in Pembroke Park area in favour of considering Permit Parking Scheme" Only a small percentage of Pembroke Park residents attended this meeting. Residents experiencing parking problems are mainly in the Blount Rd area, there have always been problems there. I haven't seen any problems around my house and have spoken to people beyond (not including the service estate) who seem happy to remain in a private road.

I have noted quite a few strangers parking their cars or vans opposite Lingfield Court in Blount Road, that really is where the problem lies when we moved into our house we were given a copy of our lease which states that Woodville Drive would remain a private road for 125 years and I and many others agree with this.

Objections only to proposed restricted timings

43. Resident, Blount Road

I voted in favour of a residents zone.

I have the following to raise however:-

The proposal is for a 8am-8pm zone which,at 12 hours is an unprecedented length of time,by my knowledge,of other zones in Portsmouth.

Objections only to proposed restricted timings

This means that every daytime delivery /post/ service/carer vehicle is liable for a PCN without a residents visitors permit !

Surely a split 2 hour window,such as near Canoe Lake,would suffice?

Say :- 10-11am and 6-7pm would stop the all day possible IOW trippers parking that a lot of my neighbours are concerned about.

I have Carers visiting 3 times a day and family daily,I am 97,and under this proposal would need 4/5 daily permits,a massive extra cost,never mind the practicality of distributing them!

Please reconsider this excessive time window and put in place a split two hour window instead.

Unclear if support or objection to TRO 35/2022

44. Resident, Blount Road

Thank you for collating the results of our parking survey KE.

Your results prove that parking on Blount Road is a problem where people living in flats, are on numerous occasions forced to park in Victoria Avenue on payable parking meters. The main against vote is from Woodfield Drive where all houses have parking spaces in their own garden.

45. Resident, no address given

Can you please clarify 1. what restrictions there are regarding delivery vehicles parking for loading and offloading in an RPZ. 2. I see there is a weight limit of 3501 kg in respect of a residents permitdoes the same weight limit apply for a visitors permitfor example a tradesman's vehicle where work is being carried out in a residence within the RPZ

Appendix C:

<p>Action taken</p> <p><i>*Statutory Requirement</i></p>	<p>Date started</p> <p>Date completed</p>	<p>Completed</p> <p><i>(Signature required)</i></p>
<p>Proposed TRO published in local newspaper, The Portsmouth News*</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 25/03/2022</i></p>	
<p>Notices displayed on affected roads*</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 25/03/2022</i></p>	
<p>21-day consultation*</p>	<p><i>Started: 25/03/2022</i></p> <p><i>Completed: 15/04/2022</i></p>	
<p>Public notice for proposed TRO published on Portsmouth City Council's website</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 25/03/2022</i></p>	

(End of report)

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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:

Parking Service

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

TRO 35/2022 KE Pembroke Park proposed Residents' Parking Zone

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

- Existing
- New / proposed
- Changed

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

To make it easier for residents to find a parking space, and prevent long-term parking whereby non-residents leave their vehicles for long periods of time without moving them. To encourage people to think about how they travel to an area, when visiting, working or otherwise. To distribute the demand for

parking more fairly.

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?

The informal survey on parking in the area was carried out 22 November 2021 - 13 December 2021 (232 properties), within an area identified on the Residents' Parking Programme of Consultation as "KE". Informal survey, formal consultation and feedback from residents informed the proposal to develop the KE parking zone. Statutory consultation subsequently took place via TRO 35/2022 between 25 March - 15 April 2022. The outcome indicates that the majority of people who responded support the proposed controlled zone and full details are within the published report.

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 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?

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 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?

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 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?

The reason for proposing parking zones is the demand from residents. Residents can find themselves driving round nearby streets for some time trying to find parking spaces that are taken up (often for long periods of time) by vehicles used by people who do not live there. This can cause frustration and anger, and affect what people do and when, particularly being mindful of not being able to park if using their vehicles later into the evening. Some residents, such as shift workers, arriving home at times when others are already parked may have little choice but to park some distance away from home and walk back. Others may feel that parking illegally on double yellow lines, for example, is their only option. Therefore, parking zones may improve mental health and quality of life for some residents. by controlling who can park and making Those who need regular visits by carers are less likely to find visits are delayed by the carer trying to find somewhere to park. By making it easier for those who are entitled to park the amount of time vehicles spend circling looking for space can be reduced and this can improve air quality. Regarding healthy lifestyle choices, parking zones require people to pay for permits and this can encourage people to think about how they travel to an area, particularly for work. Understandably, people rarely think about the impact parking all day in residential areas may have until restrictions are proposed or implemented. They can be encouraged to consider alternative, potentially healthier, ways of getting to work that they may not have previously given thought to, such as getting a lift, car-sharing, walking, cycling, using public transport or a combination of these.

The success or otherwise of RPZs is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary.

A - Communities and safety	Yes	No
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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 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?

Not all work places and educational institutions are on public transport routes and for some residents car ownership is a necessity. The price of the permits to residents for the first car is kept low and is presently £30 a year for the first car. The requirement to have the vehicle registered to the resident at their address reduces the opportunity for those who wish to borrow a car from friends or

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

The success or otherwise of RPZs is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary.

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 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?

The proposed residents' parking zone aims to benefit residents by enabling a turnover of parking spaces, making it easier to find a parking space when they need one, by preventing lparking by non-residents 'blocking' spaces. The proposal may benefit those who report being uncomfortable with parking some distance from their homes and walking back (often in the dark) as availability of parking spaces should be improved. This concern is sometimes reported by young females and older people, but can include those within sexual orientation and gender reassignment groups. Parking restrictions such as double yellow lines on the corners of junctions aim to prevent vehicles blocking dropped kerb crossing points and parking across junctions,

improving visibility of pedestrians and approaching traffic.

Disabled residents and visitors would not be negatively impacted as blue badge holders are exempt from the restricted times and the parking zone may enable them to park closer to their destination (home, visiting friends, services, etc). With the Pembroke Park Zone the proposed restrictions apply 8am to 8pm which will mean that any visitors will need a permit and residents will have to pay for visitors parking. However residents who need regular care can obtain a "Carers Permit" and those involved in social care can obtain a city wide "Essential Users" permit.

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

The success or otherwise of RPZs is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary.

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 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?

The proposed residents' parking zone may encourage residents and others to reduce carbon emissions. Parking restrictions can encourage people to consider alternative ways of traveling to an area, other than by single-occupancy private car. The greater availability of space can reduce the time vehicles spend driving up and down roads looking for parking spaces within very congested areas. In order for the parking provision in the area to operate more effectively and for more people, compromises are needed. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and potentially improve air quality. Higher costs for the second and, if applicable, third Resident permit per household primarily aim to encourage residents to think about how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is effectively only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.

The restrictions prevent/deter non residents using free parking to commute to work or for visitors to park in residential areas to avoid parking charges. This restriction encourages them to use different methods of travel.

There is the possibility that greater availability of space encourages some to keep a car or use it more but these disbenefits are outweighed by the other benefits.

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

Introducing residents' parking zones may have a positive impact as described above, even though it is not their sole purpose. Whether or not carbon emissions are reduced within an area is likely to be due to a number of contributory factors and policies, and therefore identifying specifically how an RPZ has contributed is unlikely to be measurable.

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 Triston.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?

Finding parking space more easily and discouraging non residents from driving will reduce the pollutants produced by vehicles.

How are you going to measure/check the impact of your proposal?
We will monitor the availability of space as a greater availability of parking space in an RPZ indicates there are fewer vehicles parking in the area.

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 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?

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 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?

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 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?

As an alternative to the private car, local residents traveling independently from other parts of the city could make shared travel arrangements, use taxis and buses, as a number of visitors do from out of town. Restricting parking can encourage people to consider alternatives, as high volumes of people arriving by private car can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas, and waiting for spaces with engines idling. Residents have reported that vehicles are left over the long term by visitors and commuters to the Isle of Wight, an option for those drivers is to travel using public transport and this will have a positive impact upon air quality.

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

Introducing residents' parking zones may have a positive impact as described above, although it is not their sole purpose. However, in conjunction with other Transport policies, restricting parking and eligibility for permits may reduce motor vehicle traffic congestion by encouraging people to consider alternative ways of travelling to an area, and may encourage residents to consider how many vehicles are linked to their households (permit costs etc). Where properties hold an HMO licence for 3-8 individual rooms, additional vehicles will be deterred from being brought into the area through the control of permits. This is not necessarily measurable.

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 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?

Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Restricting parking can encourage people to think about how they travel to an area, and the alternative options available.

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

Feedback from residents and other road users is used to inform any subsequent proposals. Whilst residents rarely agree fully with a permit scheme, sometimes improvements can be identified afterwards and new proposals put forward for consultation.

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 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?

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 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?

There are no significant impacts

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

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 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?

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 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?

Q8 - Who was involved in the Integrated impact assessment?

Alison Lawlor - Operational Transport Planner

This IIA has been approved by: Kevin McKee - Parking Team Manager

Contact number:

Date:

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Agenda Item 4



Title of meeting:	Traffic and Transportation Decision meeting
Date of meeting:	5 th July 2022
Subject:	Proposed Portsmouth Bike Share Rental Scheme
Report by:	Tristan Samuels - Director of Regeneration
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of Report

Following the update on Solent Future Transport Zone provided at Traffic and Transportation Cabinet Meeting in October 2020, this report provides further information to enable Portsmouth City Council to progress to launch a bike share rental scheme in summer 2022, funded through the Solent Future Transport Zone (FTZ).

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

2.1 Notes the progress made in developing a bike share rental scheme;

2.2 Approves Portsmouth City Council launching a bike share rental scheme this summer 2022, operated by Beryl, as Portsmouth's sole bike share rental operator for the contract's initial term until 30th June 2024, pursuant to a call-off contract under the Framework Agreement for the Provision of Shared Bike Rental and Associated Micromobility Services - Solent Region.

3. Background

- 3.1 The aims of a bike share rental scheme align with Portsmouth's transport strategy (LTP4), which includes the strategic objectives of "*Prioritise walking and cycling*" and "*Deliver cleaner air*".
- 3.2 The "*Deliver cleaner air*" strategic objective specifically includes a policy to "*Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes*", and states that micromobility can provide an affordable, convenient, low-energy alternative to the private car and perform a particularly useful role in the first or last mile of a journey.
- 3.3 Bike share will support these objectives and contribute towards Portsmouth City Council's Air Quality Local Plan to meet compliance with legal limits for nitrogen dioxide in the shortest possible time in the city.
- 3.4 Portsmouth's Local Cycling and Walking Infrastructure Plan (LCWIP) that was adopted in February 2022 is also well-aligned with the proposed bike share scheme, as the LCWIP aims to ensure that new infrastructure for cycling will be accessible to everyone, including residents, people who work in the city, visitors and businesses. The mixed fleet of pedal bikes and e-bikes that will be made available for hire throughout the city will facilitate cycling for everyone, for all kinds of travel needs.
- 3.5 Portsmouth is the most densely populated city in the UK outside of London, with approximately 212,000 residents living in an area of 40 sq km. This, coupled with the fact that the city has high visitor numbers, can lead to significant potential for congestion within the city. Inactivity and obesity are also an issue within the city with an estimated 64.4% of adults (aged 18+) in Portsmouth being overweight or obese in 2017-2018.
- 3.6 Portsmouth is well suited to cycling due to its compact nature, its flat topography and its extensive 20mph road network. Increasing the number of people cycling in the city will increase a modal shift to more sustainable forms of transport, reducing the reliance on motorised vehicles which will help to tackle both these issues along with improving air quality, tackling the Climate Emergency, and improving local residents' physical and mental well-being.
- 3.7 Bike share is becoming increasingly common across the UK, with established schemes such as the Santander Cycle Hire service in London with over 16,000 bikes available across the city, and the recently launched Bee Network Cycle Hire service in Manchester. The proliferation of schemes is supported by guidance and accreditation issued by industry groups such as [CoMoUK](#).
- 3.8 The Solent bike share scheme will provide Portsmouth's residents and visitors with an affordable, reliable, efficient, and environmentally friendly transport option that enables healthy lifestyles.

Background to Solent Transport's Future Transport Zone

- 3.9 In March 2020, Solent Transport (a partnership of Portsmouth, Hampshire, Southampton and Isle of Wight Councils) was awarded £28.8m of funding from the Department for Transport's (DfT) Future Transport Zones (FTZ) programme to implement a programme of trials of innovative approaches to transport across the Solent area, from 2020/21 to 2023/24.
- 3.10 The FTZ programme is split into two key areas: Theme 1: Personal Mobility and Theme 2: Sustainable Urban Logistics. Within FTZ Theme 1, Solent Transport was awarded £2.3m to deliver a bike share scheme which deploys bikes for use by the general public on a rental basis.
- 3.11 Solent Transport is well positioned to deliver a successful bike share scheme in the Solent region, having launched and managed rental e-scooters trials in Southampton, Portsmouth, and the Isle of Wight, with anticipated similarities in management and delivery requirements.
- 3.12 The rental e-scooter trial can be looked at as an approximate indicator of the level of modal shift away from car journeys that bike share might be expected to deliver. The latest survey carried out regarding the Portsmouth rental e-scooter trial by Portsmouth City Council (January 2022) found that 60% of rental e-scooter trips replaced private car (37%) and taxi (23%) trips. Portsmouth would hope to see a similarly significant level of uptake in the bike share scheme and relative decrease in private motor vehicle miles travelled.
- 3.13 Bike share also supports the wider FTZ Theme 1 project, Mobility-as-a-Service (MaaS). This project aims to integrate public and shared transport modes in the Solent region into a single mobile app (named "Breeze") where journeys can be planned, and tickets booked. Breeze is also expected to launch this summer.

Bike Share Aims

- 3.14 The primary aim of the project is to deliver a bike share rental scheme in the Solent region which initially focuses on Portsmouth, Southampton and the Isle of Wight with a view to later expanding into the wider Solent region.
- 3.15 Aims of Solent Bike Share are:
- Encourage more people to cycle by improving access to bikes, helping to improve health and wellbeing.
 - Provide an equitable, affordable alternative to short distance car travel.
 - Contribute to reduced congestion and improved air quality.
 - Promote multimodal travel, aligning with Future Transport Zone objectives and other initiatives.
 - Encourage people to purchase their own bike, after trying the bikes in the bike share rental scheme.

3.16 Objectives of Solent Bike Share are:

- Maximise operational efficiency.
- Minimise vandalism, misuse, and parking clutter.
- Ensure long term financial sustainability.
- Ability to expand the scheme to cover the entire Portsmouth and Southampton urban areas and other parts of Solent area.
- An accessible and equitable service.
- Collect data to allow evaluation of the service performance.

4. **Appointment of Bike Share Provider**

4.1 A comprehensive procurement process to identify an operator concluded in May 2022, with the company Beryl the preferred supplier for Portsmouth's bike share scheme.

4.2 This followed on from soft market testing undertaken by Solent Transport from mid-2020 onwards to identify the names of bike share operators that could be suitable providers. In addition, the testing highlighted the following:

- The concept of bike share in the region is sound.
- Similar schemes operate in the UK and internationally.
- A variety of commercial and operational models exist, especially around the input of capital and the sharing of revenue, but also the specificity of Service Level Agreements.
- Supply chain issues were constraining many operators' lead times, with deliveries taking between 12 weeks and 12 months.

4.3 A feasibility study for Portsmouth and Southampton was carried out by Steer, an independent transport consultancy, on behalf of Solent Transport. The study considered options for a potential cycle hire scheme, including fleet size, hub locations and financial model. The report corroborated the expected high demand for a scheme of this nature and was used to inform the tender.

4.4 Due to a lack of evidence in the UK, the report was unable to quantify the impact of a shared e-scooter scheme on demand for bike share and vice versa. However, Beryl successfully operates mixed pedal bike, e-bike and e-scooter schemes in both Norwich and Bournemouth, and there is emerging evidence that offering a mix of bikes and e-scooters can appeal to a wider demographic of users, expanding a city's micromobility user base.

4.5 The procurement was run by Portsmouth City Council on behalf of Solent Transport, and in accordance with the Open Procedure with the aim of establishing Lot 1 of this framework - a multi-supplier Lot for the provision of bike share schemes and additional micromobility for Central Southern

England. As stated in the Invitation to Tender, it was envisaged that up to four suppliers would be appointed, with the highest ranked bidder awarded call-off contracts to deliver bike share schemes in Portsmouth and Southampton.

- 4.6 The bike share tender was split into two lots, Lot 1 for Southampton and Portsmouth (£1.7 million) and Lot 2 for the Isle of Wight (£0.3 million). [Beryl](#) was successful in winning both lots and will thus deliver bike share schemes across the region.

5. Bike Specifications, Operations, Parking, and Rider Behaviour

- 5.1 The scheme will be accessible to all residents and visitors in Portsmouth, Southampton, and the Isle of Wight. It will offer a mix of pedal bikes and e-bikes, plus a limited number of cargo bikes at key locations, and it will be launched within the three local authorities' administrative boundaries.
- 5.2 Portsmouth's scheme will comprise of a physically docked parking solution.
- 5.3 The initial contract term will be until 30th June 2024, with the option for the participating councils to extend for eight years if the scheme proves successful.
- 5.4 Beryl's proposed pedal bike and e-bike to be used in Portsmouth offer a number of technologically advanced features, including:
- Inclusive design to better fit a wide range of cyclists (4'11"-6'5").
 - Lights, mudguards, safety reflectors, and heavy-duty kickstand.
 - Large front basket with carrying capacity of 10kg.
 - Simple Near Field Communication ("NFC") powered smart phone unlock.
 - Dual Power Source provided by a hub dynamo & solar panel.
 - Internal machined drum brakes for safe and reliable braking on all terrain.
 - Tektro bell integrated with brake lever.
 - Three speed Sturmey Archer gearing system.
 - Pneumatic tyres with special urban puncture resistant tyres.
 - Rear wheel lock-to-lock.
 - Individually identifiable asset number on the bike frame.
 - Beryl smart unit with Bluetooth, GSM and GNSS (GPS); accelerometer, light sensor and temperature sensor.
 - E-bike: Swappable (36V, 14AH, 504Wh) battery with 70km range which enables batteries to be swapped 'in the field' by Beryl operatives.
 - E-bike: Rear rack with carrying capacity for practical applications.
 - E-bike: Mid-mount Brose motor drive using Beryl's 'safe start' technology.
- 5.5 Beryl's e-bike meets the requirements of the ISO 4210:2014 standards for bikes and BS EN15194:2017 for electric pedal assist bikes. Both its e-bike and pedal bike also meet relevant UK safety standards, including Pedal Bike (Safety) Regulations 2010.

5.6 Beryl proposes a smaller scale initial launch phase from July 2022, with the full scheme becoming live in April 2023 and operating until the end of the contract.

Portsmouth launch phases	Pedal bikes	E-bikes	Docking stations
Initial launch (July 2022)	100	100	38
Full scheme (April 2023)	250	450	90

5.7 Beryl has arranged to procure a local Portsmouth based contractor, GC Bike Repair, to fulfil part of the operational aspect of the scheme, including battery swapping and vehicle redistribution which will create four local jobs. To deliver the Portsmouth and Southampton schemes, Beryl will also purchase warehouse space, recruit its own Solent Contract Manager, and recruit a local operations team which will create 13 new jobs across Portsmouth and Southampton. This team will include warehouse-based mechanics and field operatives (FO) rebalancing the bikes, swapping batteries and dealing with onsite technical issues. Beryl is committed to employing locally for these roles.

5.8 The scheme in Portsmouth will be fully docked, with physical docking stations located in tightly-geofenced mandatory parking zones. Bike share users are required to leave the bike in a designated parking rack at the end of their ride. This is monitored through geofencing technology. To ensure street clutter prevention, Beryl aims to adopt the following measures:

- Provide 1.5 docking points for every Beryl bike to ensure sufficient available parking spaces at docking stations.
- Provide a dense network of docking stations that ultimately ensures 92% of people in the service area live within a 5-minute walk of a docking station.
- Enforce user compliance through Beryl's "out-of-bay" fee, an additional £5 fee that users must pay if they do not park the bike in a docking station.

5.9 The proposed measures are expected to ensure high levels of compliance. The requirement to be fully docked has been shown to be highly effective for Portsmouth's e-scooter trial, operated by Voi, when compared with Voi's other UK markets. Encouragingly, Beryl has achieved similarly high parking compliance (96%) on the Isle of Wight, even though that scheme does not require physical racks and relies primarily on geofencing enforcement.

5.10 Beryl e-bikes and pedal bikes, and the project approach, have a range of features to ensure their safe use, including but not limited to:

- Professional indemnity, public and product liability insurance in place by Beryl for this scheme.
- Partnership with Bikeability to provide training and education.
- The provision of free helmets at safety events and incentives to encourage helmet use such as offers and discounts.
- In-app messages including notifications to remind users to wear a helmet every time they start a ride and other safety messages.
- Continued review of the scheme to ensure new risks and safety concerns can be addressed.

- Regular engagement with impacted groups and disability roundtable events.
- Direct engagement with Portsmouth Association for the Blind and Portsmouth City Council Sensory Impairment and Deaf Services Team.
- Beryl has also committed to working with Portsmouth City Council's Comms Team to regularly promote safe riding via social media.

5.11 Beryl employs a range of tools to tackle anti-social behaviour and misuse of bikes. In addition to the measures referenced above, below are examples of some of the key approaches that will be undertaken:

- GPS ensures riders can be identified to enforce against inappropriate riding.
- Regular meetings held between Portsmouth City Council, Hampshire Constabulary and Beryl, ensuring any issues are identified and collaboratively addressed.
- A team of field operatives addresses problems with abandoned/incorrectly parked bikes and misuse of vehicles.
- Strict reporting, fines and banning policy to discourage inappropriate riding; users are blocked from the service after their second misuse incident.
- Beryl control centre to respond to complaints and give customer support.

5.12 Beryl has committed to monitoring the level of bike share travel within the city. Working with the council, it will collect and share quantitative and qualitative data regarding the effects of the scheme. A large volume of data will be generated by this scheme, which will inform future transport schemes in Portsmouth, support monitoring and evaluation for the Solent Future Transport Zone and help inform the DfT for future transport funding.

5.13 Portsmouth City Council will work with Solent Transport and Beryl to deliver a clear, targeted, Portsmouth-specific marketing and communications plan aimed towards relevant audiences specific to Portsmouth.

5.14 Solent Transport will work Beryl to finalise details of its promotion of Breeze, the new MaaS app expected to launch this summer, as detailed in 3.12.

5.15 Beryl's has distinct phases of its proposed marketing plan as follows:

- **Pre-Launch:** Creating buzz and engage the community - launch a service that residents feel ownership of while forging long-term relationships in the community which will focus on outreach and awareness.
 - **Media Launch:** Beryl, Solent Transport and Portsmouth City Council to regularly provide positive data to the press. Beryl will engage local media to cover the launch event with local stakeholders, local cycling advocacy groups and political leaders.
 - **Public Launch:** Jointly identify high traffic locations across the service area. The GC Bike Hire team in Portsmouth will engage the public to highlight the joint-led service and celebrate with partners. Beryl will also work with local influencers/cycling ambassadors to feature the new service, capturing those early adopters.
- Post Launch:** Promote and embed the service: marketing activity will raise

awareness, drive ridership, and promote key rider safety and responsible use. Beryl will utilise its own assets, tools and mechanisms to support existing initiatives and work with Portsmouth City Council to run campaigns at regular intervals throughout the year. Sustained, seasonal targeted campaigns are key to promoting the scheme. The Beryl marcomms team has planned a calendar of activity and multi-channel campaigns, using tactics to drive modal shift and raise awareness of the scheme.

- 5.16 Stakeholder engagement has been undertaken and will continue. This includes both Solent-wide FTZ sessions and ongoing Portsmouth City Council led sessions with University of Portsmouth and Hampshire Constabulary, more detail is provided in section 7.

6. Reasons for Recommendations

- 6.1 The introduction of a bike share rental scheme in Portsmouth will fulfil the bike share element of Solent Transport's successful October 2019 bid to the DfT, which cited one bikeshare model that suggested the Solent area has high potential for bikeshare, with Portsmouth ranking third most likely to support successful bikeshare out of the 380 local authorities (excluding London) in the UK. The proposal stated that Portsmouth's flat topography, demographics (large student population) and economics (many visitors / tourists) further build the business case for bike share in the city.
- 6.2 The Solent Transport proposal noted that while private sector experiments could be forthcoming due to the apparent market potential in Portsmouth, drawbacks of launching a bike share scheme without government support might include the following (note that these concerns are as valid now as was the case in 2019):
- Increased theft and vandalism, undermining the viability of the operation
 - Cherry-picking the most profitable areas without consideration of the wider benefits that bikeshare can provide
 - Undermining the MaaS project, with a significant travel option not available
- 6.3 The Bike Share scheme will contribute to Portsmouth City Councils Air Quality Local Plan to meet compliance with legal limits for nitrogen dioxide in the shortest possible time in the city. It aligns with Portsmouth's Transport strategy, specifically the relevant strategic objectives of Prioritise walking and cycling and Deliver cleaner air, which specifically includes Policy C: Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes.

7. Integrated impact Assessment and Equality Impact Assessment

- 7.1 Solent Transport carried out strategic stakeholder engagement at a regional level prior to the procurement, holding virtual meetings with representatives including from the following organisations in addition to the relevant local authorities:

- Community First
- EM3 LEP
- Hampshire & IOW Wildlife Trust
- Hampshire Constabulary
- Lakeside North Harbour Business Park Portsmouth
- University of Portsmouth
- Segensworth Business Forum & BID
- Stantec

7.2 A range of local stakeholders have been engaged with in the development of the Portsmouth scheme, and it is the intention to continue this engagement as the scheme progresses, particularly with the Police and Disability Groups.

7.3 An Integrated Impact Assessment (IIA) and an Equality Impact Assessment (EIA) were carried out in advance of the trial's commencement and include a list of local stakeholders that have already been engaged with. These documents, which are included with this report as Appendix A and B respectively, will remain as 'live' documents for the duration of the scheme and be updated accordingly.

8. Legal Implications

8.1 This procurement was run by Portsmouth City Council on behalf of Solent Transport in full accordance with the Open Procedure as prescribed by the Public Contracts Regulations 2015. No significant legal implications arise from the proposal for Portsmouth City Council to enter into the contract with Beryl to launch a city-wide bike share scheme between July 2022 – 30th June 2024.

8.2 The contract will incorporate the necessary mechanisms to monitor and ensure the scheme's performance during the initial period to June 2024, and to inform the decision as to whether to exercise an extension of the contract beyond that date.

8.3 As indicated in the body of this report, the City Council's contract with Beryl will be a call-off contract awarded under the Framework Agreement established by the Council on behalf of Solent Transport pursuant to the procurement process referred to.

8.4 Framework Agreements will be entered into with all applicants who were successful in that procurement process in being admitted to Lots 1 and/or 2 of the Framework.

9. Procurement Comments

9.1 The procurement process has been conducted in full compliance with the Public Contracts Regulations (2015), has been subject to the Council's Procurement Gateway Process and has been supported directly by the Council's

Procurement team with oversight from the Procurement manager.

- 9.2 A fully advertised procurement process was undertaken which had been informed by extensive pre-procurement soft market testing and peer review. Six bids were received from established market providers, three of which scored highly between a range of 80-90% providing comfort that effective competition has been achieved and best value can be demonstrated. The preferred bidder has put forward a proposal that meets all aspects of the Council's requirements and actually exceeds them in a number of areas. The evaluation scores have been subject to significant scrutiny by the Council's Procurement team who are confident in the result and supporting evidence base.
- 9.3 Following the completion of tender evaluation, identification of the preferred bidder and Gateway sign-off of the award recommendation, all tenderers have been informed of the result, have been provided with extensive debrief feedback and in accordance with procurement regulations a standstill period has been observed. The standstill period expired at 23:59 on Monday 6th June 2022 without any substantive challenges being received by any of the unsuccessful bidders meaning that the Council may now legally proceed to execution of contract with the preferred bidder.

10. Finance Comments

- 10.1 All Capital and running costs for the Portsmouth Bike Share Scheme will be met by Solent Transport, in accordance with the funding allocated to the scheme as part of the Future Transport Zone Grant, awarded by the Department of Transport. The remaining costs will be met by the Contractor.
- 10.2 The initial contract term of the contract is until 30th June 2024, with the option for participating councils to extend for eight more years should the scheme prove successful. A financial appraisal will be taken after the initial contract period, to assess the implications to the Council's budget by extending the contract term.
- 10.3 A revenue share clause is built into the contract so it is envisaged that the service will at least support itself with the possibility of some revenue coming back to the Council. Until the trial has operated the exact amount of this, if any, is as yet unknown.
- 10.4 At the end of the trial all costs of demobilising the contract will be met by the Contractor.

.....
Signed by:

Appendices:

Appendix A	Integrated Impact Assessment
Appendix B	Equality Impact Assessment

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
Transport Recovery Plan	https://democracy.portsmouth.gov.uk/ieDecisionDetails.aspx?AllId=13236
Local Authority Health Profile 2019	E06000044 (phe.org.uk)
Santander Cycle Hire	https://tfl.gov.uk/modes/cycling/santander-cycles
Bee Network Cycle Hire	https://activetravel.tfgm.com/bee-network-cycle-hire/
CoMoUK	https://como.org.uk/shared-mobility/shared-bikes/what/
Portsmouth transport strategy (LTP4)	Local Transport Plan 4 (LTP4) - Portsmouth City Council
Portsmouth Air Quality Strategy (2017-2027)	env-air-quality-strategy.pdf (portsmouth.gov.uk)
Solent Future Transport Zone bid	https://www.solent-transport.com/wp-content/uploads/2021/04/future-mobility-zones-fund-application-form-final-proposal_30_09_19_FINAL_redacted.pdf
Solent Transport Joint Committee papers	https://iow.moderngov.co.uk/ieListDocuments.aspx?CIId=255&MIId=554&Ver=4
Solent Future Transport Zone report to Cabinet Member of Traffic and Transportation - October 2020	TT 29 Oct 20 - Solent Future Transport Zone report.pdf (portsmouth.gov.uk)

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

.....
 Signed by:

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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 Region Bike Share Scheme (Future Transport Zone), 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) has been awarded £2.4m to deliver a bike share project within the £28m Future Transport Zone Programme, funded by the Department for Transport (DfT). Solent Bike Share will deploy bikes for use by the general public on a rental basis. The scheme helps the delivery of local transport plans and will

assist with the long term COVID-19 recovery.

The scheme will be publicly accessible to all residents and visitors in Portsmouth, Southampton and the Isle of Wight. It will offer a mix of pedal bikes and e-bikes, plus a limited number of cargo bikes at key locations, and will initially be launched in the three LTA areas' administrative boundaries. The Portsmouth scheme will comprise of an entirely physically docked parking solution at launch.

Solent Transport is well placed to deliver a Bike Share service in the region, with team members already experienced in deploying e-scooters in Southampton and Portsmouth and links across each local authority established to facilitate delivery of a consistent service across the wider Solent region.

The aims of the scheme are to:

- Encourage more people to cycle by improving access to more bikes.
- Provide an equitable, affordable alternative to short distance car travel.
- Contribute to reduced congestion and improved air quality.
- Promote multimodal travel, aligning with Future Transport Zone objectives and other initiatives.
- Provide the ability to expand the scheme to cover the entire Portsmouth and Southampton urban areas (and other parts of Solent area).
- Encourage people to purchase their own bike, after trying the bikes in the bike share rental scheme.

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?

Solent Transport has liaised with following organisations in online meetings on behalf of PCC:

- Community First
- EM3 LEP
- Hampshire & IOW Wildlife Trust
- Hampshire Constabulary
- Lakeside North Harbour Business Park
- University of Portsmouth
- Segensworth Business Forum / BID
- PCC's Visually Impaired Action Group (VIAG)

Stakeholder engagement with these groups and others, as detailed in the EIA, will continue through project delivery and will help inform the approach to the scheme's operational challenges along with rider education. The council will encourage feedback to help improve the scheme, and consultation will be carried out on every site proposed for a new bike share docking station, which could lead to relocations informed by equality considerations and help obtain more general feedback to improve the scheme.

As of June 2022, the Portsmouth e-scooter trial demonstrated the measures implemented to date have been largely and increasingly successful at mitigating the scheme's challenges. Considering the numerous linkages and crossovers between e-scooters and Bike Share, this adds confidence that Bike Share will be successful in mitigating these challenges.

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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 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?

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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 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?

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 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?

Bike Share will encourage increased levels of active travel amongst Portsmouth residents and visitors which improves physical and mental health (through increased physical activity). It will also enable cleaner air through mode shift from private car journeys, which will improve public health and reduce pollution related deaths in the city. Furthermore, it will aid accessibility to open spaces in Portsmouth which will encourage healthy lifestyle choices and improve quality of life.

Bike Share will also provide access to essential services and facilities such as hospitals, retail, universities, public transport routes and council offices. This will enable 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, whilst reducing social isolation. The scheme will 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, will monitor the level of Bike Share travel within the city. This will be gathered from data sourced directly from the bikes' SMART unit as well as through regular user perception surveys.

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 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?

Bike Share will allow residents (especially those on low incomes) improved access to services, facilities and social networks by offering rental e-bikes and pedal bikes. In doing so this promotes social inclusion whilst providing greater freedom to access employment, shops, services, and to visit family and friends. The chosen operator has a number of offers and initiatives that help to include lower-income residents and combat poverty including:

- Operator will offer e-bikes and pedal bikes, with cheaper tariffs for the latter to improve affordability compared to other modes.
- Operator offers a cash-based payment system for users which do not have a or bank account and a 'unlock via SMS' system for users without a smartphone.
- Operator is able to offer discount schemes for NHS employees, students and jobseekers, and have done this across a number of the schemes.
- Parking will be deployed in areas of deprivation (according to Index of Deprivation) .

• The service will be integrated with the Mobility as a Service app which will provide alternative way of route planning and paying for Bike Share use. This will promote the various travel options available to all residents and visitors.

~~How are you going to measure/check the impact of your proposal?~~
The scheme will be monitored ensure the committed discount schemes are rolled out, that parking is deployed in areas of deprivation, and that the scheme is integrated into the MaaS app. The operator is also committed to collecting quantitative and qualitative which will measure the number of cash-based payments and 'unlock via SMS' customers.

A - Communities and safety	Yes	No
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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 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?

Age (older people and children), disability (particularly mobility and sight), pregnancy and maternity are the specific protected characteristics that can be negatively impacted by a bike share rental scheme, through being more vulnerable when sharing paths with the scheme's e-bikes and pedal bikes, through reduced awareness of their presence and/or ability to move and allow them to pass as required. Further details regarding these impacts and the proposed mitigation measures can be found in the EIA.

How are you going to measure/check the impact of your proposal?
The scheme will be run for an initial two year period. Throughout this period the Full EIA will be continuously updated with information/data that has been collected and actions taken to mitigate any negative impacts.

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 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?

The e-bikes and pedal bikes in the scheme are more sustainable and less polluting than the private car. The mode shift away from private car journeys that the scheme generates will reduce combustion engine vehicle trips which will reduce emissions of greenhouse gas, helping to combat global warming. This scheme provides an alternative mode of transport to the private car, allowing residents to travel for a low cost around the city. Furthermore, the operator is committed to all vehicles used in the scheme for distribution and collection activities being zero emission vehicles.

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

The operator will collect quantitative and qualitative data over the course of the scheme's initial two year period to measure the impacts of the scheme in terms of Bike Share usage and modal shift. This will be gathered from data sourced directly from the bikes' SMART unit as well as through regular user perception surveys.

The current Solent e-scooter trial can be looked at as an indication of the level of modal shift that might be expected. The latest survey carried out regarding the Portsmouth trial by Portsmouth City Council (January 2022) found that 60% of rental e-scooter trips replaced car (37%) and taxi (23%) trips, compared to 56% reported during the previous survey (August 2021). Portsmouth would hope to see a similarly proportionate level of uptake in the Bike Share scheme and relative decrease in private vehicle miles.

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 Triston.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?

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 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?

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 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?

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 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?

The e-bikes and pedal bikes in the scheme are more sustainable and less polluting than the private car. This will reduce emissions of particulate matter, NOx and other pollutants due to reducing combustion engine vehicle trips.

In terms of policy context, the aims of Bike Share aligns with PCC's new Local Transport Plan 4. This includes the relevant strategic objectives of 'Delivering cleaner air', which specifically includes 'Policy C: Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes' and 'Prioritise walking and cycling'. Bike Share will support these objectives whilst contributing towards to the Air Quality Local Plan and the Strategic Objective of Deliver Cleaner Air in the Portsmouth Transport Strategy.

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. Throughout the initial two years of the scheme, the operator will undertake quantitative and qualitative surveys that will help better understand the impact on modal shift. This will be gathered from data sourced directly from the bikes' SMART unit as well as through regular user perception surveys.

The operator is also committed to working with Portsmouth and Southampton Universities in relation to the Bike Share scheme. It is already engaged with Portsmouth, Winchester and Southampton Universities. Working with Portsmouth and Winchester Universities, its area of collaboration is associated with the low carbon economy and stimulating demand and behaviour change toward sustainable transport. Its work with Southampton University is focusing on the problem statements relating to the operational efficiency of delivering shared micromobility and its adjacent use of street space in micro-urban logistics.

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 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 will provide an additional transport option for residents, workers and visitors to Portsmouth through the availability of both e-bike and pedal bike hire. It is anticipated that the scheme will increase the proportion of journeys made by sustainable transport in the city, but the data collected within the scheme will enable this to be assessed. The operator has a number of measures and initiatives in place to mitigate the impact on highway safety and there will be collaborative working between the council, the operator and the Police on such matters during the trial.

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.

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 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?

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 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?

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 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?

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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 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 operator has arranged to procure a local Portsmouth based contractor, GC Bike Repair, to fulfill part of the operational aspect of the scheme, including battery swapping and vehicle redistribution which will create four local jobs. The operator will also purchase warehouse space and recruit its own local operations team which will create 13 new jobs across Portsmouth and Southampton. This team will include warehouse based mechanics and field operatives rebalancing the bikes, swapping batteries and dealing with on site technical issues. The scheme operator is committed to employing locally for these roles.

Additionally, Bike Share offers an alternative public transport service that could open access up to jobs that otherwise people would be unable to reach. The scheme will be available at times other public transport services could be unavailable or running less frequent services. Bike Share could also support access to other services such as healthcare, education and leisure facilities.

Micromobility is a new industry, meaning supporting this scheme will generate and provide work for jobs for operator ambassadors, contractors in implementing the infrastructure, local warehouse operatives and others involved in the supply, maintenance and management of the scheme.

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

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

Q8 - Who was involved in the Integrated impact assessment?

Brock Rogers
Gareth James

This IIA has been approved by: Hayley Chivers

Contact number:

Date:

27.06.2022

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Equality Impact Assessment

Full assessment form 2018

www.portsmouthccg.nhs.uk

www.portsmouth.gov.uk

Directorate:

Regeneration

Service, function:

Transport Planning

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

Solent Region Bike Share Rental Scheme (Future Transport Zone), 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:

Brock Rogers
Gareth James

Introductory information (Optional)

Solent Transport (a partnership of Portsmouth, Hampshire, Southampton and Isle of Wight Councils) has been awarded £2.4m to deliver a bike share project within the £28m Future Transport Zone Programme, funded by the Department for Transport (DfT). Solent Bike Share will deploy bikes for use by the general public on a rental basis. The scheme helps the delivery of local transport plans and will assist with the long term COVID-19 recovery.

The scheme will be publicly accessible to all residents and visitors in Southampton, Portsmouth and the Isle of Wight. It will offer a mix of pedal bikes and e-bikes, plus a limited number of cargo bikes at key locations, and will initially be launched in the three LTA areas' administrative boundaries. The Portsmouth scheme will comprise of an entirely physically docked parking solution.

Step 1 - Make sure you have clear aims and objectives

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

Solent Transport is well placed to deliver a Bike Share rental service in the region, with team members already experienced in deploying rental e-scooters in Southampton and Portsmouth and links across each local authority established to facilitate delivery of a consistent service across the wider Solent region.

The primary aim of the project is to deliver a bike share rental scheme in the Solent region which initially focuses on Southampton, Portsmouth and the Isle of Wight with a view to later expanding into the wider Solent region. The scheme also aims to:

- Encourage more people to cycle by improving access to more bikes.
- Provide an equitable, affordable alternative to short distance car travel.
- Contribute to reduced congestion and improved air quality.
- Promote multimodal travel, aligning with Future Transport Zone objectives and other initiatives.
- Provide the ability to expand the scheme to cover the entire Portsmouth and Southampton urban areas (and other parts of Solent area).
- Encourage people to purchase their own bike, after trying the bikes in the bike share rental scheme.

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

Bike Share will be publicly accessible and, therefore, the bikes need to be parked on public space. Docking stations will mostly be placed on a mixture of footway and carriageway space. This creates a risk of conflict with pedestrians and road users. This risk is increased for visually impaired or other disability groups who may find the additional street furniture more challenging to navigate. This risk was similarly experienced in the e-scooter rental trial and was overcome by consistent consideration of and communication with local disability groups and other stakeholders by the e-scooter operators and LTAs.

Bike Share will benefit Portsmouth residents and visitors in the following ways:

Air quality

- Reduced emissions of particulate matter, NOx and other pollutants due to reducing combustion engine vehicle trips.
- Supports PCC's Clean Air Strategy and Local Air Quality Plan.

Greenhouse Gas Emissions:

- Reducing combustion engine vehicle trips will reduce emissions of greenhouse gas.

Public Health and Active Travel:

- Encouraging alternatives to private vehicle use for short journeys. Bike Share will provide an active travel option which will likely be combined with other modes (e.g. walking, public transport), providing a 'last mile' option. The mix of pedal bikes and e-bikes will lead to the scheme being well-used by a wider demographic, for example by enabling older cyclists to use e-bikes for more challenging trips, thereby increasing their physical, mental, and cognitive well-being.
- Reduced pollution will improve air quality and reduce pollution related deaths in the city.
- Access to green and leisure spaces.

Economic:

- Bike Share offers an alternative public transport service that could open access up to jobs that otherwise people would be unable to reach. The scheme is also likely to be available at times other public transport services could be less available.
- Bike Share can support access to other services such as healthcare, education and leisure facilities.
- Micromobility is a new industry, meaning supporting this scheme will generate and provide work for local jobs for operator ambassadors, contractors in implementing the infrastructure, warehouse operatives and others involved in the supply, maintenance and management of the scheme.

Safety:

- Bike Share offers an alternative public transport option that can help people travel through areas they may otherwise feel more vulnerable, particularly women traveling alone after daylight hours.
- Bike Share can lead to increased safety for cyclists on the road, through the "safety in numbers" effect (e.g., by making cyclists more visible to motorists), by leading to increased support for the council's proposed cycling infrastructure investments, and by reducing the number of journeys made by car.

Data, Information and Evaluation:

- A large volume of data will be generated by this scheme which will inform future transport schemes in Portsmouth. It will also support monitoring and evaluation for the Solent Future Transport Zone which will help inform the DfT for future transport funding.
- The scheme will be continually reviewed and improved meaning Bike Share provision in Portsmouth will be continually improved, risks reduced, and effectiveness maximised.

What outcomes do you want to achieve?

Introduction of an attractive, safe, equitable Bike Share Scheme which proves commercially and operationally sustainable, and which leads to an increased level of cycling in Portsmouth.

What barriers are there to achieving these outcomes?

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

Non-user behaviour such as vandalism can impact the attractiveness and commercial sustainability of the scheme and would need to be addressed.

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.

The most relevant local data for informing Bike Share, particularly as regards equalities impacts, is that which has been gathered by the council's Market Research team and its e-scooter operator (Voi) throughout the course of the e-scooter trial. The most recent PCC survey can be accessed here: <https://yourcityyoursay.portsmouth.gov.uk/e-scooter-rental-trial-opinion-survey-wave-three-findings/>

Using your existing data, what does it tell you?

Bikes are a more established feature of the urban realm and haven't generally caused the same level of concern among disability groups as e-scooters, with the exception of the "free-floating" bike share model that emerged in the 2010s but which has dwindled in popularity due to the problems it caused. Nonetheless, insights gathered during the e-scooter trial, through resident surveys and GPS data etc., has been invaluable in developing the Bike Share scheme and will be equally important in measuring its success and impacts. Most of the concerns raised, such as pavement clutter or irresponsible riding, are much the same for both micromobility modes and affect the same protected characteristic groups.

In terms of the user base, it will be important to monitor the scheme's take-up among those on lower incomes and in more deprived areas of the city, and take appropriate action to tackle any inequity that is identified through this analysis. Additionally, women are less likely to become customers of the scheme than men, so it will be important to monitor this and take all possible measures to promote a more gender-balanced user base.

Step 3 - Now you need to consult!

Who have you consulted with?

Solent Transport has liaised with following organisations on behalf of PCC:

- Community First
- EM3 LEP
- Hampshire & IOW Wildlife Trust
- Hampshire Constabulary
- Lakeside North Harbour Business Park
- University of Portsmouth
- Segensworth Business Forum / BID
- PCC's Visually Impaired Action Group (VIAG)

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

Local bus / rail operators
Local taxi trade
Local walking and cycling interest groups
Hampshire Fire Service
Hospitals - Queen Alexandra / St Mary's / St James's
MAKE Aldingbourne enterprise
Enable Ability
Toucan Diversity

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

The majority of stakeholder engagement has taken place via online meetings. Engagement activity with these stakeholders will be ongoing throughout the scheme via online meetings, 1:1 meetings, workshops, and other engagement activity.

The council will seek to encourage and welcome feedback from the public to help improve the scheme as it progresses. Consultation will be carried out on every site proposed for a new Bike Share docking station; choosing suitable sites is paramount to the scheme being successful without negatively impacting vulnerable groups.

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

Some older people may feel more vulnerable to inappropriately or unlawfully ridden bikes (e.g. on the pavement, not in accordance with the highway code) and may be more vulnerable to collisions.

Younger children may also be more vulnerable to collisions, both with unlawfully ridden bikes and those that are lawfully ridden on shared paths, due to reduced awareness.

Disability

- Concerns that users will ride on pavements, at speed and otherwise inappropriately may be felt by a higher proportion of people with disabilities, especially those who are blind or partially-sighted, or who have mobility issues.
- Those with hearing loss may not be able to hear the bikes.
- Poorly-parked bikes could create an additional hazard on the footway, causing a hazard for a higher

proportion of disabled people, especially wheelchair users and those who are blind or partially-sighted.

Religion or belief

None known

Sexual orientation

None known

Sex

None known

Marriage or civil partnerships

None known

Pregnancy & maternity

Pregnant women and those with young children may experience similar concerns/issues as older people and those with disabilities if bikes are parked or ridden inappropriately.

Other socially excluded groups or communities

None known, although it will be important to work with the operator to deliver effective tariffs and discount schemes to ensure Bike Share is accessible to those on lower incomes.

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) 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?

As noted above, Bike Share will encourage active travel alternatives to private vehicle use for short journeys, and will provide a "last mile" option in combination with other modes (e.g. walking, public transport) for longer journeys.

The mix of pedal bikes and e-bikes will lead to the scheme being well-used by a wider demographic, for example by enabling older cyclists to use e-bikes for more challenging trips, thereby increasing their physical, mental, and cognitive well-being.

Reduced pollution (NOx / particulates) will help improve air quality and reduce pollution related deaths.

Bike share will enhance access to green and leisure spaces.

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

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

As detailed in Step 4, age, disability, pregnancy and maternity are the protected characteristics that can be negatively impacted, as a result of being more vulnerable when sharing paths with the a Bike Share scheme's e-bikes and pedal bikes.

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?

- Ensure the range of safety measures the chosen supplier offers for Bike Share are implemented and are evidenced to have the intended mitigation effect.
- Training and education requirements and incentives for users.
- Inappropriate riding (e.g. pavement riding) will result in fines and/or bans from using the service.
- Require bikes to be parked in mandatory parking zones and ensure each parking site is risk assessed for passing pedestrians.
- A maximum capacity cap at each docking station hub will be used to reduce the risk of oversupply of bikes causing clutter.
- All bikes are equipped with unique registration numbers, enabling easy reporting and improving accountability for those that misuse them.
- On-board sensors detect fallen bikes thus allowing field operatives to quickly rectify the situation and prevent safety risks to the public.
- Operator is committed to working with local disability groups across its schemes. This includes sharing its docking station network with visual impairment charities to ensure their stakeholders are not surprised and adversely affected by their placement.
- During the implementation of the Solent Scheme, the operator has committed to work with Portsmouth Association for the Blind and Portsmouth City Council Sensory Impairment and Deaf Services Team.
- Representative from local police in contact with project team and invited to attend safety events.
- Consultations on docking station locations offer opportunity for issues to be raised and addressed.

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.

Over the last six months, the Solent Region Bike Share Scheme has gone through an in depth and extensive procurement process, led by Portsmouth City Council, which has been contributed to via stakeholder engagement. This has led to a situation where PCC has found an operator which it is felt will deliver a Bike Share scheme that will maximise the positive impacts and minimise the negative impacts outlined in the above rationale. The initial contract term is two years. The scheme's impact and success will be carefully reviewed during this period to determine whether it should be extended further.

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

Stakeholder engagement was undertaken as part of the development of the project and will continue through project delivery, informing the approach to the operational challenges outlined above. This approach will be supported by a continued focus on rider education. The council will encourage feedback to help improve the scheme, and consultation will be carried out on every site proposed for a new Bike Share docking station, which could lead to relocations informed by equality considerations.

As of June 2022, the Portsmouth e-scooter trial demonstrated the measures implemented to date have been largely and increasingly successful at mitigating the scheme's impacts on the specified protected characteristics detailed above. Considering the numerous linkages and crossovers between e-scooters and Bike Share, this adds confidence that Bike Share will be successful in mitigating these impacts.

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?

The Bike Share Scheme will be continually monitored and reviewed throughout the course of the initial two year contract. This document will be updated consistently throughout.

Step 7 - Now just publish your results

This EIA has been approved by: Hayley Chivers

Contact number:

Date:

28/06/22

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 full EIA. Email: sehccg.equalityanddiversity@nhs.net

Agenda Item 5



Title of meeting:	Traffic and Transportation Cabinet meeting
Date of meeting:	5 th July 2022
Subject:	Trial to allow Portsmouth City Council Licensed Private Hire Vehicles (PHV's) in specified bus lanes in Portsmouth
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 The purpose of this report is to provide an update on the changes to the Private Hire Vehicles in bus lanes trial following the decisions taken by the Traffic & Transportation Committee on the 13th December 2021. The report details the changes and the justifications for these amendments.
- 1.2 This report outlines the new recommendations being put forward following this detailed review of the scheme proposals.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1 **Approves a trial to allow access for Portsmouth City Council Licensed Private Hire Vehicles to use a limited number of five bus lanes in Portsmouth for a minimum of 3 months including;**
 - Cavell Drive,
 - Marketway,
 - Mile End Road,
 - Bishop Crispian Way,
 - and Queen Street.
- 2.2 **Has delegated authority to immediately cease any or all of the five trial locations if safety issues become apparent;**
- 2.3 **Delegates authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to release funding to undertake the monitoring and evaluation of**

this trial as the details are developed, this will be funded from the Parking Reserve;

2.4 Notes that consultation and engagement will continue with the Licensing Committee and working group as the trial develops;

2.5 Notes that a report will be brought back to Traffic & Transportation within 6 months of the trial launch to provide an update on the trial progression and next steps.

3. Background

3.1 Taxis and private hire vehicles are an important mode of transport for many, providing 24-hour on-demand travel across the city. This trial, and amendments, would support this mode transport option, potentially enabling improved journey times through access to the priority lanes.

3.2 As outlined in the recently adopted Portsmouth Transport Strategy 2021-2038, a key part of reducing demand to own private cars will be to provide residents with the confidence that they have alternative transport modes available to make various trips. This will include access to public transport, taxis and private hire vehicles and other sustainable transport options.

3.3 Portsmouth currently has 53 bus lanes in the city, providing a combined total of 9.8 km of dedicated right of way.

3.4 Bus lanes are traffic lanes reserved for the use of buses and other authorised vehicles which are to be given priority. They provide a dedicated right of way, enabling buses to avoid queues of traffic and other sources of delay, and address the problem of bus travel times becoming substantially longer and less reliable and attractive than those possible by car.

3.5 The vehicle types permitted to use each bus lane in Portsmouth are specified in the relevant Traffic Regulation Order (TROs). These currently include buses, Hackney Carriages (taxis), cyclists and emergency service vehicles travelling under blue lights, as well as rental e-scooters through the DfT e-scooter trial operating in Portsmouth.

3.6 Under the 1985 Road Traffic Act, the Local Transport Authority is accountable to the Traffic Commissioner for any action that it has taken which negatively impacts on bus punctuality.

3.7 Following the decision taken at Traffic & Transportation on the 13th December 2021, work has progressed on the development of the trial, including the setup of a group of stakeholders that are being consulted as part of the trial, an assessment of the bus lanes to be put forward for the trial and road safety audits on those shortlisted.

3.8 As a result of concerns raised by the stakeholders in conjunction with the then recent changes to the highway code and a review of available accident data, the Cabinet Member for Traffic & Transportation took the decision to postpone the trial until the following actions had been completed:

- A review of the monitoring methods being proposed, by which will be used to provide the necessary information to assess the impacts of the trial.
- Review of all bus lanes with existing infrastructure such as enforcement cameras, Bluetooth journey time monitoring equipment etc., to enable the monitoring of the impacts of the trial.
- An assessment of each of these bus lanes considering road speed, layout, proximity to accident hotspots and the availability of adjacent cycle infrastructure to enable a shortlist of viable bus lanes to be compiled.
- Road Safety Audits to be undertaken on the shortlisted bus lanes to confirm their suitability for the trial.

4. Trial Proposals

4.1 Following these further actions and assessment, it is proposed that a trial allowing Portsmouth City Council (PCC) private hire licensed vehicles access into five bus lanes in Portsmouth.

4.2 The five bus lanes proposed for this initial trial are listed in section 2.1 of this report. These bus lanes were identified as outlined in section 3.8 of this report.

4.3 The proposed trial comprises bus lanes of different layouts and conditions such as signalled junctions, varying road speeds, and the presence of parallel lanes catering to normal traffic. This will enable monitoring of the impacts of the trial which should be applicable for a range of different bus lane scenarios present across the city.

4.4 This closely monitored trial will provide information and data to understand the potential impacts of the trial as set out in section 5.1. This will be reported back in a report to the Cabinet Member for Traffic and Transportation.

4.5 To clearly indicate which vehicles are permitted to enter the five bus lanes during the trial, all current bus lane signage will need to be updated to show "authorised vehicles", which is in accordance with the Traffic Signs Regulations and General Directions 2016. An audit has been conducted to establish the exact number and location of bus lane signs that will require changing.

4.6 The trial will be undertaken under an Experimental Traffic Regulation Order (ETRO), which will provide the opportunity for residents and stakeholders to be consulted throughout the duration of the trial. This consultation information will feed into the review of the trial.

5. Monitoring

5.1 As this project has developed, further monitoring and evaluation methods have been explored to help ensure that the impact of the trial is being monitored through quantitative data as opposed to feedback, reducing subjectivity. A series of suppliers have been consulted, along with representatives from the PHV and bus service providers regarding potential monitoring methods. This review has concluded that the following monitoring methods should be adopted for the trial:

- Accident data relating to cyclists is to be reviewed, where possible, on a monthly basis throughout the trial. It has been agreed with Hampshire Constabulary that this will be provided monthly throughout the trial.
- Bus service providers and PHV service providers to present pre-trial and trial journey time data for analysis. Journey time monitoring on the appropriate routes will also be monitored to assess the impact, if any, on private vehicles.
- Junction performance data is being sourced to enable the impact on junctions affected by the trial to be monitored.
- Parking and enforcement team to provide pre-trial and trial data relating to contraventions in enforced bus lanes for analysis.
- Air quality monitors are being procured for use prior to and during the trial to assess the impact, if any, on air quality along these routes.

5.2 To ensure robust information, it is proposed that data is collected for a minimum of one month before the trial and continuously during the trial. This will provide a baseline of evidence for comparison and will be reported back to the Cabinet Member for Traffic & Transportation along with the results of the trial.

6. Stakeholder Engagement

6.1 Consultation has taken place with the Private Hire Vehicle (PHV) trade representative, and Aquacars on the trial proposals. Aquacars have agreed to contribute journey time data to aid in the review of the impacts of the trial.

6.2 Consultation has taken place with Stagecoach and First Bus on the revised trial proposals. Both operators highlighted the importance of monitoring the impacts of the trial in a fair and non-subjective way. Both bus operators have agreed to provide bus journey time data to aid in the review of the impacts of the trial.

6.3 If the recommendations in this report are agreed and the trial is authorised to proceed, additional engagement and consultation will take place with all stakeholders on the details of the trial.

7. Next Steps and timeframes

- 7.1 Following the trial, a report will be brought back to the Cabinet Member for Traffic & Transportation with the analysis and findings.
- 7.2 Time is required ahead of the trial to manufacture and install replacement signs at the five proposed bus lane locations and develop the ETRO.
- 7.3 The procurement and installation of the monitoring systems and equipment will take place in July and August. During September, a one-month period of baseline data collection will be undertaken. It is anticipated that the trial of PHVs using the five bus lanes will commence in early October 2022. This timeframe will be refined in liaison with the working group and Cabinet Member for Traffic & Transportation.
- 7.4 Continued liaison with the Licensing Committee will take place prior to the commencement of the trial during the baseline data collection phase.
- 7.5 As and when meaningful results from the data collection during the trial are captured, these will be reported back to the working group and the Cabinet Member for Traffic & Transportation. Based on these results, consideration will be given to extending the trial to additional bus lane locations in a phased approach, subject to safety audits being completed and acceptable.
- 7.6 The monitoring and evaluation methodology of any further phases will be developed with the working group. Any extension to the trial will be recommended in a report to the Cabinet Member for Traffic & Transportation for approval.

8. Reasons for recommendations

- 8.1 Taxis and private hire vehicles are an important mode of transport for many, providing 24-hour on-demand travel across the city. This trial would support this mode transport option, potentially enabling improved journey times through access to the priority lanes.
- 8.2 As outlined in the recently adopted Portsmouth Transport Strategy 2021-2038, a key part of reducing demand to own private cars will be to provide residents with the confidence that they have alternative transport modes available to make various trips. This will include access to public transport, taxis and private hire vehicles and other sustainable transport options.
- 8.3 A closely monitored trial will provide information and data to understand the impact of the trial. This will be reported back in an interim report to Traffic and Transportation.
- 8.4 The trial will be undertaken under an ETRO, which will provide the opportunity for residents and stakeholders to be consulted throughout the duration of the trial. This consultation information will feed into the review of the trial.

8.5 Undertaking the trial on the reduced number of bus lanes being proposed, as opposed to city-wide bus lanes, will enable a thorough assessment of the impacts of the trial to take place through increased monitoring that would not be financially viable with a city-wide trial.

9. Integrated impact assessment

9.1 An Integrated Impact Assessment (IIA) has been undertaken as part of the development of a trial and is attached in appendix B of this report. As the trial is developed a further IIA will be undertaken once the detail is understood.

9.2 Within the IIA, the concept of this trial impacts positively on the following sections:

Section B - Environment and climate change

B1 - Carbon emissions

B5 - Air Quality

10. Legal implications

10.1 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 its other obligations, policies and objectives, the following objectives:
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.

10.2 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.

10.3 An experimental traffic order (ETRO) may be made for the same reasons as a standard traffic regulation order, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising or facilitating the passage on the road of traffic. ETROs may last for up to a maximum of 18 months.

10.4 An order may specifically include provisions prohibiting, restricting or regulating the use of a road or any part of the width of a road by any specified class of traffic. The existing traffic regulation orders will need amending to permit the use of private hire vehicles.

10.5 There is no statutory requirement to consult before making an ETRO but notice of the order must be given in the prescribed form. Specified documents must also be placed on deposit. The order cannot come into force until the expiry of 7 days from the date that notice was given.

- 10.6 If it is intended to make the ETRO permanent after the trial period has passed the notice should contain the prescribed statement set out in Schedule 5 of the Local Authorities Traffic Orders Procedure Regulations 1996. A statement of the reasons for making the order will also have to be placed on deposit.
- 10.7 Any person or body may object to the ETRO being made permanent by no later than 6 months from the order coming into force.

11. Director of Finance's comments

- 11.1 The cost to implement the scheme is estimated to be around £56,000, this cost will be met from the Council's Parking reserve.
- 11.2 The costs are broken down as £28,000 for project management, signage and works related to the Traffic regulation orders. A further £28,000 is for monitoring costs, including the Air Quality Monitoring apparatus.

.....
Signed by:

Appendices:

- Appendix A - Portsmouth Bus Lane locations
Appendix B - Integrated Impact Assessment (IIA)

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:

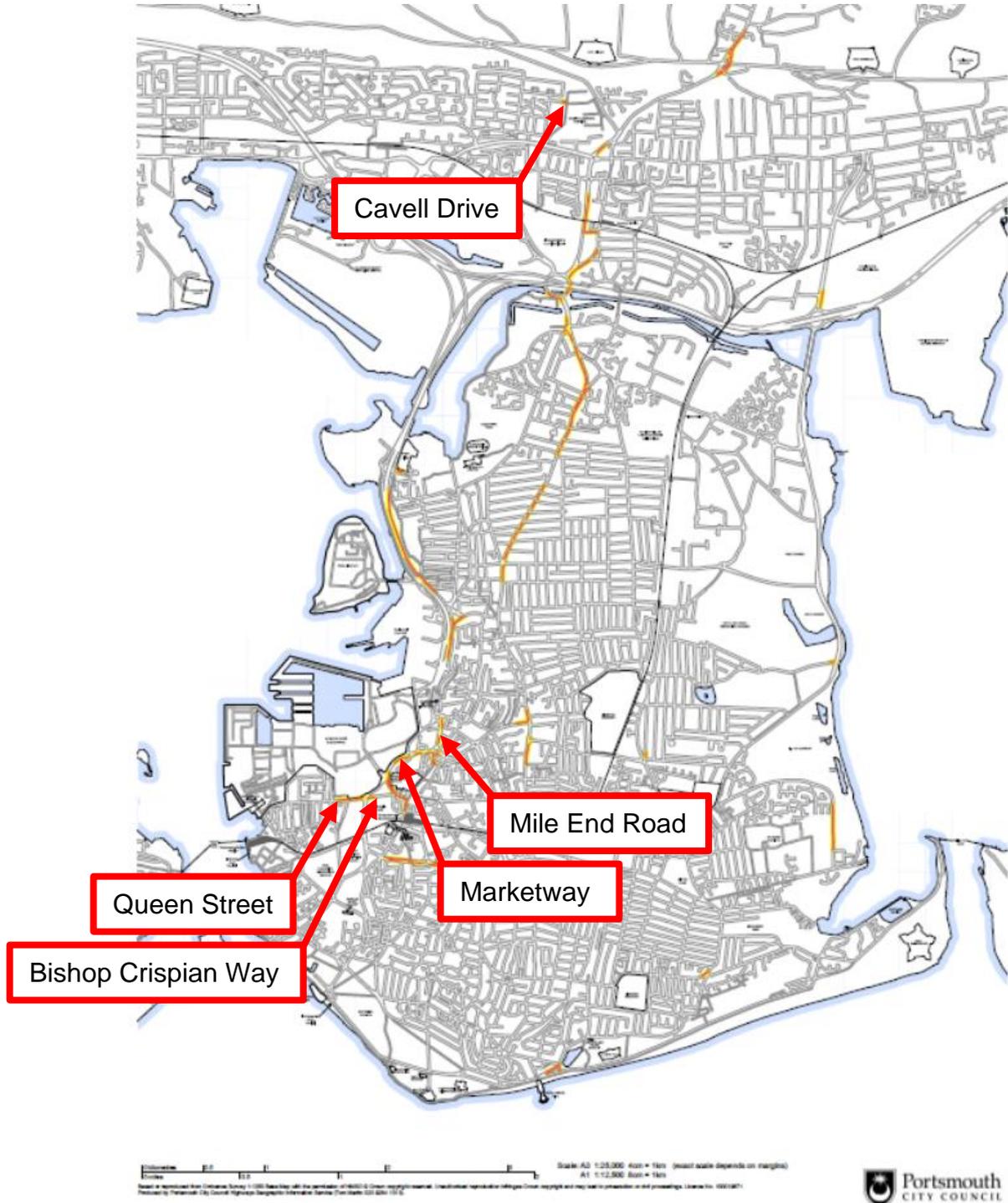
Title of document	Location

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

.....

Signed by:

Appendix A - Portsmouth bus lane locations



Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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) :

Trial of allowing Private Hire Vehicles (PHV's) to access bus lanes in Portsmouth

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

- Existing
- New / proposed
- Changed

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

This trial will assess the impact of allowing Private Hire Vehicles (PHV's) to access bus lanes in the city, for a trial period. Five bus lanes will be included in the trial (Cavell Drive, Mile End Road, Markerway, Queens Street and Bishop Crispian way). Evidence gathered will provide information on

the impact this trial would have in terms of, potential delays and disruption, air quality and safety.

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?

Initial consultation with key stakeholders has been carried out on the trial proposals and a working group has been established, including transport operators and other relevant groups, to assist in discussions on progressing with the details of the scheme. Should the trial be approved, consultation will continue with this working group. An Experimental TRO (ETRO) would be required for the trial period, to allow for the addition of PHV's to use the bus lanes. The ETRO would be in place for a minimum of 3 months, enabling consultation to take place concurrently with the scheme so that people can experience its effects first hand and provide feedback.

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 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?

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 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?

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 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?

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

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 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?

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

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 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?

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

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 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?

This measure may have an impact on reducing congestion at peak times on the roads included in the trial area, through removing PHV's from traffic queues on these roads. This will be determined further throughout the trial.

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

Whilst difficult to specifically measure the impact had by individual transport schemes, any data collected during the trial will be assessed, to help determine the impact of the trial

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 Triston.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?

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 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?

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 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?

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 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?

This measure may have a small impact in improving air pollution through helping to reduce traffic congestion at peak periods, by allowing PHV's to access bus lanes, taking them out of the queuing traffic on the main section of road. The impact on reducing air pollution is likely to be very small however.

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

Air quality monitors shall be installed at each of the 5 no. trial locations. A minimum of one months' baseline data shall be collected to enable trial data to be compared and the impacts of the trial to quantified.

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 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?

Empty text box for impact expansion.

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

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 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?

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 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?

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 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?

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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 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?

Q8 - Who was involved in the Integrated impact assessment?

Liam Norman
Paul Darlow

This IIA has been approved by:

Contact number:

Date: