



SUPPLEMENTARY AGENDA

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 22 SEPTEMBER 2022 AT 5.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Jane Di Dino 023 9283 4060

Email: jane.didino@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 Rainbow Corner Day Nursery - Victoria Road North (Pages 3 - 10)

Purpose

1. To review the implemented road safety infrastructure for the protection of Rainbow Corner Day Nursery on Victoria Road North.

2. To seek approval to further develop identified highway interventions for consideration.

3. Due to the incidents that have occurred recently within the area and the unique circumstances relating to the area, it has been identified that further measures should be consider because of the increased risk of injury to children attending the nursery.

RECOMMENDED that the Cabinet Member for Traffic & Transportation:

- 1. Approves that further traffic safety measures be developed to improve traffic calming within Victoria Road North, outside Rainbow Corner Day Nursery, in discussions with ward councillors, local residents and stakeholders; and**
- 2. Notes that a further decision report will be brought back to Traffic and Transportation once further improvements have been developed**

4 Transport for South East - Strategic Investment Plan consultation (Pages 11 - 16)

Purpose

The purpose of this report is to provide information about Transport for the South East's (TfSE's) consultation on its proposed Strategic Investment Plan (SIP) and indicate the main points that have been included in the Portsmouth City Council consultation response.

RECOMMENDED that the Cabinet Member for Traffic & Transportation notes the report.

5 Concessionary Fares Scheme Reimbursement to Bus Operators (Pages 17 - 34)

Purpose

The purpose of the report is to consider proposed changes to the operational hours of the older persons bus pass and a proposed revised reimbursement rate for concessionary travel.

RECOMMENDED that the Cabinet Member for Traffic & Transportation:

- 1. Approves the revised start time for holders of Portsmouth City Council older persons concessionary bus pass from 0930 to 0900 on Monday to Friday (except bank holidays);**
- 2. Approves an amended transitional reimbursement rate in line with updated Department for Transport guidance;**
- 3. Approves a six-month trial to allow holders of Portsmouth City Council older persons concessionary passes free travel before 0900 to hospital appointments; and**
- 4. Notes that all three recommendations will be monitored and reported back to Traffic & Transportation Cabinet meeting in February 2023 when the council proposes the reimbursement rate for 2023/24**

Agenda Item 3



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Traffic and Transportation
Date of meeting: 22 September 2022
Subject: Rainbow Corner Day Nursery - Victoria Road North
Report by: Tristan Samuels, Director of Regeneration
Wards affected: Central Southsea Ward
Key decision: No
Full Council decision: No

1. Purpose of report

- 1.1 To review the implemented road safety infrastructure for the protection of Rainbow Corner Day Nursery on Victoria Road North.
- 1.2 To seek approval to further develop identified highway interventions for consideration.
- 1.3 Due to the incidents that have occurred recently within the area and the unique circumstances relating to the area, it has been identified that further measures should be consider because of the increased risk of injury to children attending the nursery.

2. Recommendations

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

- 2.1 **Approves that further traffic safety measures be developed to improve traffic calming within Victoria Road North, outside Rainbow Corner Day Nursery, in discussions with ward councillors, local residents and stakeholders;**
- 2.2 **Notes that a further decision report will be brought back to Traffic and Transportation once further improvements have been developed.**

3. Background

- 3.1 Following two significant accidents that occurred in the location of Rainbow Corner Day Nursery (42 Victoria Road North, junction with Outram Road) on 30 November 2018 (4.45am) and 13 August 2020 (approx. 3am), it was agreed at the Traffic and Transport Cabinet decision meeting in December 2020 to implement road safety measures within the area.
- 3.2 The incidents involved vehicles leaving the highway and demolishing the boundary wall of the nursery. Both accidents occurred in the early hours of the morning between 2.30am - 4am) involving drivers who were speeding or under the influence of alcohol.
- 3.3 Road safety measures were implemented in September 2021 within the location consisting of:
- bollards installed along the front edge of the footway;
 - chevron signage placed on the approach to the bend in front of the existing planters; and
 - warning signs on each approach advising drivers of the double bend with supplementary plates advising drivers to 'reduce speed now'.
- 3.4 Since the implementation of the road safety infrastructure outlined in section 3.3 of this report, a further two accidents have occurred. The first on 31 October 2021 and the second on 27 November 2021. Again, both incidents involved the vehicles leaving the highway and damaging the bollards installed as part of the road safety measures. There was also damage to the nursery wall.
- 3.5 A traffic survey was conducted with Victoria Road North from 24 March 2022 to 31 March 2022 to measure the speed, and number of motor vehicles, travelling through the area. The survey information indicated that the average speed of traffic travelling through the area was 24.7mph for northbound traffic and 24.8mph for southbound traffic. The 85th percentile speeds were 29.3mph northbound and 29.6mph southbound. The “85th percentile” speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions). The data shows traffic speeds are below the 30mph speed limit.
- 3.6 This location shows a low number of accidents over a standard three-year period (which is the standard consideration for any proposed safety schemes within the city). However, due to the two accidents that have occurred since September 2021, and through liaison with local stakeholders, this site has been identified as a priority due to the large number of nursery children and pedestrians from vehicles driving over the footway. (Reference Briefing Note 2021 in the appendices).

4. Reasons for recommendations

- 4.1 Since the implementation of the initial traffic safety measures in September 2021 within the location of the nursery, there has been two additional road collisions in the last six months. This has continued to raised safety concerns.
- 4.2 A range of additional road safety measures are being considered and investigated including:
- Converting the existing zebra crossing in the vicinity of Montgomerie Road to a raised zebra crossing;
 - Installation of speed cushions on Victoria Road North from the junction with Montgomerie Road and the junction of Margate Road;
 - White lining/rumble strips to raise awareness for drivers negotiating the tight bend.
- 4.3 The consideration of additional measures on the approaches may assist with highlighting the road conditions, previous incidents and preventative measures.
- 4.4 The safety proposals will meet the requirements of the Portsmouth Transport Strategy (Local Transport Plan 4) by seeking to improve Road Safety, Air Quality, providing safer routes and improving access to key services.

5. Integrated Impact Assessment

- 5.1 This recommendation does not a negative impact on any of the protected characteristics as described in the Equality Act 2010. As a road safety scheme, this project aims to meet the requirements of Section 39 of the 1988 Road Traffic Act by seeking to reduce casualties. The scheme also seeks to improve the area for residents and local businesses. The scheme contributes to protecting and supporting our most vulnerable residents.
- 5.2 A full Integrated Impact Assessment will be carried out once the proposals have been developed for the area.

6. Legal implications

- 6.1 It is the duty of a local authority to manage their 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.”

- 6.2 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.
- 6.3 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 6.4 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. 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 the comments received from the public during the consultation period.
- 6.5 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of polices and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices. Regulations apply to specific traffic calming works and the display of appropriate signs.

7. Director of Finance's comments

- 7.1 The scheme will be funded by the 2022/23 Local Transport Plan 4 (LTP4) allocation in the capital programme approved by Full Council in February 2022.
- 7.2 A financial appraisal will be submitted for approval before any works commence to ensure the works are affordable and within the budget.

.....
Signed by:

Appendices:

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

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

Title of document	Location
Traffic Calming Examples - pros and cons	W:\TES\COMMON\Traffic and Transportation Reports\2022-23 T & T Meetings\July 2022\DRAFTS\Casualty and Speed Reduction Measures Rainbow Corner phase 2\TRAFFIC CALMING EXAMPLES - PROS CONS.docx
Rainbow Nursery corner - Briefing Note Dec 21	W:\TES\RSAT\Road Safety\PROJECTS\2020-21\Rainbow Corner nursery\Rainbow Nursery corner - briefing note Dec 21.docx
Victoria Road North Traffic Survey	W:\TES\RSAT\Road Safety\SPEED SURVEYS & TRAFFIC SURVEY REQUESTS 2022\HCC SPEED SURVEY DATA 2022\Batch 3 March 2022\PCC Remaining Sites March 22.xlsx

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

.....
Signed by:

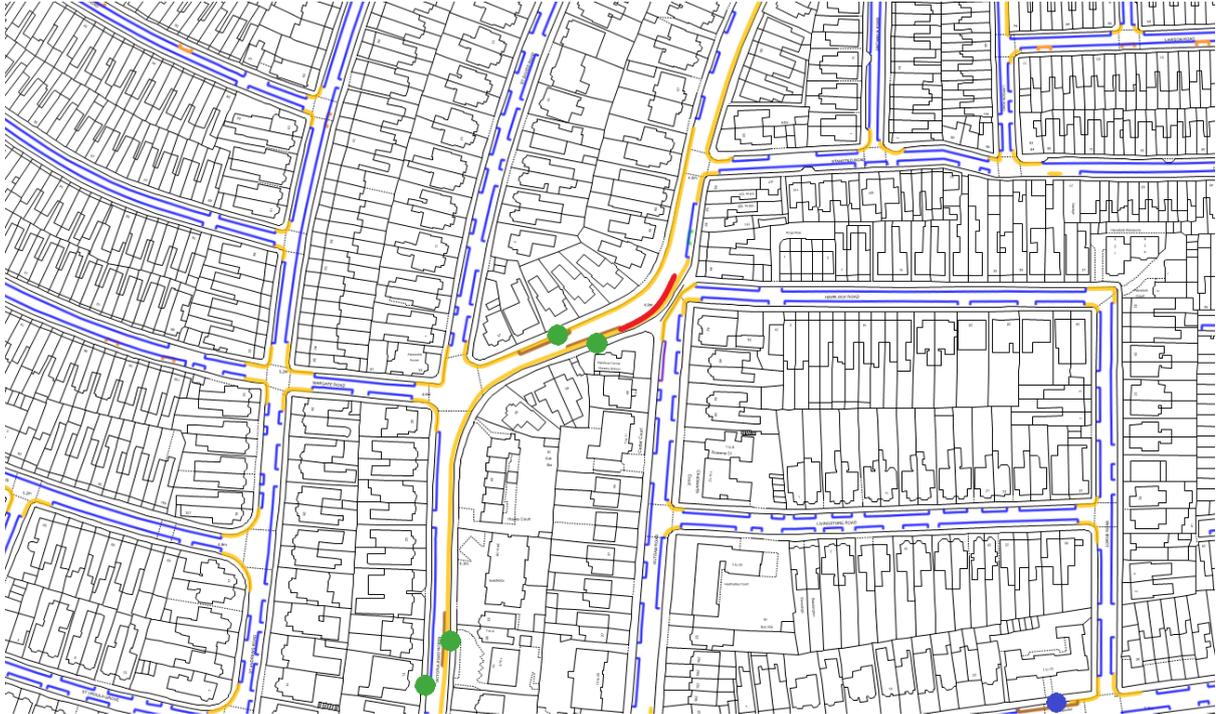
Appendices:

APPENDIX 1 - CONSIDERATIONS FOR ADDITIONAL TRAFFIC CALMING MEASURES

This page is intentionally left blank

Rainbow Nursery corner - briefing note Dec 21

This document relates to the section of Victoria Road North between Stansted Road and Margate Road, and in particular the southbound carriageway where it bends towards the west, in front of the Rainbow Corner Day Nursery (shown in red on the plan below).



Stats 19 data, available up until 30 June 2021, shows the following accidents at the site:



Date	Severity	Accident description
25/04/2017	Slight	VEH 2 (CAR) TRAVELLING S ALONG ST DAVIDS ROAD APPROACHING A BEND ATTEMPTS TO OVERTAKE VEH 1 (P/CYCLE) TRAVELLING IN THE DIRECTION AND COLLIDES.
16/01/2020	Slight	VEH 1 (CAR) TRAVELLING SW ALONG B2151 VICTORIA ROAD NORTH WAITING TO TURN RIGHT ONTO ST. DAVIDS ROAD WHEN VEH 2 (CAR) ALLEGEDLY HAS EXITED MARGATE ROAD AND COLLIDED WITH THE REAR NEAR SIDE OF VEH 1.
18/12/2020	Slight	VEH1 (CAR) TRAVELLING N ALONG B2151 VICTORIA ROAD N FAILS TO NEGOTIATE A R/H BEND AND LEAVES THE CARRIAGEWAY NEAR SIDE AND COLLIDES WITH A GARDEN WALL.

Note, the Stats 19 database is a collection of all road traffic accidents that resulted in a personal injury and were reported to the police within 30 days of the accident. The data is collected by the police at the roadside or when the accident is reported to them by a member of the public in a police station. There is a discrepancy between the number of accidents shown in official casualty data, and the number of incidents reported via local media, local ward councillors, the nursery owner and Colas operatives. This is likely to be because a number of the incidents reported have resulted in no injury, meaning they would be excluded from Stats 19 data.

PCC officers are aware of the following additional incidents, reported outside the Stats 19 process or occurring beyond the 30 June 2021 data cut off:

27 November 2021 (unknown time, reported to be late at night) - car hit replacement bollards and damaged wall

31 October 2021 (1.39am) - car hit replacement bollards

19 August 2021 - works signed off for the installation of bollards and high friction surfacing at site

16 April 2021 - RSA 1-2 undertaken

18 December 2020 (1.44pm) - car hits wall (this occurred one day after safety improvements were agreed at T&T on 17 Dec 2020)

13 August 2020 (approx 3am) - driver hits wall, arrested on suspicion of drink driving

*18 June 2020 to 29 June 2020 - Victoria Road North resurfaced by Colas**

30 November 2018 (4.45am) - car hits wall and bus stop (prosecuted Feb 2019)

* The material used is Ultiflex P10 SURF with PSV 65. A minimum PSV of 55 is required for the majority of roads in the Design Manual for Roads and Bridges, Victoria Road North exceeds this.

Agenda Item 4



Portsmouth
CITY COUNCIL

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting:	Traffic and Transportation Cabinet Decision Meeting
Subject:	Transport for the South East (TfSE) Strategic Investment Plan consultation
Date of meeting:	22nd September 2022
Report by:	Tristan Samuels, Director Regeneration
Wards affected:	All

1. Requested by

- 1.1 This information report was requested by the Cabinet Member for Traffic and Transportation.

2. Purpose

- 2.1 The purpose of this report is to provide information about Transport for the South East's (TfSE's) consultation on its proposed Strategic Investment Plan (SIP) and indicate the main points that have been included in the Portsmouth City Council consultation response.

3. Background

Transport for the South East

- 3.1 Transport for the South East (TfSE) is the sub-national transport body for the South East of England region. The region includes Berkshire, Kent, Hampshire, the Isle of Wight, Portsmouth, Southampton, Surrey, East Sussex and West Sussex. TfSE comprises a partnership of 16 local transport authorities, five local enterprise partnerships, plus representatives of district & borough authorities, protected landscapes and national delivery agencies. It was established in 2017 to determine the transport infrastructure that is needed to support and improve the region's economy.

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

TfSE's Strategic Investment Plan

- 3.2 From 2017 TfSE officers have worked with a wide range of partners, including local authorities, local enterprise partnerships, national parks and protected landscapes together with infrastructure providers National Highways and Network Rail to develop the draft Strategic Investment Plan (SIP).
- 3.3 The SIP proposes a total capital programme of £45 billion over 27 years to deliver a series of transport interventions covering roads, railways, bus/mass transit, walking and cycling, that will improve conditions for people, businesses and for the environment across the region. It will meet identified needs for better connectivity between the major regional economic hubs, the international gateways (including Portsmouth International Port) and their markets. It is intended to secure a more resilient and reliable transport network that can better manage demand, incidents and extreme weather. The plan will support the decarbonisation of the transport system, the levelling-up of left-behind communities and facilitate sustainable economic growth.
- 3.4 Forecast economic and environmental benefits of the SIP include an additional £4.5 billion growth in Gross Value Added (GVA) a year by 2050, creating 25,000 extra jobs. Expected transport impacts are an additional 500,000 rail trips a day and 1.5 million bus, mass transit and ferry trips a day, and the removal of more than four million car trips a day from the roads of the South East.
- 3.5 There is no specific section in the SIP related to Portsmouth. Instead, most of the main improvements affecting Portsmouth relate to the wider South Hampshire area including Portsmouth, Southampton and surrounding build-up areas. Some of the key economic impacts for this area are noted in the table below:

Package	Area Covered	Predicted Benefits
Core Rail	South Hampshire	<ul style="list-style-type: none"> • 35,000 additional rail trips a day • 1,000 additional residents • 1,500 new jobs created
Enhanced Rail	South Hampshire	<ul style="list-style-type: none"> • Over 2,000 further jobs created • 1,000 more new residents
Mass Transit	South Hampshire	<ul style="list-style-type: none"> • Over 100,000 more mass transit trips each weekday with 65,000 fewer car trips
Active travel	South Hampshire	<ul style="list-style-type: none"> • Increasing active travel demand by over 80,000 trips a day. • Reduced car demand by a similar margin • Almost 40,000 tonnes less CO2 equivalent emitted a year

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Package	Area Covered	Predicted Benefits
Sussex Coast Rail	Between Brighton and Hove and Southampton	<ul style="list-style-type: none"> • An increase of £80m GVA annually • 10,000 additional rail trips each weekday

The consultation on the SIP

- 3.6 On 27th June TfSE launched a 12-week public consultation on the SIP, running to the 12th September 2022.
- 3.7 The SIP consultation is an important opportunity for Portsmouth City Council to:
- a) Influence infrastructure priorities, to ensure the best possible compliance between the SIP and our own Portsmouth Transport Strategy (LTP4)¹ and wider Image Portsmouth² vision;
 - b) Reinforce the messages in the strategic response (for measures relevant to the wider Solent area) being co-ordinated by Solent Transport.
- 3.8 Portsmouth City Council submitted a response by the deadline of 12th September 2022. The main elements of the response are noted in 3.9 below. **Please note that Portsmouth City Council has been in liaison with TfSE, who have agreed to accept any further comments the Council wish to make following the Traffic & Transportation Cabinet Decision meeting.**

The Portsmouth City Council response

- 3.9 Portsmouth City Council have reviewed the Consultation Draft SIP document and drafted a response. The three key points in the response are as follows:
- A) To support the Portsmouth Transport Strategy (LTP4) Strategic Objective 'Transform Public Transport', Portsmouth City Council welcomes the following rail investments included in the SIP:
- Improvements to the West Coastway Line, including capacity enhancements between Fareham and Cosham, and measures to reduce travel times from Portsmouth to Chichester and Brighton;
 - The Southampton Central Station to Woolston crossing (as it will increase capacity and reduce journey times between Portsmouth and Southampton);

¹ [Portsmouth Transport Strategy 2021-2038](#)

² [The Vision - Imagine Portsmouth](#)

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

- The other measures identified that would improve rail access to and within the Portsmouth area, including additional platform capacity at Portsmouth Harbour; the Woking Enhancement scheme, line speed enhancements and the Buriton Tunnel upgrade.

B) To support the Portsmouth Transport Strategy (LTP4) Strategic Objective 'Transform Public Transport', Portsmouth City Council welcomes the following ferry, interchange, mass transit and ferry investments in the SIP:

- Clarence Pier Bus-Hovercraft Interchange and the M275 Junction 1 Strategic Mobility Hub;
- The South East Hampshire Rapid Transit;
- Improved Gosport to Portsmouth and Portsmouth to Hayling Island Ferries and ferry service enhancements to the Isle of Wight.

C) To support the Portsmouth Transport Strategy (LTP4) Strategic Objectives 'Deliver Cleaner Air', 'Support Business and Protect Our Assets' and 'Prioritise Walking and Cycling', Portsmouth City Council welcomes the following measures in the SIP:

- The inclusion of the Fratton rail freight hub;
- The South Hampshire Active Travel policy;
- The inclusion of two key highway improvement schemes - New Horsea (Link) Bridge and City Centre Road.

3.10 The SIP covers the main schemes that Portsmouth City Council would want to see in an ambitious, but realistic, programme of work. It is therefore felt appropriate to keep the list of schemes at this level rather than overload the packages and make the whole SIP unachievable.

Other Beneficial Schemes

3.11 The SIP also includes many other schemes located outside of Portsmouth, which would improve connectivity to/from the city and deliver economic benefits. Examples include the following highways schemes:

- M27 Junction improvements west of Portsmouth
- A27 improvements east of Portsmouth including the Arundel bypass
- A3 Guildford local traffic segregation and subsequent long-term solution
- A34 Junction and safety enhancements

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

3.12 To keep our response focused, and to meet the word limits set for consultation responses, other beneficial schemes like these have not been specifically listed in the response.

3.13 In summary, the SIP is an ambitious package of schemes to improve, enhance and support regeneration in the South East. The schemes outlined in the SIP are supported by Portsmouth City Council.

Next steps

3.14 Going forward the plan is for TfSE to analyse and incorporate feedback from the end of the consultation period until mid-February 2023. The final SIP will then be formally approved and presented to Government in March 2023.

.....
Signed by (Director)

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Appendices:

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

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

Title of document	Location
Transport for the South-East Strategic Investment Plan consultation document	Viewable online at: Landmark plan sets out the transport investment needed in the South East - Transport for the South East

Agenda Item 5



Portsmouth
CITY COUNCIL

Title of meeting: Traffic & Transportation Cabinet Member Decision Meeting

Date of meeting: 22nd September 2022

Subject: Concessionary Fares Scheme Revision to start time and transitional reimbursement rate

Report by: Tristan Samuels, Director Regeneration

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 The purpose of the report is to consider proposed changes to the operational hours of the older persons bus pass and a proposed revised reimbursement rate for concessionary travel.

2. Recommendations

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

- 2.1 **Approves the revised start time for holders of Portsmouth City Council older persons concessionary bus pass from 0930 to 0900 on Monday to Friday (except bank holidays);**
- 2.2 **Approves an amended transitional reimbursement rate in line with updated Department for Transport guidance;**
- 2.3 **Approves a six-month trial to allow holders of Portsmouth City Council older persons concessionary passes free travel before 0900 to hospital appointments;**
- 2.4 **Notes that all three recommendations will be monitored and reported back to Traffic & Transportation Cabinet meeting in February 2023 when the council proposes the reimbursement rate for 2023/24.**

3. Background

- 3.1 Portsmouth City Council administers the English National Concessionary Travel Scheme for residents of the city under the terms of the Concessionary Travel Act 2007, and the Mandatory Travel Concession (England) Regulations 2011. The scheme allows eligible pass holders free off-peak travel on local buses. Off peak is defined as 0930-2300, Monday to Friday and any time weekends and bank holidays. Bus operators are normally reimbursed on a 'no better no worse' basis for the loss of revenue forgone for the journeys made. This is calculated by using the average adult fare and specific additional costs incurred, because these can change, an updated scheme is required to be published annually. Since the start of the pandemic, different arrangements have been in place following Department for Transport guidance. Currently, reimbursement is based on the percentage of pre-Covid mileage operated. This is on a tapering scale.
- 3.2 The current start time for use of older persons' concessionary passes on Mondays to Fridays (except bank holidays when travel is allowed at all times as on weekends) is 0930. This is in line with the statutory scheme. Portsmouth City Council residents who are eligible for a Disabled Person's or companion pass have been able to travel at all times following a decision on 2 April 2020¹. The proposed change here would allow holders of a Portsmouth City Council Older Person's pass to travel free of charge 30 minutes earlier by bus.

4. Engagement

- 4.1 The Council has engaged with both First Bus and Stagecoach who operate local bus services in Portsmouth. Peak bus travel has reduced since the pandemic, but peak travel times have also spread due to a change in work patterns. Some bus services are yet to return to their full frequency. For these reasons, it is suggested that engagement continue with bus operators to identify any impacts on the ability to carry all intending passengers on journeys between 0900 and 0930.

5. Implications of moving start time to 0900

- 5.1 This will allow greater freedom of movement for Portsmouth residents and make it easier for them to take part in community activities or volunteer in charity settings where travel costs have been a barrier. In the recent hot weather, it will allow free travel earlier at the cooler time of day.
- 5.2 There are two potential impacts of allowing free travel for holders of Portsmouth City Council older person's concessionary passes from 0900. Those who currently pay the normal fare will use their passes and the cost of reimbursement will fall on the scheme. Portsmouth City Council's consultants, MCL, looked at this in 2018 and suggested that it would cost approximately

¹ [Disabled persons bus pass - Portsmouth City Council](#)

£78,000 if just Portsmouth residents were allowed to travel or £98,000 if all England passholders are allowed to do so. A new report for 2022 on the impact was not commissioned due to the cost and the level of accuracy would be less with concessionary fare pass at less than 70% of pre COVID levels.

- 5.3 The council believes this to have a full year effect of £78,000 based on calculations by our retained Consultants, MCL. Those passholders who currently pay to travel between 0900-0930 will have their fare met, which will be an additional cost to the scheme, Those passholders who delay their journey to 0930 and travel after 0900 instead already have the cost of their journey met but will increase the number of passengers travelling between 0900-0930. There may be a pressure on capacity due to extra people travelling between 0900 and 0930. Ultimately this could lead to a claim for extra peak vehicle costs from the bus operators. We do not think that this is likely but propose that we work with the bus operators to monitor the situation. Usage and costs will be reported back to Traffic & Transportation Cabinet meeting in February 2023 when the council proposes the reimbursement rate for 2023/24.

6. A six month trial to allow holders of Portsmouth City Council older persons concessionary passes free travel before 0900 to hospital appointments

- 6.1 With earlier hospital appointments increasingly common and travel costs potentially an issue, a trial is proposed whereby holders of older persons concessionary passes be allowed to travel free before 0900 on presentation of their pass and the relevant hospital appointment confirmation such as card, paper or digital letter or text message for the time and date in question With details to be agreed following engagement with healthcare providers and bus operators . A six month trial is proposed to assess what use would be made of such a facility. It is estimated that the full year cost would be £5,000 for both First and Stagecoach. At the time of writing First bus has agreed to join the trial. Reimbursement rate would be the same as for holders of Portsmouth City Council disabled persons concessionary passes who are eligible to travel at all times.

7. Amended transitional reimbursement rate in line with updated Department for Transport guidance

- 7.1 Concession authorities are required to publish their local concession scheme annually. This sets out how reimbursement will be calculated, any enhancements to the statutory scheme and any updates reflecting changes to Department for Transport guidance.
- 7.2 The English National Concessionary Travel Scheme for 2022/2023 for Portsmouth was approved on 24 February 2022². This reflected then DfT

² [Concessionary fares scheme reimbursement to bus operators.pdf \(portsmouth.gov.uk\)](https://www.portsmouth.gov.uk/concessionary-fares-scheme-reimbursement-to-bus-operators.pdf)

guidance that reimbursement as a percentage of pre-Covid mileage should reduce by 5% every second month from April 2022 to March 2023. As the City Council makes payments quarterly, the figures were smoothed out to reflect this without affecting overall reimbursement. See table 1 below. For 2021/22 Portsmouth was reimbursing at the lower of 90% of pre-Covid mileage or actual mileage operated.

Table 1

Payment Month	% scale down of LTA pre-Covid concessionary payment
06 April 2022	90%
01 May 2022	90%
01 June 2022	90%
01 July 2022	80%
01 August 2022	80%
01 September 2022	80%
01 October 2022	75%
01 November 2022	75%
01 December 2022	75%
01 January 2023	65%
01 February 2023	65%
01 March 2023	65%

7.3 The decision was based on guidance published before Omicron impacted on the recovery of passenger numbers so in March 2022, the DfT published further advice entitled 'Alternative Covid-19 Recovery Strategy³' recognising the impact on passenger recovery and the sustainability of bus services and suggested a revised approach. This is set out in table 2 but adjusted for quarterly payments.

Table 2

Month:	% scale down of LTA pre-Covid concessionary payments:
01 July 2022	89%
01 August 2022	89%
01 September 2022	89%
01 October 2022	82%
01 November 2022	82%
01 December 2022	82%
01 January 2023	73%
01 February 2023	73%
01 March 2023	73%

7.4 This reflects DfT guidance and allows a gentler transition to allow for the greater impacts of Covid now being experienced. Portsmouth City Council reimburses against actual mileage operated if this is below the agreed percentage. We

³ [The Next Chapter in Our Plan to Rebuild \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

anticipate that actual mileage will match or exceed the values in the table by early 2023.

- 7.5 The overall decision remains with the local authority but the DfT 'urge local authorities to be sensitive to the financial needs of operators' and suggests that the approach in Table 2 is followed. The recent operator network reviews were based on the 2021/22 reimbursement rate of 90% or actual mileage, whichever is the lower. This is greater than the current arrangements which are as set out in Table 1 and so is likely to lead to reductions in service at a time when we are trying to promote extra bus use or unbudgeted requests from operators for additional funding.

8. Reasons for recommendations

- 8.1 The cost-of-living crisis has been identified as a clear priority for the organisation as part of the council's mission to 'work together with partners and communities to stand up for Portsmouth, to improve the city and the lives of our residents, and to tackle the climate crisis' as set out in the corporate plan.
- 8.2 The increased hours of the older persons concessionary pass scheme will allow greater freedom of movement for Portsmouth residents and make it easier for them to take part in community activities or volunteer in charity settings where travel costs have been a barrier. In the recent hot weather, it will allow free travel earlier at the cooler time of day.
- 8.3 Removing travel costs for earlier hospital appointments could reduce financial pressures for older residents and improve health outcomes through improved attendance for these appointments.
- 8.4 The Council is required to provide bus companies with 28 days' notice of any change to the scheme.
- 8.5 Due to Portsmouth City Council proposing to change the travel permitted under the scheme a decision needs to be taken at Traffic & Transportation Cabinet Decision meeting.

9. Integrated Impact Assessment

- 9.1 An Integrated Impact Assessment (IIA) was undertaken in preparation for the 2022/23 annual scheme and is attached in Appendix A. The IIA identified that there were no impacts on the level of service provided to users. As the benefits to users will improve if these recommendations are adopted, no negative impacts are envisaged.

10. Legal Implications

10.1 As a Travel Concession Authority, the Council has, under Section 93 of the Transport Act 1985 (as amended) discretion to offer concessionary travel entitlements in addition to the national minimum requirements prescribed under the English National Concessionary Travel Scheme. Enhanced local entitlements under such concessions are to be funded by the Council by reimbursement to participating bus operators and are limited to travel within the Council's administrative area unless relevant agreements between neighbouring authorities are in place.

11. Director of Finance comments

11.1 The city council asked our consultants MCL to produce a report on the cost of allowing free travel from 0900 in 2018. This estimated that the additional cost would be around £78,000 per annum if only Portsmouth residents were allowed free travel from 0900. If travel was to be for all English pass holders the cost is likely to be around £98,000.

11.2 It is considered that the cost per annum to the city council is likely to be lower, due to most of the travel will be by concessionary pass holders who currently travel already from 0930 but will take advantage of travel from 0900.

11.3 The estimated full year cost for allowing free travel to hospital before 0900 for holders of Portsmouth City Council older persons concessionary passes would be £5,000 for 12 months for both First and Stagecoach. A six month trial is proposed.

11.4 It is estimated that the cost of concessionary fare reimbursement in 2022/23 will be £3.6m based on the currently planned reduction in reimbursement through the year. If the revised reimbursement with a slower rate of reduction were to be introduced the cost of the scheduled mileage is likely to be around £3.8m. Please note, both of these figures are within the allocated budget of £4.2m.

.....
Signed by:

Appendices:
Appendix A - Integrated Impact Assessment

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

Title of document	Location
Disabled persons bus pass decision paper	Disabled persons bus pass - Portsmouth City Council
Concessionary Fares Scheme Reimbursement to Bus Operators	Concessionary fares scheme reimbursement to bus operators.pdf (portsmouth.gov.uk)

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

.....
Signed by:

This page is intentionally left blank



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) :

Concessionary Fares Scheme Reimbursement to Bus Operators 2022/23 and proposed 9am start of concessionary bus pass

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

- Existing
- New / proposed
- Changed

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

Under the terms of the Concessionary Travel Act 2007, and the Mandatory Travel Concession (England) Regulations 2011, Portsmouth City Council administers the English National Concessionary Travel Scheme for residents of the city. The scheme comprises a pass allowing free travel on local buses for journeys starting within Portsmouth for eligible residents on grounds of age or disability. Bus

operators are reimbursed on a 'no better no worse' basis for the loss of revenue forgone according to the number of journeys made, the average adult fare and specific additional costs incurred. This follows the terms of the Act and Department for Transport guidance and managed on behalf of the Council by specialist consultants contracted by the authority.

Bringing forward the start time of the older persons concessionary pass scheme to 9am from 9.30am to allow earlier travel. This will make it easier for passholders to take part in community activities or volunteer in charity settings where travel costs have been a barrier. In the recent hot weather, it will allow free travel earlier at the cooler time of day.

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?

There has been consultation with the bus companies as outlined in the DfT guidance for the Concessionary Fares reimbursement.

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?

Passenger numbers of concessions on the bus services within Portsmouth along with bus mileage in the city.

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?

Passenger numbers of concessions on the bus services within Portsmouth along with bus mileage in the city.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	-------------------------------------	--------------------------

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 provision of a Concessionary Fares allows residents that meet the entitlement criteria to have access to sustainable modes of travel, and provide access to essential services and facilities. enabling 'elderly and disabled people, especially those on low incomes, to continue to use public transport and to use it more often, improving their access to a range of basic necessities such as health care and shops and reducing social isolation. Achieving 'social inclusion benefits for older and disabled people by allowing greater freedom to travel, for free, by local bus.

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

The transport team will monitor the number of journeys undertaken within the city along with concessionary passenger data numbers.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	-------------------------------------	--------------------------

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?

Concessionary travel allows older and disabled people (especially those on low incomes) improved access to services, facilities and social networks by 'free' scheduled bus services, and also promote social inclusion. Providing greater freedom to access shops, services and amenities, work, freedom to access healthcare and freedom to visit family and friends.

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

Passenger numbers of concessions on the bus services within Portsmouth along with bus mileage in the city.

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 proposal will have positive impact on the characteristic of age through allowing older people to use their concessionary pass earlier in the day.

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

Passenger numbers of concessions on the bus services within Portsmouth along with bus mileage in the city.

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 funding of concessionary bus travel is more sustainable and less polluting than the private car. This scheme provides an alternative mode of transport to the private car for all who qualify, allowing eligible residents to travel for free.

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

Concessionary passenger numbers on bus services within the city will be monitored along with mileage recorded from both bus operators.

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?

Supporting travel by public transport, and in particular by bus with vehicles with Euro 6 emission levels, is less polluting than traveling in individual, privately owned cars. By reducing the amount of emissions from transportation in a dense urban areas like Portsmouth, public transportation can help to reduce emissions, to meet air quality standards, and to decrease the health risks of poor air quality for our residents.

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

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

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 provision of the Concessionary fare travel allows residents to make journeys by sustainable travel modes. More trips can be made without a car, fewer vehicles are on the road. This reduces the risk of traffic crashes and decreases greenhouse gas emissions and other types of air pollution.

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

Passenger numbers on bus services will continue to be monitored to understand demand.

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?

Page 33

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?

Simon Bell
Hayley Chivers

This IIA has been approved by:

Contact number:

Date: