



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 23 NOVEMBER 2017 AT 4.00 PM

**THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL
(PLEASE CHECK IN CASE OF ROOM CHANGE TO COUNCIL CHAMBER)**

Telephone enquiries to Joanne Wildsmith, Democratic Services Tel: 023 92 834057

Email:

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Simon Boshier (Conservative)

Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat

Councillor Yahiya Chowdhury, Labour

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

AGENDA

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 Designated Parking Bays (Pages 5 - 8)

The purpose of the report by the Director of Regeneration is to consider creating designated bays for electric vehicle charging points, and options for personalisation of disabled bays.

RECOMMENDED that the Cabinet Member for Traffic & Transportation:

(1) approves the continued installation of disabled parking bays in residential areas for use by all blue badge holders but that the Council's policy of refusing to designate use by any one particular blue badge holder or class of blue badge holder be reaffirmed;

(2) approves the introduction of traffic regulation orders to create enforceable designated bays for charging electric vehicles;

(3) delegates authority to the Director of Regeneration to develop and implement a viable solution for the implementation of EV charging.

4 Portsmouth Cycle Hire (Pages 9 - 14)

The report by the Director of Regeneration sets out the benefits of a cycle hire scheme in Portsmouth. Consideration is also given as to which model of cycle hire scheme would be most beneficial to the city's residents and visitors.

RECOMMENDED that the Cabinet Member for Traffic and Transportation:

(1) Supports the development of a floating bike hire scheme within Portsmouth and Delegates authority to the Director of Regeneration to enter into a Memorandum of Understanding with a cycle hire organisation, but that the City Council maintains an 'Observer Approach';

(2) Agrees the withdrawal from the existing Brompton Bike Hire dock at the Hard Interchange as this has not proved cost effective for the City Council;

(3) Delegates responsibility to the Director of Regeneration, to consider the floating bike hire options available to Portsmouth and establish the best suited service provider for the city.

5 Review of Residents' Parking Permit Charges and Administration (Pages 15 - 28)

The purpose of the report by the Director of Regeneration is to review existing parking permits and their associated charges.

RECOMMENDED that the Cabinet Member approves:

(1) Residents Parking Charges

A charges framework for Resident and Business Parking permits for period of 3 years, with effect from 1st January each year:

Permit Type	Current Charges (£)	Jan 18	Jan 19	Jan 20
1st Resident	30	30	30	30
2nd Resident	60	80	100	120
3rd Resident (if	510	550	590	630

authorised)				
1st Business	120	130	140	150
2nd Business	240	260	280	300
3rd Business	510	550	590	630

(2) Visitor Permits

To only offer visitor permits in 12hr and 24hr periods from 1st January 2018

A charges framework for Visitor Parking Permits for a period of 3 years with effect from 1st January each year:

Permit Type	Current Charges (£)	Jan 18	Jan 19	Jan 20
12hr Visitor Permits	1	1.05	1.10	1.15
24 hr Visitor Permits	1.90	2.00	2.10	2.20

(3) Residents' Parking Permit Administration

(i) An additional administrative fee of £100 from 1st January 2018 per mult vehicle permit.

(ii) A requirement for residents' permit holders to supply eligibility paperwork every 3 years.

(iii) Refunds for permits only being offered when the amount to be refunded exceeds £10

(4) Other Permit Types

The continued issue of permits to organisations detailed in Appendix A

6 Sustainable Travel Transition Year 2016/17 Evaluation and Review (Pages 29 - 40)

This report by the Director of Regeneration is for information only. The purpose of this paper and accompanying report is to apprise the Cabinet Member for Traffic and Transportation of the evaluation of the 2016/17 Sustainable Travel Transition Year Programme.

RECOMMENDED that the Cabinet Member:

- (1) acknowledges the evaluation report and the successes delivered through the Sustainable Travel Transition Year 2016/17 programme;**
- (2) continues to support programmes to encourage behaviour change activities going forward.**

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This meeting is webcast (videoed), viewable via the Council's livestream account at <https://livestream.com/accounts/14063785>

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	23 rd November 2017
Subject:	Designated Parking Bays
Report by:	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 consider creating designated bays for electric vehicle charging points, and options for personalisation of disabled bays.

2. Recommendations

That the Cabinet Member for Traffic & Transportation:

(1) approves the continued installation of disabled parking bays in residential area for use by all blue badge holders but that the Council's policy of refusing to designate use by any one particular blue badge holder or class of blue badge holder be reaffirmed

(2) approves the introduction of traffic regulation orders to create enforceable designated bays for charging electric vehicles

(3) delegates authority to the Director of Regeneration to develop and implement a viable solution for the implementation of EV charging

3. Background

- 3.1 In order to provide priority for groups with particular needs, designated parking bays are provided. In Portsmouth, this currently includes designated bays for Blue Badge Holders and Doctors' Bays in certain locations.
- 3.2 These bays are not provided for a specific individuals, but are open to all individuals who meet the eligibility criteria for that particular category of designated bay.
- 3.3 In the case of disabled bays, any blue badge holder is entitled to use designated disabled bays, despite the fact that they are often implemented in response to an application by a particular resident to have a bay installed by their home address.

Request for Personalisation of Disabled Bay

- 3.4 A resident of Portsea has requested that the disabled bay installed outside where they live is converted to an individual disabled bay, solely for their own use and not by any other blue badge holder. This would require an amendment to the Traffic Regulation Order and new signage as the sign would have a unique permit identifier in addition to the traditional Blue Badge wheelchair symbol to show that only a particular Blue Badge permit holder could park there.
- 3.5 The disabled bay installed outside their property is one of three in the same location and they have explained that other blue badge holders park in the bay that they consider to be 'theirs' and this causes them a problem if they want to go out, as they are concerned they would not be able to park back in the bay when they return.

Electric Vehicle Charging Points

- 3.6 Portsmouth City Council submitted a successful bid to Office for Low Emission Vehicles (OLEV) On-street Residential Chargepoint Scheme (ORCS) for funding towards electric vehicle chargepoints in residential areas which do not benefit from off-street parking.
- 3.7 A similar approach to disabled bays is proposed for owners of Electric Vehicles whereby they would be entitled to apply to the city council for the installation of an electric charging point, which would be accompanied by a marked bay.
- 3.8 If bays were not marked for electric vehicle chargepoints, with an associated Traffic Regulation Order, then it would not be possible to prevent any vehicle parking adjacent to the chargepoint. This would then restrict use of the chargepoint by the intended electric vehicles.
- 3.9 Marking bays for electric vehicle chargepoints will reduce the level of parking available for other vehicles. It will however promote electric vehicles in the city and encourage the uptake of these low emission vehicles in Portsmouth.

4 Reasons for recommendations

- 4.1 Having the thematic restriction enables improved access to parking in recognition of the particular needs of certain groups, but without giving personalised access to parts of the public highway.
- 4.2 The needs of all blue badge holders must be taken into account when considering this request. Portsmouth is a densely populated City and parking is at a premium for both residents and visitors. By installing a disabled bay solely for the use of one individual blue badge holder would have a negative impact on all other blue badge holders.

- 4.3 If an individual bay was agreed for this particular resident, then it is likely a significant number of other residents who have disabled bays would put in similar requests and this would again have a detrimental effect on other blue badge holders, especially where residents live close to popular locations such as Gunwharf, Southsea and Old Portsmouth. There are approximately 1,800 disabled bays installed outside residential properties within the city.
- 4.4 Creating marked EV charging points fits with PCC's overall desire to improve air quality as outlined in the Portsmouth Air Quality Strategy.
- 4.5 The characteristics of Portsmouth's housing is such that without an intervention from the Highways Authority, it would simply not be possible for a large portion of the population of Portsmouth to own Electric Vehicles.

5.0 Equality Impact Assessment

- 5.1 An Equality Impact Assessment is not deemed necessary as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010.

All electric vehicle chargepoints will be accessible.

6.0 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 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.
- 6.4 A proposed Traffic Regulation Order 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 comments received from the public and/or the statutory consultees during the consultation period.

7.0 Director of Finance's comments

- 7.1 The recommendations contained within this report do not have any adverse impact on the Traffic and Transport budget and will be managed from existing cash limits.
- 7.2 The Office for Low Emission Vehicles (OLEV) On-street Residential Chargepoint Scheme (ORCS) has awarded PCC a grant of £100,000 to fund up to 75% of the cost of installing electric vehicle chargepoints in residential areas which do not otherwise benefit from off-street parking. The remaining 25% of required funding will be met from the Traffic and Transport parking reserve.

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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
ORCS bid	Transport Planning team
2006 report to Executive	

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

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Signed by:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation



Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 23rd November 2017

Subject: Portsmouth Cycle Hire

Report by: Tristan Samuels, Director of Regeneration

Wards affected: All

Key decision:

Full Council decision:

1. Purpose of report

- 1.1 This report sets out the benefits of a cycle hire scheme in Portsmouth. Consideration is also given as to which model of cycle hire scheme would be most beneficial to the city's residents and visitors.

2. Recommendations

That the Cabinet Member for Traffic and Transportation:

- (1) Support the development of a floating bike hire scheme within Portsmouth and Delegates authority to the Director of Regeneration to enter into a Memorandum of Understanding with a cycle hire organisation, but that the City Council maintains an 'Observer Approach'
- (2) Agree the withdrawal from the existing Brompton Bike Hire dock at the Hard Interchange as this has not proved cost effective for the City Council.
- (3) Delegate responsibility to the Director of Regeneration, to consider the floating bike hire options available to Portsmouth and establish the best suited service provider for the city.

3. Background

- 3.1 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.
- 3.2 Inactivity and obesity is also an issue within the city with an estimated 24.3% of adults (aged 16 and over) in Portsmouth being obese in 2013-2015 and the percentage of overweight (including obese) Year 6 pupils attending Portsmouth schools being higher

than the national average (Active Peoples survey via National Obesity Observatory, Public Health England).

- 3.3 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 and improving the physical and mental well-being of residents in the city.

4. Cycle Hire in Portsmouth

- 4.1 At present a Brompton Bike Hub is in operation at the Hard Interchange providing a bike hire facility for residents or visitors in Portsmouth. This involves registering on an App which can help people identify where the dock is. Users can then reserve a bike and pay a daily rate (from £3.50 per day) to use the bike and then return it to the same dock or another at the end point of the journey. At present this single dock receives limited use and does not provide value for money.

5. Benefits of a Cycle Hire Scheme

- 5.1 As well as the benefits to health and well-being and reduced congestion there are a number of other benefits attached to Portsmouth having an easily available and affordable cycle hire scheme:
- provide a new mode of transport to residents and visitors in Portsmouth that can connect to existing modes of public transport and improve choice and accessibility. This can help to fill gaps in the existing public transport network and add resilience if there are any problems with the existing services available;
 - increase the profile of cycling and also demonstrate a significant political commitment to the city's ambition to be a cycling city;
 - help to create a more cycling and walking focussed city with less motorised traffic. A scheme like this can help create momentum to introduce additional measures to benefit cyclists such as improve infrastructure;
 - remove barriers to cycling such as access to a bike and concerns over maintenance and theft. For example, Portsmouth has high levels of cycle theft which may put people off purchasing their own bike but with bicycles readily available through a cycle hire scheme would remove this barrier;
 - Improved journey time and journey time reliability when compared with other public transport modes across the city. Due to high traffic levels across the city journeys by motorised vehicles can sometimes be slow and a cycle hire scheme gives people the option at reducing this travel time by using a faster and more reliable form of transport;
 - Promoting tourism. The introduction of a cycle hire scheme would enable a greater freedom and accessibility for tourists who would be able to easily experience the sights and locations of interest across Portsmouth.

6. Cycle Hire Scheme options

- 6.1 Cycle Hire Schemes are becoming more common place across the world with the most recent boom seeing a number of schemes launch across the UK. Previously, these schemes have relied upon a purpose built docking station but more recently there has been a rise in schemes referred to as "floating" bike hire schemes. These have launched in Bristol, Leicester and most recently in Southampton.
- 6.2 The main difference between the dock system and the floating system is that the dock system requires the bicycles to be returned to a specific location so it can be secured to a compatible dock. In the case of the floating system this simply requires the user to leave the bicycle in a safe and courteous manner (ideally in a cycle parking zone) and the bikes have a self-locking system which requires no specific infrastructure to attach to.
- 6.3 The advantages of a dock system are:
- Structured storage at specific destinations which can be managed through discussions between service provider and PCC;
 - Future opportunities to co-brand the bicycles;
 - PCC would have control over dock installation as these would be required on highway in most cases;
 - Ability to hire more than one bike at once (four at most) which may be beneficial for tourists or families;

The disadvantages of a dock scheme are:

- People have to travel to a specific dock to collect and deposit the bike;
- More expensive form of bike hire (£1/30 mins and £10/24hrs);
- Specific space needs to be allocated on the highway, or private land, to accommodate the docks;
- Redeployment of bikes required to retain an even spread across the city;
- If travel patterns change, or they are not correctly sited, then the docks will require removal which can be costly and time consuming;
- If the scheme is unsuccessful the city council could be left with various docks across the network that are obsolete

6.4 The advantages of a floating scheme are:

- Bikes can be readily available anywhere across the city and their location is accessible through the service providers app;
- A cheaper form of bike hire (approx. £1/hr and £5/24hrs);
- When leaving a bike it does not need to be returned to a dock but left safely and conveniently which is more desirable than having to find a suitable dock, if there are none close to the journeys start or end point;

- Parking locations can be set by a process of geo-fencing which will allow the service provide to allocate specific locations across the city where parking of these bikes is considered acceptable;
- Data of use and travel patterns can be gathered from the service provider to better understand these patterns across the city.

The disadvantages of a floating scheme are:

- Potentially could set up in the city with no discussions with the city council, therefore limiting control for PCC;
- Bikes can be subject to vandalism and theft, as experienced in various locations where these schemes have been rolled out across the UK.;
- Bikes can be left anywhere, potentially obstructing highway, or on private land, causing a nuisance;
- Redeployment of bikes required to retain an even spread across the city;
- If the scheme is unsuccessful bikes could potentially be left in the city with no maintenance or management.

7. Conclusion

- 7.1 It is considered that the floating bike hire schemes are the best option for the city as they provide a more accessible and cheaper bike hire option than the docking equivalent. With accessibility and cost being proven barriers to cycling this provides a more likely option to increase numbers of people cycling in the city, bringing with it the benefits set out in Section 5 above.
- 7.2 Whilst there are potential risks to the floating schemes these can be mitigated by dialogue with the service provider and a Memorandum of Understanding between them and the city council. This will allow better control of where these bikes can be parked, processes for removing bikes if in inappropriate locations, maintenance requirements on the bikes and a process if the service provider were to decide to pull out of the city.

8. Equality Impact Assessment

An equality impact assessment is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010 for the following reasons:

Reason 1: This facility is available to anyone who wishes, and is able, to cycle a full size adult bike through signing up to a mobile app and paying a subscription or one off fee. The only restriction is the availability of bicycles across the city.

Reason 2: This facility will not restrict access in any way to users of the highway network but will add value to the network by providing an additional cycle facility across the city.

9. Legal Implications

No significant legal implications arise from the proposals for the Council to enter into an initial MoU with a provider on an 'Observer' basis or the proposal to remove the existing Brompton dock.

The implications arising from the entering into a more permanent/established arrangement with a provider in due course will need to be considered once the details of the proposed scheme are known.

10. Director of Finance's comments

The financial impact of this paper is negligible:

No additional staff will need to be employed in order to support a Third Party Scheme

Ensuring that a MoU is in place will reduce the risks associated with any scheme and therefore any financial impact of those risks.

Removing the infrastructure for the current scheme will have a minimal cost, but will remove the need for any further investment from PCC.

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Signed by:
Tristan Samuels
Director of Regeneration

Background list of documents:

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:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation

(End of report)

Agenda Item 5



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 23rd November 2017

Subject: Review of Residents' Parking Permits and Administration

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Various

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. The purpose of this report is to review existing parking permits and their associated charges.

2. Recommendations

- 2.1. That the Cabinet Member approves:

(1) Residents Parking Charges

A charges framework for Resident and Business Parking permits for a period of 3 years, with effect from 1st January each year:

Permit Type	Current Charges (£)	Jan 18	Jan 19	Jan 20
1st Resident	30	30	30	30
2nd Resident	60	80	100	120
3rd Resident (if authorised)	510	550	590	630
1st Business	120	130	140	150
2nd Business	240	260	280	300
3rd Business	510	550	590	630

(2) Visitor Permits

To only offer visitor permits in 12hr and 24hr periods from 1st January 2018

A charges framework for Visitor Parking Permits for a period of 3 years, with effect from 1st January each year:

Permit Type	Current Charges (£)	Jan 18	Jan 19	Jan 20
12hr Visitor Permits	1	1.05	1.10	1.15
24 hr Visitor Permits	1.90	2.00	2.10	2.20

(3) Residents' Parking Permit Administration

- (i) An additional administrative fee of £100 from 1st January 2018 per multi-vehicle permit.
- (ii) A requirement for residents' permit holders to supply eligibility paperwork every 3 years.
- (iii) Refunds for permits only being offered when the amount to be refunded exceeds £10

(4) Other Permit Types

The continued issue of permits to organisations detailed in Appendix A.

3. Background

- 3.1 Portsmouth is a densely populated, vibrant city with over 210,000 people living within the city boundaries.
- 3.2 Large areas of the city's housing is made of up Edwardian and Victorian terraced properties that do not have off-road parking available. On the street parking availability generally equates to 1 space per property, but many households have 2 or more vehicles.
- 3.3 Increasingly, residents are finding it harder to park with some residents reporting that they do not move their cars during certain periods, particularly in the evenings when most people are at home.
- 3.4 Around 19% of the city's streets are within residents' permit zones as a means of tackling parking issues where they are experienced most acutely.
- 3.5 This report seeks revisions to the administration of, and charges associated with, residents' parking zones.

Residents' Parking Charges

- 3.6 It is proposed to increase the price of permits in residents' parking zones by means of a framework for 3 years. This will assist the Council's policies of reducing congestion and air pollution by having residents consider their continued need for vehicles and help those who do need a vehicle(s) to be able to park it as close as possible to their property. By setting the prices for a period of time allows residents to plan for increases and make an informed decision on the need for a vehicle. See Appendix B for comparison of other local authorities resident parking permit charges.

- 3.7 It is proposed to increase the cost of visitor permits in line with residents parking permit charges by means of a framework for 3 years. This will allow residents to plan for their visitors by knowing the costs well in advance.

Visitor Parking Permits

- 3.8 Visitor permits are currently available in four different time periods, 12hrs, 24hrs, 4 continuous days and 7 continuous days and can be purchased either as scratch-cards or residents can register their landline and/or mobile phone number and purchase the same periods through the use of RingGo for visitors.
- 3.9 The City Council is aware of an increasing practice whereby residents who are not eligible for a resident's permit, for example in the case of commercial vehicles, are purchasing visitor permits instead, usually either the 4 or 7 day types.
- 3.10 This is undermining the integrity of the RPZs and limiting the amount of space available for residents to park their vehicles. Removing the 4 and 7 day visitor permits will discourage the improper use of visitor permits by residents, freeing up space for residents to park.

Residents' Parking Permit Administration

- 3.11 There are exceptional circumstances when authorisation is given to a business or resident to have one permit (enabling only one vehicle to park at any given time) which can be used in multiple vehicles. Because virtual permits can only be associated with one vehicle, these permits must be provided in paper form, and displayed by the user.
- 3.12 Unlike virtual permits, which can be checked electronically on street, paper permits require a more detailed, time consuming check to ensure that it is valid for the specific location and within date and is not counterfeit. This form of check requires additional time by a Civil Enforcement Officer compared to a virtual permit check.
- 3.13 The additional charge of £100 be added to any existing permit charge to cover the costs associated with the provision of a physical permit and enforcement checks, and act as a deterrent to the uptake of these permits.
- 3.14 Historically, residents have only been asked to provide proof of eligibility on their first application for a permit for each vehicle and not for subsequent renewals.
- 3.15 With the move to virtual permits, and online renewals, as permits are no longer sent to the home address.
- 3.16 Requiring residents to resubmit their proof of eligibility documents for a permit every 3 years will ensure the integrity of the RPZ scheme, and limit the opportunities for fraudulent applications.
- 3.17 Residents who move out of a residents parking zone or no longer have the vehicle often request a refund of their permit. This can lead to refunds for very small amounts

of money being processed. An administrative charge of £10 is levied, which is deducted from the amount to be refunded, however, this is insufficient to cover the costs of processing the refund.

Other Parking Permits

3.18 There are a number of permits issued mostly to organisations that do not fall into the standard resident or business permit types and this report seeks to formally recognise their continued issue.

3.19 A list of currently eligible businesses/permit holders is included at Appendix A.

4.0 Reasons for recommendations

4.1 The Council is committed to reducing the pressure on residential kerb space and improving air quality. Price is a proven method of dampening demand.

4.2 Removing the option of purchasing 4 and 7 day visitor scratch-cards will go towards protecting the integrity of residents parking schemes by making residents who have company vans reconsider whether they will continue to bring them home and where they can be parked.

4.3 Visitor permits/scratch-cards are primarily designed for short-term usage and offering the option of longer periods does not meet this objective.

4.4 A review of permits with multiple, non-attributed, vehicle registrations is required because virtual permits means that a physical permit will no longer be displayed in a vehicle. The Civil Enforcement Officer's handheld device will hold information as to which vehicles are entitled to park within the residents' parking zone and means that permits with multiple registrations or not attributable to a specific vehicle cannot be checked by the use of a virtual permit. The introduction of virtual permits will make enforcement of the residents parking zones more efficient. It will also reduce the issue for residents, where their permit slips down or falls off the windscreen from having a Penalty Charge Notice issued, as their vehicle registration will be checked electronically.

4.5 A charge of £100 can be justified to try and discourage the use of non-attributable permits as, in addition to the cost of issuing and enforcement, there is a higher risk of misuse as they could be used in vehicles which are not eligible or in visitors' vehicles.

4.6 Only offering refunds where the final amount to be refunded exceeds £10 will improve operational efficiency and reduce cost to the City Council.

4.7 There are a number of permits issued mostly to organisations that do not fall into the standard resident or business permit types and this report seeks to formally recognise their continued issue.

5.0 Equality Impact Assessment

5.1 A preliminary Equality Impact Assessment has been completed for this proposal. From this it has been determined that a full equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups and other socially excluded groups.

6.0 Legal Implications

6.1. Under section 46 of the Road Traffic Regulation Act 1984 the local highway authority may by order impose charges for on-street parking at all times or for specified times only at such parking places as are designated by such order. The times and amounts of any charges imposed by such designation orders may be subsequently varied under the provisions of section 46A of the Act

6.2 Notice has to be given in accordance with the provisions of the Local Authorities Traffic Orders Regulation 2006 of any variation of the charges or to the times that such charges shall apply and public consultation undertaken on the proposed charges. The notice must give a date not less than 3 weeks from the date of the notice for members of the public to register their support of or objections to the proposal or make any other comment. In the event of objection being received the matter shall be referred to the appropriate executive member who shall decide whether, in the light of the results of the public consultation, the change should or should not be implemented

6.3 Guidelines issued by the government provide that the setting of charges for parking on-street or off-street in designated areas is a matter for the authority. It states that authorities should review charges periodically and take account of their effectiveness in meeting policy objectives. The Secretary of State recommends that authorities set charges at levels which are consistent with the aims of the authority's transport strategy

6.4 When setting charges, authorities should consider the following factors:

- parking charges can help to curb unnecessary car use where there is adequate public transport or walking or cycling are realistic alternatives, for example, in town centres;
- charges can reflect the value of kerb-space, encouraging all but short-term parking to take place in nearby off-street car parks where available. This implies a hierarchy of charges within a local authority area, so that charges at a prime parking space in a busy town centre would normally be higher than those either at nearby off-street car parks or at designated places in more distant residential areas. Such hierarchies should be as simple as practicable and applied consistently so that charge levels are readily understandable and acceptable to both regular and occasional users;
- charges should be set at levels that encourage compliance with parking restrictions. If charges are set too high they could encourage drivers to risk non-compliance or to park in unsuitable areas, possibly in contravention of parking restrictions. In certain cases they could encourage motorists to park in a neighbouring local authority area which may not have the capacity to handle the extra vehicles. In commercial districts this may have a negative impact on business in the area; and

- if on-street charges are set too low, they could attract higher levels of traffic than are desirable. They could discourage the use of off-street car parks and cause the demand for parking spaces to exceed supply, so that drivers have to spend longer finding a vacant space.

7.0 Director of Finance's comments

- 7.1 As well as meeting the Council's commitment to reducing the pressure on residential kerb space and improving air quality, the proposed changes to the parking permit charges will continue to ensure that the net costs of implementing and operating the schemes continues to be funded from the income generated.
- 7.2 Whilst it is possible that increasing charges will result in additional revenue being generated, it is anticipated that the increase in charges will be off-set by the reduction in demand, which is the desired outcome of the review.
- 7.3 An ongoing financial review will be undertaken once the permit charge amendments have been implemented, and the outcomes incorporated into future budgets.

.....
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:

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

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Signed by:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation

APPENDIX A

LIST OF OTHER PERMITS ISSUED TO ORGANISATIONS/INDIVIDUALS

ISSUED TO	PERMIT TYPES & COSTS
HOTELS/GUESTHOUSES WITH LESS THAN 30 RENTABLE ROOMS	Permits are issued per rentable room, if a hotel/guesthouse has off-road parking the number of spaces is deducted from the number of rooms; for example a hotel with 10 rentable rooms and 2 off-road parking spaces can purchase 8 permits. Permits are charged at the second resident parking permit rate (currently £60) or alternatively 24hr scratchcards can be purchased at the normal visitor parking rate
HOTELS WITH MORE THAN 30 RENTABLE ROOMS	24 hr permits at a current cost of £4.50
RELIGIOUS ORGANISATIONS WITHIN RPZ	Visitor scratchcards for use by their congregation only, in small zones consideration may be given to issuing permits in a nearby car park, cost £30 each
RELIGIOUS ORGANISATIONS OUTSIDE RPZ	Season tickets at reduced rates, depending on location of car park and days required
SMALL GARAGES IN RPZ WHO OFFER VEHICLE SERVICING	Maximum of 4 annual permits for use in customer vehicles only issued at £30 each for use Monday to Saturday 7am to 6pm only. Permits for use in customer vehicles 24/7 can be purchased at full business permit prices
REGISTERED CHARITIES IN RPZ	Annual Business permits issued at a cost of £30 each
SCHOOL/COLLEGE TEACHING STAFF IN RPZ	Annual Business permits issued at a cost of £30 each
BOWLS CLUB	Annual Permits for use by Club Members in pay and display at a cost of £30 each and a maximum of 250 12hr scratchcards at £1 each for use by visiting players
SPORTS CLUBS WITHIN RPZ	For use by attendees to sports clubs only, visitor parking scratchcards
COMMUNITY CENTRES WITHIN RPZ	For use by attendees to events at community centres only, visitor parking scratchcards
SEAFRONT TRADERS	Season Tickets for Seafront Pay and Display, phased introduction over 3 years and from September 2017 normal season ticket prices will apply
BUSINESSES ON THE TERRACES	Season Tickets for The Terraces pay and display, phased introduction over 3 years and from September 2017 normal season ticket prices will apply
ENFORCEMENT AGENTS RECOVERING COURT ISSUED WARRANTS	Annual permits issued at a cost of £30 each
LIMITED TIME BANKING PERMITS	Annual permit issued to businesses who need to park close to their bank, maximum stay of 10 or 20 minutes, cost of £30 each
GUILDHALL, NEW THEATRE ROYAL	Single use permit for the Multi-Storey Car Park at a cost of £3.60 each, users have to be attending performance etc
MARKET TRADERS	Annual permit at £25 each for use in London Road Car Park (Cosham) by market traders plus £4 pay and display on each occasion



DISPENSATIONS	Maximum period of 1 week, issued to contractors who require close access to business to undertake remedial works, £25 per dispensation
LIFEGUARDS	Annual permit for use in pay and display areas along Seafront, cost £30
No 6 CINEMA	Reimbursement of £1 from the pay and display charge is offered to No 6 Cinema in the Dockyard
CHERNOBYL CHILDREN'S CHARITY	Free p&d parking is offered to the Chernobyl Children's charity, who bring over children once a year from Chernobyl to allow them to visit dentists in the city and take them on day trips.

APPENDIX B - COMPARISON OF LOCAL AUTHORITIES RESIDENT PARKING PERMIT CHARGES - NOVEMBER 17

Local Authority	1 st Permit	2 nd Permit	Additional permits/info
Portsmouth	£30	£60	£510
Southampton	£30/£60/£100/£1,000	£30/£60/£100/£1,000	Prices vary by zone, City Centre is most expensive
Winchester	£22	£70	
Fareham	£40	£75	
Chichester	£36/£41/£160	£72/£83/£200	Prices vary by zone, City Centre is most expensive
Brighton & Hove	£100/£130	No info	50% discount for low emission (not incl diesels)
Hastings	£25/£35/£75	£40/£56/£120	
Oxford	£60	£60	3 rd permit £120, £180 4 th and subsequent
Reading	£30	£120	
Canterbury	£60 to £140		Prices vary by zone
Dover	£60/£90	£85/£115	Prices vary by zone, only one permit normally issued
Gloucester	£50	£100	VED Band A cars £0 1 st permit, £50 second permit
Plymouth	£30	£30	
Bristol	Free/£24/£48/£72	£96	3 rd £192, permit costs based on CO2 emissions tax band
Weymouth & Portland	£70	£70	
Bournemouth	£50/£100	£50	Some zones only allow one permit

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Equality Impact Assessment

Preliminary assessment form v5 / 2013

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
 - negative, positive or no impact on any of the equality groups
 - opportunity to promote equality for the equality groups
 - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Directorate:

Director of Transport, environment & business support

**Function e.g. HR,
IS, carers:**

Parking

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

Review of Parking Permit Charges

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

- Existing
- New / proposed
- Changed

Q1 - What is the aim of your policy, service, function, project or strategy?

To review the existing parking permits offered and associated charges.

Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

This will benefit residents by ensuring that only vehicles who are entitled to park within residents parking schemes do so. Disabled residents do not need a residents permit to park within a residents parking zone as their blue badge allows them to park for an unlimited period of time.

Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

Group	Negative	Positive / no impact	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "negative" or "unclear" consider doing a full EIA

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pregnancy or maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Pregnancy and maternity

Other excluded groups

If the answer is "no" or "unclear" consider doing a full EIA

Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?

yes No

Q7 - How have you come to this decision?

The proposals do not have a negative effect on any of the protected groups, but do however have a positive effect on the Disabled who do not require a separate permit to park their vehicle and religious organisations are assisted in the additional permits that we are able to offer them.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help
Tel: 023 9283 4789 or email:equalities@portsmouthcc.gov.uk

Q8 - Who was involved in the EIA?

Denise Bastow, Parking

This EIA has been approved by:

Contact number:

Date:

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

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	23 rd November 2017
Subject:	Sustainable Travel Transition Year 2016/17 Evaluation
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. This report is for information only. The purpose of this paper and accompanying report is to apprise the Cabinet Member for Traffic and Transportation of the evaluation of the 2016/17 Sustainable Travel Transition Year Programme.

2. Recommendations

That the Cabinet Member:

- (1) acknowledges the evaluation report and the successes delivered through the Sustainable Travel Transition Year 2016/17 programme
- (2) continues to support programmes to encourage behaviour change activities going forward

3. Background

- 3.1 In summer 2016 Portsmouth City Council was successful in receiving £455,000 from the Department of Transport towards a £733,200 programme of proven behaviour change measures designed to:

- Encourage healthy and sustainable travel to employment and education centres across the city along with other key destinations
- Reduce congestion and emissions on strategic routes and within Air Quality Management Areas;
- Create a transport environment which enables the City's ambitious plans for regeneration and growth, and makes Portsmouth an attractive destination for employment, retail and leisure, and inward investment.

A criteria of the grant was that funding needed to be spent by 31 March 2017.

- 3.2 Portsmouth's programme was made of four workstreams;
- Personal Journey Planning

- Workplace Travel Planning Initiatives
- Travel to school initiatives
- Developing and promoting cycling

There were a total of 14 projects delivered as part of the programme, two of which received national recognition through award schemes.

- 3.3 The evaluation report included at Appendix A, provides headline results for all 14 projects, outlining the successes of the programme, and establishing an evidence base for the future implementation of similar schemes.

4. Reasons for recommendations

- 4.1 It is important to acknowledge the outcomes of the STTY Programme for future budget prioritisation.

5. Equality Impact Assessment

- 5.1 An Equality Impact Assessment is not deemed necessary as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010.

6. Legal Implications

- 6.1 There are no legal implications arising from the recommendation in this report.

7. Director of Finance's comments

- 7.1 As discussed in the report Portsmouth City Council received revenue grant totalling £455,000 from the Department of Transport for the delivery of a programme of works to encourage healthy and sustainable travel, reduce congestion and emissions on strategic routes. This programme was enhanced and match funded by existing cash limits totalling approximately £278,200, resulting in a programme total of £733,200.

- 7.2 The recommendation to acknowledge the evaluation report, does not have any additional financial implications.

.....
Signed by:
Tristan Samuels
Director of Regeneration

Appendix A: Sustainable Travel Transition Year 2016/17 Evaluation Report

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:

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Councillor Simon Boshier
Cabinet Member for Traffic and Transportation

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Portsmouth Sustainable Travel Transition Year Programme Connected City Phase 2, 2016/17, Evaluation report

In summer 2016 Portsmouth City Council were successful in receiving **£455,000** from the Department of Transport towards a **£733,200** programme of **proven behaviour change measures** to:

- Encourage **healthy and sustainable** travel to employment and education centres across the city along with other key destinations
- **Reduce congestion and emissions** on strategic routes and within Air Quality Management Areas;
- Create a transport environment which enables the City's ambitious plans for **regeneration and growth**, and makes Portsmouth an attractive destination for employment, retail and leisure, and inward investment.

The funding had to be spent by 31 March 2017.

Portsmouth's programme was made of **four workstreams**;

- **Personal Journey Planning**
- **Workplace Travel Planning Initiatives**
- **Travel to school initiatives**
- **Developing and promoting cycling**

There were a total of **14 projects** delivered as part of the programme.



Element 1- Personalised Journey Planning

Household Journey Planning

This project focussed on encouraging sustainable travel for local journeys through the delivery of personalised journey planning aimed at residents.

- **1,337 households** were spoken to by a team of travel advisors
- **348 households fully participated** in the Household Journey Planning programme, receiving follow up information through a tailored personal journey planning pack
- Follow up monitoring was conducted with a small but broadly representative sample of participants, indicating a range of positive outcomes, such as:
 - **6%** of respondents indicated that their **car as driver trips had reduced**;
 - **18%** of respondents indicated they had **increased their bus use**;
 - **18%** of respondents indicated they had **increased their cycling**;
 - **23%** of respondents indicated an **increase in walking**;
 - **12%** of respondents indicated an **increase in the use of the train**.
- The most requested resource was the walking and cycling map

On-street travel advisors

This project focussed on encouraging sustainable travel for local journeys through the delivery of personalised journey planning aimed at visitors.

The on-street survey work was carried out by Travel Advisors at a range of locations, including The Hard Interchange, The Hot Walls at Old Portsmouth, Clarence Pier and Tipner Park and Ride. The project resulted in a range of positive outcomes, including:

- Contact with over **2,400 visitors**;
- **63% of visitors** indicating that they **stayed longer than planned**;
- **35% of visitors spent more than they had planned**; and
- **65%** feeling they **would return**.

Travel advisors and the information provided were very well received with **86%** of visitors feeling the **Travel Advisors were 'very helpful'** and **76%** felt the material was **'very helpful'**.

Job seekers - Active Steps

This project focussed on improving accessibility for adults seeking employment, training and education in Portsmouth, with a focus in some of the least economically active part of the city. This scheme encouraged increased levels of physical activity in participants, resulting in improvements to health and well-being.

- The 58 participants completed a baseline survey and of these 42 respondents completed at least 7 weeks of the 10 week Active Steps programme and completed a follow-up survey, giving a high response rate of 72% compared to the baseline.
- Participants reported positive impacts on their physical health. For example:
 - **69%** of respondents reported that they are **feeling fitter** after taking part in the programme
 - **64%** said that they are **more active**
 - **62%** of respondents report that they **can breathe more easily**.
- Light touch support provision of active and sustainable travel information was provided to an additional **538 people**.
- During the course of the project;
 - **26 bikes were loaned out**,
 - **employment support was provided to 35 participants** over 52 sessions,
 - **18 people took part in a cycle maintenance course**,
 - **11 people took part in cycle confidence training** and
 - **19 led rides were provided**.

Element 2 - Workplace Travel Planning Initiatives

Workplace Sustainable Travel Fund

Eight organisations were successful in their bids for a range of measures, including **cycle parking, pool bikes, lockers, a delivery bike** and **cycle baggage** to carry pilates equipment.

7 businesses completed feedback forms, with the key feedback being:

- 5 businesses reported that feedback to the measures had been all or largely positive, with 1 reporting a mixed response
- Virtually all businesses reported **positive uptakes in sustainable travel**
- **All businesses feel motivated to further develop sustainable travel measures** following their WSTF success

11 organisations received a package of supporting walking/cycling measures.

Workplace Cycle Support Measures

Bicycle Recycling, a social enterprise wholly owned by youth charity Motiv8 delivered **Bike Doctor** and **Bike Maintenance Training** specifically aimed at local businesses and workplaces. Focussing on University of Portsmouth, Queen Alexandra Hospital and various Small and Medium Sized Enterprises.

- **17 bike doctor sessions**, held at workplaces across **6 businesses, 156 people** seen.
- **3 bike maintenance sessions** held at the Community Cycle Hub.
- **36 cycle stands** installed.

Workplace Personal Journey Planning

The aim of the Workplace Personal Journey Planning project was to deliver a **tailored** package of **measures**, activities and incentives to local workplaces who were keen to work with the council to promote sustainable and active modes of travel to their staff.

Six businesses were engaged with approximately **7,500 employees** engaged with across them.

Each business had a tailored **action plan** developed.

Along with an Action Plan, a customised **Travel Information Pack** was created for each site to support, encourage and promote the use of sustainable and active travel by having information on all transport modes in one concise resource.

A series of **lunchtime events** took place at the workplaces to **engage with staff** and provide an opportunity for staff to pick up **travel information** and speak to members of the project team on any issues / barriers they encounter on their way to work.

Smarter Driver Training

This project focussed on teaching more environmentally friendly, efficient, safer driving techniques.

- **266 drivers trained** across **15 businesses**
- **Average fuel saving of 20%** from 40.5 MPG to 48.6 MPG.
- **Average journey time saving of 1 minute** from 20.5 minutes to 19.5 minutes.

Element 3 - Travel to School Initiatives

Pompey Monsters Walk to School Challenge

This project aimed to encourage primary aged children to walk to school. Using a **monster themed** incentive scheme which required **parent buy in** over a period of seven weeks. The project was run across three schools with the following headline results;

- **68% pupil sign up** (over 75% in two of the schools, 51% in the other)
- **Over 97%** of parents said they are likely or very likely to **continue walking** to school
- **73% agreed or strongly agreed** that the monsters theme encouraged their children to walk more
- 53% received the incentive for all seven weeks (including half term)
- 75% received the incentive for six or more weeks
- **93%** received the incentive **for four or more weeks**
- 53% walked to the library during half term

58 parents stated they never or occasionally walked to school at the start of the scheme. Of these;

- **93%** said they were likely or very likely to **continue walking**
- **79%** said the monster theme encouraged them to **walk more**
- **60%** said they were now **walking four or five times a week**

Scotability

This scheme enabled **nine schools** to receive scooter racks providing **storage for 165 scooters**.

2400 pupils between Year R-4 across **14 schools** received **Scotability training**.

Created a Scotability presentation and flyers to ensure the **sustainability of Scotability training** for other schools in Portsmouth.



Element 4 - Developing and promoting cycling

Family Cycle Training and Bike Grants

This scheme **won** the **Healthy Streets Award 2017** for **Best Behaviour Change Initiative**.

84 bike grants and 85 cycle helmets were awarded to **28 low income families**.

33 families undertook **family cycle training**.

An additional **14 non-cyclists** were taught to cycle,

15 individuals attended a **guided cycle ride**.

Quieter Routes

This scheme has marked **ten quieter routes** totalling **60.5km**.

Approximately 300 people attended the launch event.

An average of **74% increase in cycling** was seen on the Quieter Routes after the launch event.

Bike Doctor

70 sessions held with **989 customers**

Split across two sites;

- Portsmouth City Centre (Commercial Road) 37 sessions, 668 customers
- Cosham High Street 33 sessions, 321 customers

Community Cycle Hub

The Community Cycle Hub provided various training courses which the following number of participants benefited from

- Basic training on **bike maintenance at Cycle Hub** - 21
- **Velotech** (recognised qualification) - 15
- **Bike maintenance training at clubs** - 214
- **U16 Academy/work experience** - 54
- **Over 16 bike academy** - 40

Events

Pedal Portsmouth was organised by Portsmouth City Council in partnership with British Cycling. It was a **free**, fun, inclusive **family-friendly** event to encourage people to try cycling in a relaxed, **safe, traffic-free environment**. The event took place on a fully accessible loop of Lakeside using a mix of gravel and hard cycle/footpaths. Participants were in predominantly KS1 and KS2 family groups and were encouraged to have a go at cycling around the designated route at any time between 11am - 3pm. There were free family activities relevant to cycling (bling your bike, mini assault course, **free bike maintenance**, around the route and a mix of cycling and healthy living information, healthy food and drink concessions on site

1,400 pre-registered and approximately **2,000 attended** event.



Summary



The Sustainable Travel Transition Year Programme has been **successful**. It has **raised the profile** of sustainable travel demonstrating ***behaviour change*** and ***modal shift*** through the delivery of a short term programme of works. Through ***raising the levels of active travel*** there have been ***health benefits*** through ***increased physical activity*** and ***benefits to air quality***.

The success of the pilot projects supports their roll out on a larger scale going forward.

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Created a Scotability presentation and flyers to ensure the **sustainability of Scotability training** for other schools in Portsmouth.



Element 4 - Developing and promoting cycling

Family Cycle Training and Bike Grants

This scheme **won** the **Healthy Streets Award 2017** for **Best Behaviour Change Initiative**.

84 bike grants and 85 cycle helmets were awarded to **28 low income families**.

33 families undertook **family cycle training**.

An additional **14 non-cyclists** were taught to cycle,

15 individuals attended a **guided cycle ride**.

Quieter Routes

This scheme has marked **ten quieter routes** totalling **60.5km**.

Approximately 300 people attended the launch event.

An average of **74% increase in cycling** was seen on the Quieter Routes after the launch event.

Bike Doctor

70 sessions held with **989 customers**

Split across two sites;

- Portsmouth City Centre (Commercial Road) 37 sessions, 668 customers
- Cosham High Street 33 sessions, 321 customers

Community Cycle Hub

The Community Cycle Hub provided various training courses which the following number of participants benefited from

- Basic training on **bike maintenance at Cycle Hub** - 21
- **Velotech** (recognised qualification) - 15
- **Bike maintenance training at clubs** - 214
- **U16 Academy/work experience** - 54
- **Over 16 bike academy** - 40

Events

Pedal Portsmouth was organised by Portsmouth City Council in partnership with British Cycling. It was a **free**, fun, inclusive **family-friendly** event to encourage people to try cycling in a relaxed, **safe, traffic-free environment**. The event took place on a fully accessible loop of Lakeside using a mix of gravel and hard cycle/footpaths. Participants were in predominantly KS1 and KS2 family groups and were encouraged to have a go at cycling around the designated route at any time between 11am - 3pm. There were free family activities relevant to cycling (bling your bike, mini assault course, **free bike maintenance**, around the route and a mix of cycling and healthy living information, healthy food and drink concessions on site

1,400 pre-registered and approximately **2,000 attended** event.



Summary



The Sustainable Travel Transition Year Programme has been **successful**. It has **raised the profile** of sustainable travel demonstrating ***behaviour change*** and ***modal shift*** through the delivery of a short term programme of works. Through ***raising the levels of active travel*** there have been ***health benefits*** through ***increased physical activity*** and ***benefits to air quality***.

The success of the pilot projects supports their roll out on a larger scale going forward.

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