



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 4 NOVEMBER 2021 AT 4PM

COUNCIL CHAMBER, SECOND FLOOR, THE GUILDHALL

Telephone enquiries to Democratic Services 023 9283 4060

Email: jane.didino@portsmouthcc.gov.uk

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 Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Boshier, Conservative

Councillor Graham Heaney, Labour

Information with regard to public access due to Covid precautions:

- Attendees will be requested to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting.
- If symptomatic you must not attend and self-isolate following the stay at home guidance issued by Public Health England.
- All attendees are required to wear a face covering while moving around within the Guildhall (requirement of the venue)
- Although it will no longer be a requirement attendees may choose to keep a social distance and take opportunities to prevent the spread of infection
- Hand sanitiser is provided at the entrance and throughout the Guildhall. All attendees are encouraged to make use of hand sanitiser on entry to the Guildhall and are requested to follow the one way system in place.
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(NB This agenda should be retained for future reference with the minutes of this meeting.)

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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.

A G E N D A

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Old Portsmouth Area Traffic Study (Pages 5 - 20)**

Purpose

To highlight the findings of the Old Portsmouth Area Traffic Study.

To seek approval to further develop identified highway interventions and conduct a review of related council policy as discussed in the study report.

RECOMMENDED that the Cabinet Member for Traffic & Transportation:

- 1. Notes the contents of this report;**
- 2. Agrees the recommendations made in the study report (see section 5);**
- 3. Delegates authority to the Assistant Director for Transport to determine the highway interventions to be advanced for future funding bids in line with the recommended schemes in the study report.**

- 4 E-scooter - interim update (Pages 21 - 38)**

Purpose.

Following previous approval at the Traffic and Transportation Cabinet Meeting in February 2021 to participate in an E-Scooter Rental Trial until 26th November 2021, this report seeks approval to further extend the trial until 31st March 2022.

RECOMMENDED that the Cabinet Member for Traffic & Transportation:

- 1. Approves an extension to Portsmouth's participation in the trial from its scheduled end date of 26th November 2021 to 31st March 2022, to be achieved via the Experimental Traffic Regulation Order (ETRO) that is already in place for the trial, and renewal of the Vehicle Special Order (VSO).**

- 2. Agrees that if the extension is approved, a decision on whether to further extend it to 30th November 2022 will be taken by the Traffic and Transportation Cabinet in early 2022, and that this decision be informed by evidence gathered throughout the trial.**

Appendices C and D will follow.

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Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	4 th November 2021
Subject:	The Old Portsmouth Area Traffic Study
Report by:	Pam Turton, Assistant Director for Transport
Wards affected:	St Thomas
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To highlight the findings of the Old Portsmouth Area Traffic Study
- 1.2 To seek approval to further develop identified highway interventions and conduct a review of related council policy as discussed in the study report

2. Recommendations

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

- 2.1 Notes the contents of this report;
- 2.2 Agrees the recommendations made in the study report (see section 5);
- 2.3 Delegates authority to the Assistant Director for Transport to determine the highway interventions to be advanced for future funding bids in line with the recommended schemes in the study report

3. Background

- 3.1 The Old Portsmouth area traffic study is the result of a collaborative working initiative set up to discuss and find solutions to transport-related issues in the Old Portsmouth area identified by residents and businesses.
- 3.2 The aim of the study report was to examine the priority issues by collecting evidence and establishing whether the issues raised cause detriment to the

operation of the highway, the safety of road users and/or the overall quality of life of residents and visitors in Old Portsmouth.

- 3.3 The report outlines the scope of the study as agreed with stakeholders, it consolidates various pieces of work previously undertaken, examines the further evidence collected as part of the study and discusses the findings. The report also makes several recommendations and includes some indicative sketches of possible schemes to address the identified issues.
- 3.4 The key issues identified by stakeholders for investigation included speeding, active travel infrastructure and Air Quality; safety issues at Pembroke Road and disruption around the Wightlink terminal were amongst other topics also covered.

4. Findings

- 4.1 Overall, speed surveys undertaken on the major roads in Old Portsmouth suggest significant levels of non-compliance with the posted speed limits. Based on the 24-hour results, all of the roads recorded 85th percentile speeds in excess of the speed limit with High Street and Broad Street significantly so.
- 4.2 The crossing assessments undertaken to establish the key desire lines were, unlike the speed surveys, less conclusive and in isolation would be unlikely to merit an intervention. The results did however clearly demonstrate that a desire line did exist in the majority of the locations surveyed and whilst perhaps the results did not meet the usual qualifying thresholds to justify intervention (based on quantitative data), when considering the local environment and the results of the speed/volume surveys, there is clearly an opportunity to positively affect both issues with a single measure.
- 4.3 The casualty analysis undertaken in this study did not identify specific areas for concern other than the roundabout junctions at Cambridge Road/Museum Road and Kings Road/Museum Road (included in the study area at the request of Cllr Wood). The latter junction has long been an area whereby the quantum of cycle casualties are relatively high and various improvement works have been carried out in an attempt to address this. The Cambridge road roundabout has experienced a flurry of cycle casualties in the past 18-24months establishing a distinct "cluster". Some additional signage has been commissioned as a short-term measure to address the identified clusters with further study recommended to explore other options.
- 4.4 The production of this report has highlighted that some of the previously held policies related to speed measurement and assessment, and the assessment of crossing provision are perhaps no longer suitable given changing travel demand and the need to tackle poor Air Quality. Recent releases of new formal guidance from the DfT related to traffic engineering procedures provide a sensible opportunity to review these policies to ensure they best meet the needs of Portsmouth residents and their changing travel behaviours.

4.5 The results of the Air Quality survey at St Jude's Primary School illustrate that the levels of NO₂ at this location are relatively low. The National Air Quality Objective for nitrogen dioxide is 40ugm³ and all of the readings recorded were significantly below this amount. It should however be noted that the location of the survey was initially contested; the diffusion tube was subsequently moved to a more suitable location and found that nitrogen dioxide levels were similarly low. It is recommended however that a similar survey be carried out in conjunction with any future permanent school street implementation to establish the impact on air quality.

5. Next Steps

5.1 It is proposed that the findings of the Study report, and the recommendations contained within it, are used to inform future development of schemes in the Old Portsmouth Area and to support any bids for funding.

5.2 The full recommendations made in the report are as follows;

1. **Once agreed by stakeholders, this report is acknowledged formally by the member for Traffic & Transportation at a Cabinet meeting**
2. **Progress with feasibility work to develop schemes as recommended in this report (Full list is included at Appendix A) in conjunction with members of the working group**
3. **Progress proposals for a "School Street" for St Judes' school to address concerns around traffic congestion and Air Quality**
4. **This report provides a basis to support a bid to fund delivery of the identified interventions as detailed and in line with the schedule set out at Appendix A of the study report**
5. **Undertake a review of existing policy related to speed measurement and analysis, and pedestrian crossing assessment to reflect changes in National Policy**
6. **Review identified accident cluster at Cambridge Roundabout and take action if necessary as soon as practicable**
7. **Pursue funding opportunities to implement safety measures at the Kings' Road Roundabout**

5.3 The table as shown at Appendix A of the study report includes the proposed locations for interventions and possible solutions, as well as the proposed schedule for implementation. This table is reproduced at 5.4.



5.4 Full list of recommended schemes for further consideration;

Location	Intervention type	Implementation options*	Proposed implementation year
High Street/Peacock Lane	Crossing	Zebra Crossing or Kerb build outs or Pedestrian refuge	2021/22- 2022/23
High Street	Speed reduction	Horizontal/vertical deflection or Isolated interventions (crossing points, additional parking bays to form chicanes etc.) or 20MPH Zone	2021/22- 2022/23
Broad Street/ Feltham Row	Traffic calming/Crossing	Speed cushions or Kerb Build outs/pinch points or Zebra crossing	2021/22- 2022/23
Pembroke Road	Traffic Calming	Revised parking layout and/or Upgraded pedestrian refuge/crossing facilities	TBC
St Nicholas Street	School street	Limit access to residents at school ingress/egress at St Nicholas Street/ Penny Street	2021/22
Armory Lane	Speed reduction	Reduce speed limit to 20mph	COMPLETE (Oct 2021)
Gunwharf Road	Crossing	PUFFIN crossing	2023/24

6. Reasons for recommendations

6.1 The Council wishes to ensure that any future highway interventions made in the Old Portsmouth area are developed in conjunction with the community and reflect the issues highlighted in the study report.

7. Integrated impact assessment

7.1 An IIA has been produced for this scheme, which whilst not intended to directly deliver infrastructure will instigate revised policy and future highway improvement schemes. Within the IIA, this scheme impacts positively on the following sections:

- Section A - Communities and Safety
- A3 - Health
- A4 - Income deprivation and poverty
- A5 - Equality & Diversity

- Section B - Environment and climate change
- B1 - Carbon emissions
- B5 - Air Quality

B6 - Transport

Section C - Regeneration of our city
C1 - Culture & Heritage

8. Legal implications

- 8.1 The proposals within the recommendations in this report are within the powers of the City Council.
- 8.2 There are no legal implications arising directly from the recommendations in this report as the detailed proposals are subject to funding and further feasibility and/or development work.
- 8.3 Individual schemes identified within the recommendations will be subject to prescribed procedures as appropriate for their implementation.
- 8.4 The proposals are consistent with the Council's statutory duties with regard to the promotion of road safety.

9. Director of Finance's comments

- 9.1 The report has identified a number of interventions that could cost £100,000's. There is currently no approved funding for these measures within the Council's current capital programme. If these works are to progress a source of funding will need to be identified from the Council's own corporate resources or from some other external funding streams.

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Signed by:
Pam Turton
Assistant Director Regeneration

Appendices:

Appendix A: Integrated Impact Assessment (IIA)

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

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

Title of document	Location

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

.....
Signed by:

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:

Traffic & Network Management

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

Old Portsmouth Area Traffic Study

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

- Existing
- New / proposed
- Changed

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

The Old Portsmouth Area Traffic Study aimed to establish whether perceived traffic issues in the area were resulting in reduced quality of life for residents. Once established, possible solutions are suggested to combat any identified issues. The scheme does not seek to implement these solutions but

to gain acknowledgment and support in a public forum to progress future highway interventions.

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

The Study was carried out in conjunction with the Local Community groups with an interest in Traffic & Transport issues. These groups helped to define the scope of the study and have been involved throughout. Where findings are/were challenged e.g. accuracy of a survey result, the exercise was repeated to allay concerns. There was once occurrence of a challenge that could not be repeated due to time constraints, instead the report recommends a repeat of this part of the study as part of future work.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

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

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

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

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

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

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

The study report identifies issues caused by traffic and (lack of) highway infrastructure in the Old Portsmouth area and makes a series of recommendations to begin addressing these. Any interventions will be consulted upon separately on a case-by-case basis.

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

To see that the community engage in the development of any proposed intervention through consultation, that interventions are made to address the issues identified following successful consultation

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

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

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

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

The study report identifies barriers to active travel and causes of disruption/discomfort to residents' experience in the area. It also suggests ways to remove or improve any detrimental issues

How are you going to measure/check the impact of your proposal?
To agree measures with the community, to secure funding for the implementation of improvements to infrastructure

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?

Much of the feedback received through the report is that older members of the community struggle to get around as a result of busy roads and a lack of adequate crossing facilities. The report has identified some potential improvements and recommends that these be progressed as improvement schemes

How are you going to measure/check the impact of your proposal?
Continue engagement with residents' groups during development of recommended schemes, request user feedback from residents' groups once installed. This process will be managed as part of any future scheme(s).

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 study report will not directly contribute to reduced carbon emissions however the interventions recommended, should they be brought forward, will make active travel more attractive and accessible and reduce vehicle speeds.

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

As part of M&E for any future schemes, traffic/pedestrian surveys could be undertaken to gauge the change in traffic speeds/crossing pedestrians

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

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

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

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

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

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

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

The study report will not directly contribute to reduced carbon emissions however the interventions recommended, should they be brought forward, will make active travel more attractive and accessible and reduce vehicle speeds.

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

As part of M&E for any future schemes, traffic/pedestrian surveys could be undertaken to gauge the change in traffic speeds/crossing pedestrians

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 study reported is focussed predominantly on road safety issues, both identifying them and suggesting solutions. The solutions form the recommendations of the report and should funding be secured for these it will provide safer crossing facilities and reduce traffic speeds

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

The schemes for each intervention could undertake before and after surveys of traffic speed and numbers of crossing pedestrians - it can also be based upon casualty data - a reduction in casualties will show success

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?

Highway interventions proposed by the study, will be constructed with sympathetic materials given the historic nature of the area should they be taken forward.

How are you going to measure/check the impact of your proposal?
Ensure any schemes are approved by the Conservation officer.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

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

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

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

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

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

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

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

Q8 - Who was involved in the Integrated impact assessment?

Steven Flynn - Principal Traffic & Development Planning Engineer

This IIA has been approved by: Michelle Love - Safer Travel manager

Contact number: 023 9283 4889

Date: 24/09/2021

Agenda Item 4



Title of meeting: Traffic and Transportation Decision meeting
Date of meeting: 4 November 2021
Subject: Portsmouth E-Scooter Rental Trial Scheme
Report by: Tristan Samuels - Director of Regeneration
Wards affected: All
Key decision: No
Full Council decision: No

1. Purpose of Report

Following previous approval at the Traffic and Transportation Cabinet Meeting in February 2021 to participate in an E-Scooter Rental Trial until 26th November 2021, this report seeks approval to further extend the trial until 31st March 2022.

2. Recommendations

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

- 2.1 **Approves an extension to Portsmouth's participation in the trial from its scheduled end date of 26th November 2021 to 31st March 2022, to be achieved via the Experimental Traffic Regulation Order (ETRO) that is already in place for the trial, and renewal of the Vehicle Special Order (VSO).**
- 2.2 **Agrees that if the extension is approved, a decision on whether to further extend it to 30th November 2022 will be taken by the Traffic and Transportation Cabinet in early 2022, and that this decision be informed by evidence gathered throughout the trial.**

3. Background

Overview

- 3.1 As part of the government's response to COVID-19, and to support a 'green' restart of local travel to help mitigate reduced capacity on public transport, the DfT fast-tracked and expanded trials of rental e-scooters. The DfT considered that e-scooters offered the potential for fast, clean and inexpensive travel which could ease the burden on transport networks and allow for social distancing.
- 3.2 The trials enable essential insights for the DfT and councils as to how rental e-scooters contribute to the transport mix in urban centres. Following the trials, it is anticipated that the DfT will assess whether these vehicles should be legalised in the UK as part of their Future Transport Regulatory Review.
- 3.3 During the trials, e-scooters are classified as motor vehicles, and the relevant motor vehicle insurance has to be provided via the scheme operator. E-scooters must meet requirements for vehicle construction and approval set by the DfT.
- 3.4 Evidence from existing e-scooter schemes in cities around the world suggests they have the potential to encourage modal shift from private motor vehicles. Survey data collected as part of the trials has been encouraging in this regard and is discussed further on in this report.
- 3.5 The DfT is only permitting the trialling of rental e-scooters. The use of privately owned e-scooters on the public highway will remain illegal during the trial period.

Background to Solent Transport's E-Scooter Proposal to the DfT

- 3.6 In March 2020, Solent Transport was awarded £28.8m of funding from the DfT's Future Transport Zones (FTZ) programme to implement a programme of trials of innovative approaches to transport across the Solent area, from 2020/21 to 2023/24. This programme did not include rental e-scooter trials.
- 3.7 During summer 2020, the DfT announced the possibility for FTZ Local Authorities to run e-scooter rental trial schemes as part of the transport restart response to the pandemic, on the basis that funding is reallocated from within the existing FTZ programme to facilitate such projects.
- 3.8 Following a review of areas of the Solent FTZ which may not be as effective due to the impacts of the COVID-19 pandemic, some schemes were delayed. Subsequently, Solent Transport undertook work with the DfT to enable the reallocation of circa £900k from areas of the FTZ programme with reduced need

to provide a subsidised set of e-scooter schemes across the four Local Transport Authority areas in the Solent region.

- 3.9 On 31st July 2020, Solent Transport submitted a proposal to the DfT requesting permission to operate an e-scooter trial in the Solent area, with up to four sub-projects in Portsmouth, Winchester, Southampton, and on the Isle of Wight.
- 3.10 The Isle of Wight scheme was the first part of the Solent project to launch in November 2020, with the operator Beryl. At the time, the Isle of Wight launch triggered the 12-month trial period for the Solent Region, and this is the reason why Portsmouth's trial is currently scheduled to run until 26th November 2021.
- 3.11 A comprehensive procurement process to identify an operator concluded in December 2020, with the company Voi appointed as the Portsmouth e-scooter trial scheme operator and launched on 16 March 2021. Voi was also appointed to run the Southampton scheme which launched on 18 March 2021. The Winchester proposal did not progress, and no scheme currently operates there.

Trial Aims

- 3.12 The main aim of the trial is to build robust evidence about the benefits, public perceptions, and wider impacts of e-scooters in order to inform legal changes that may be necessary beyond the e-scooter trial period.
- 3.13 Key areas that the council and DfT, working with Voi, have been gathering information on include:
- Safety outcomes for e-scooter users and what influences this
 - Interaction with, and effect on, other road users
 - Public perceptions of the e-scooters, including impacts for people with disabilities and related groups
 - Nature of modal shift and new journeys that have been enabled
 - Characteristics of users and how uptake and outcomes differ for different groups
 - Local Authority perception of effects on their transport system and public environment.
- 3.14 Voi is continuing to collect quantitative and qualitative data regarding the effects of the scheme during the trial. Ongoing engagement with key stakeholder groups will continue to take place throughout the trial to understand perception and impacts. The information collected will contribute towards the DfT's assessment review process. The council has also undertaken its own perception and behavioural change surveys, which are referenced further on in this report.

Policy Context

- 3.15 The trial supports the ambitions of Portsmouth's draft Transport Strategy 2021 - 2038, in particular Policy C, which states that micromobility can provide an affordable, convenient, low-energy alternative to the private car and can, when used responsibly, perform a particularly useful role in the first or last mile of a journey, for example, making it easier to get to a train station or bus stop from home or, at the other end of a journey, to a final destination.
- 3.16 The introduction of e-scooters to the region is also a key component of the FTZ programme. It will operate alongside and complement other future FTZ projects, including bikeshare, and will integrate with the proposed Mobility as a Service (MaaS) platform, enabling integrated travel across a range of transport modes.

4. Operations and Parking

- 4.1 The e-scooter trial vehicle being used in Portsmouth offers a number of technological advances, including:
- A 60-mile range and 5 year lifespan;
 - A maximum speed of 12.5 miles per hour, with ability to restrict speed in specified zones;
 - Swappable battery technology to enable batteries to be changed 'in the field' by Voi operatives;
 - Unique vehicle ID plate and easily identifiable colouring/ branding;
 - Lights and reflectors;
 - 10-inch pneumatic tyres;
 - Tamper-proof bell; and
 - Turning indicators.
- 4.2 The geofencing technology that is fundamental to the operational model has enabled the council to work with the operator to determine where the e-scooters can go in the city - the defined operating area. In basic terms, when the e-scooter vehicle leaves the defined operating area, it will gradually slow and come to a halt, requiring the user to walk the scooter back to the operating area.
- 4.3 The geofencing technology has also enabled the introduction of 'no-go' zones (e.g., Commercial Road pedestrianised area), and 'go-slow' zones (which can be set to 7.5mph or 5mph), typically used in busier areas or areas that may be subject to conflicting movements. This limits the e-scooter speed in these areas to the equivalent of a fast walking pace. An example of a 5mph go-slow zone is Guildhall Square.

Parking

- 4.4 The scheme in Portsmouth is a fully racked scheme with parking racks located in tightly-geofenced mandatory parking zones. E-scooter users are required to leave the e-scooter in a parking rack at the end of their ride, with the geofencing technology ensuring that rides can only be finished within the defined zone.
- 4.5 Portsmouth is one of the first Local Authorities in the UK to integrate physical parking racks as part of the scheme. Voi worked collaboratively with the Royal National Institute for the Blind (RNIB) to develop the design of its parking racks.
- 4.6 Voi has indicated that Portsmouth and Southampton's "Parking Cop" scores, based on site parking assessments carried out to determine the proportion of scooters that are well-parked, are constantly among the best in Europe and superior to their other UK markets. This is largely attributed to the racked model having instilled positive parking behaviours.
- 4.7 A draft parking expansion strategy was developed in September 2021 to guide the future expansion of the scheme towards ensuring it meets the council's wider transport strategy. This is included with this report as Appendix A. It should be noted that the strategy is designed to more strategically inform the selection of sites to put forwards to the E-Scooter Trial Board and (for those sites that are approved) progress to public consultation. There are no plans to accelerate expansion; it is anticipated this will remain an incremental process.

Safety, Education, and Compliance

- 4.8 Voi provides fully comprehensive motor vehicle insurance for e-scooter riders. In addition, it employs a number of measures in relation to Driver Education, Compliance and Health & Safety. Key examples include:
- the launch of the first e-scooter traffic school
 - a fully integrated driver licence screening process
 - provision of free / heavily subsidised helmets, and incentives for helmet use
 - awareness campaigns and ongoing community engagement
 - monthly safety training events, including helmet giveaways, in Guildhall Square
 - stringent sanitary measures for COVID-19.

Enforcement

- 4.9 Voi employs a range of tools to tackle anti-social behaviour and misuse of e-scooters. In addition to the measures referenced above, the following approaches have been undertaken:

- Meetings are regularly held between the council, Hampshire Police and Voi, ensuring any issues are identified and collaboratively addressed, while Voi supported the police in delivering a Facebook Live scooter safety segment
- A team of Voi field operatives (called "Ambassadors") addresses problems with abandoned / incorrectly parked e-scooters and misuse of vehicles
- Voi's distinctive e-scooters carry a unique registration plate so that anyone can report a wrongly parked e-scooter or bad driver behaviour to Voi via a 24/7 freephone number or online
- Voi has implemented a "three-strikes" policy, whereby a user reported for an offence is first banned for 7 days and is required to complete its online traffic school. Following a second strike, the user is banned for 30 days. Finally, a further offence results in the user being permanently banned from using the e-scooters. A ban can be applied for a range of offences including, but not limited to, allowing an underage rider to use an e-scooter, pavement riding, and twin riding. To date, 914 temporary bans for inappropriate riding and 21 permanent bans have been issued to Portsmouth e-scooter rental users

5. Scheme Performance Summary

Key Statistics

5.1 A summary of key trial statistics* to date, as of 30 September 2021, are:

➤ Number of unique users:	29,900
➤ Number of active vehicles	452
➤ Total distance travelled:	476,849km
➤ Total rides:	136,234
➤ Average ride time:	21 minutes
➤ Average distance travelled:	3.5km
➤ Riders/e-scooter/day:	2.4
➤ CO ₂ equivalent saved:	40.2 tonnes
➤ Car trips replaced:	59,943

* Statistics are provided by Voi from their e-scooter ride data, extrapolated from the ride data and from their user surveys.

5.2 Numbers of e-scooter riders and distance travelled per week can be influenced by factors such as the weather, or major events, but generally Portsmouth is seeing continued growth in these metrics. The riders per scooter per day figure of 2.4 encouragingly exceeds Voi's usual target of 2. As the parking hub network grows and connectivity improves, it is expected this growth in use will continue.

Survey Data

- 5.3 Voi's national summer 2021 in-app user survey received responses from 465 Portsmouth users. The full dataset will be analysed in due course, but the headline figure Voi has shared around mode shift is encouraging, with 44% of respondents saying they would have used a car or taxi for their last journey if scooters had not been available.
- 5.4 The council carried out its own online survey between 23rd August 2021 and 19th September 2021, receiving 3107 responses, of which 833 stated that they had used an e-scooter.
- 5.5 A highly encouraging finding from the council's survey is that 56% of respondents said they would have used a car or taxi for their last journey if they had not used an electric scooter. This exceeds the figure from Voi's survey and strongly suggests that, in Portsmouth's case at least, e-scooters can provide a genuine alternative to the private car and thereby bring a significant reduction in harmful emissions.
- 5.6 Leisure/fun was most commonly cited as the most important reason for using the e-scooter rental trial, with an average score of 4.1 on scale of 1-5. Other important reasons cited for using the trial included environment / sustainability (3.83) and avoiding traffic and congestion (3.61).
- 5.7 A majority of non-trial users felt safety concerns had prevented them from using the trial (67%); this is by far the most commonly cited reason among non-users, ahead of other (42%), and helmets not being provided (27%). The fact that the majority of "other" comments have been coded as "dangerous for the user and non-users" shows safety concerns are the overwhelming reason preventing non-users from using the rental trial. Safety concerns were a less commonly cited reason (39%) why trial users have been or would be prevented from using the scheme. The most commonly cited reason (50%) among trial users is a lack of e-scooter parking hubs where they would like to start and finish their journeys, while the cost of hiring e-scooters is seen as a barrier by 43% of users.
- 5.8 When trial users were asked when they have felt safe using an e-scooter, they responded that they have felt most safe in a cycle lane separated from the road, with 91% feeling safe or very safe using rental e-scooters here.
- 5.9 78% of trial users agreed that the benefits of rental e-scooters outweigh any issues they create, while 75% of non-trial users disagreed with this statement.
- 5.10 The full survey findings are included as Appendix B with this report and are currently being reviewed to better understand any potential policy implications.

Safety

- 5.11 The 104 accidents reported to Voi during the trial to date (up to 3rd October 2021) can be categorised as follows: 45 damage only, 46 slight, and 13 serious. Voi uses the DfT categorisations for accidents, which are defined as follows:

Damage only: An accident in which only the vehicle, other vehicles or surrounding infrastructure are damaged.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment

Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident

- 5.12 Solent Transport will be working with Local Authorities and partner organisations to ensure the evaluation of the trial includes an assessment of safety compared to alternative modes of travel, such as cycling, and includes consideration of the factors that influence injuries and accidents. For example, Voi suggests that approximately 80% of accidents can be attributed to new users, which seems a reasonable estimate given that e-scooters are an entirely new mode of travel.
- 5.13 Accidents and injuries can also be related to infrastructure provision, and as part of the evidence review, the impact of available cycle lanes on incident hotspots will be assessed.
- 5.14 Voi has noted that reported incidents often remain unverified, or the user does not follow up the report to provide an outcome, so validating the report is difficult. The validation of accident data will form part of Solent Transport's evaluation of the trial alongside Local Authorities and partner organisations, and it is hoped that it will be possible to obtain richer data from the police in due course (currently, there does not appear to be a reliable police data distinction between incidents involving rental e-scooters and privately-owned scooters, but it is well-understood that the incident rate for the latter is significantly higher).
- 5.15 Serious incident, injury or fatality remains the highest risk factor for the trial given the relatively high level of use. The council, Voi, and Solent Transport have measures in place to mitigate this as far as possible, as detailed in Section 4. Ongoing improvements in infrastructure for alternative modes of travel in the city will also mitigate this risk further, benefitting cyclists and e-scooter users.

Stakeholder Engagement

5.16 Prior to the launch of the trial, the council and Voi held virtual meetings with representatives from the following organisations to discuss the details of the scheme and understand any specific concerns:

- Hampshire Constabulary
- Portsmouth Hospitals NHS Trust
- Solent Hospitals NHS Trust
- Gosport Ferry
- FirstGroup
- Stagecoach South
- University of Portsmouth
- Portsmouth Cycle Forum
- Portsmouth Friends of the Earth
- Cycling UK
- Sustans
- Portsmouth International Port
- Hampshire Fire & Rescue Service
- Taxi Trade Representatives
- Visually Impaired Action Group (VIAG)
- Wightlink
- South Western Railway

5.17 Dialogue has continued with a number of these organisations, including Hampshire Constabulary, the hospitals, University of Portsmouth, and VIAG.

Marketing and Communications

- 5.18 The council has worked with Solent Transport and Voi to deliver clear, targeted, Portsmouth-specific communications and messaging to relevant audiences.
- 5.19 Key messaging has been delivered consistently across the Portsmouth region to inform and reassure users about the intended benefits of the e-scooter trial from the outset - safety, reliability, cleanliness, ease of use and accessibility.

6. Reasons for Recommendations

- 6.1 The trial has enabled e-scooters to be introduced in a controlled and safe manner, from which we can provide evidence as to their suitability as a transport mode in Portsmouth. This evidence will inform the DfT's evaluation process as it considers whether to legalise e-scooters for the longer-term following the trials.
- 6.2 The trial supports the ambitions of Portsmouth's draft Transport Strategy 2021 - 2038, particularly Policy C, as detailed in section 3 of this report.
- 6.3 Extending the trial will provide a full year of data and help ensure fluctuations caused by weather, major events, availability in residential areas, and returning users are as fully accounted for as is possible during the trial period.
- 6.4 Extending the trial will allow further evidence collection during a period of reopening following the COVID-19 lockdowns, which is more representative of how people are likely travel around the city in the future.
- 6.5. Extending the trial could help facilitate e-scooter integration into wider FTZ programme schemes including bikeshare, Mobility as a Service (MaaS) and freight micro-consolidation options. It is anticipated that bikeshare will be launched in 2022 following a procurement exercise scheduled for late 2021.
- 6.6 Ending the trial in November 2020 could slow progress towards micromobility achieving its true potential in Portsmouth, as it would remove the opportunity to continue refining the service while the DfT continues to evaluate the trials and establish the best legal framework (if any) for legalising e-scooters in future.
- 6.7 Both this report's recommendations have been made in consideration of the latest correspondence received from the DfT, dated 5th October 2021, which states: "It would be helpful if all current trial areas could participate in the trial extension [beyond 31st March 2022], but there is no compulsion and no need to make an immediate decision. We will write to trial areas in the New Year asking them if they want to take part in a further trial extension to November 2022."
- 6.8 Extending the trial could facilitate the independent data validation planned by Solent Transport, which would improve the evidence base and help inform subsequent decisions to taken about e-scooter at the local and national level.

7. Integrated impact Assessment and Equality Impact Assessment

- 7.1 An Integrated Impact Assessment (IIA) and an Equality Impact Assessment (EIA) were carried out at the trial's commencement and updated versions of both documents are included with this report as Appendix C and D respectively.

7.2 A range of stakeholders were engaged as part of the development of the scheme, and it is the intention to continue this engagement throughout the trial, particularly with the Police and Disability Groups. The IIA and EIA will remain as 'live' documents for the duration of the trial.

8. Legal Implications

8.1 The Vehicle Special Order (VSO) granted to Portsmouth City Council by the DfT has authorised the use of such e-scooters as are approved under the VSO on all roads, including cycle lanes, within the city boundaries. The VSO issued by the DfT currently expires in November 2021. If extension is approved, officers will seek renewal of this VSO.

8.2 As Portsmouth's E-Scooter Rental scheme is a trial, an experimental traffic regulation order (ETRO) was put in place. ETROs can last for up to 18 months, which would encompass the additional period proposed for the extension. ETROs can be made permanent should the trial prove to be successful,

8.3 Although there is no obligation to consult with the general public before introducing an ETRO, statutory notice must be given if it is intended to make the order permanent and any person may object to the making the order permanent within a period of six months from the date of such notice and any such objection should be taken into account when determining whether or not to make the order permanent when the ETRO expires.

8.4 The trial is intended to be in place for 13 months until the end of March 2022. The Direction of Regeneration has the authority to modify or suspend the Order, or any provision of it if it appears to him essential:

- (a) In the interests of the expeditious, convenient and safe movement of traffic;
- (b) In the interests of providing suitable and adequate on-street parking facilities; or
- (c) For preserving or improving the amenities of the area through which any road affected by the Order runs.

8.5 If it is proposed to place docking stations on the highway opposite private business or residential premises, the owners/occupiers of such premises should be made aware of the proposals and invited to contact the council if they have any concerns. Under the Highways Act 1980, it is necessary to obtain consent of any person having an interest in the proposals before doing so. Notice must be given of the proposal to install the docks and the public given a period of at least 28 days to comment on the proposals. If a valid objection is received during this period, any dock already installed should be removed immediately and steps taken to secure consent before reinstating the docking station.

9. Finance Comments

- 9.1 Project costs associated with the development and running of the E-Scooter rental trial project will continue to be met by Solent Transport, in accordance with the funding allocated to the trial as part of the FTZ programme. Solent Transport also fund a FTZ Project Manager dedicated to Portsmouth who is coordinating the implementation of the scheme.
- 9.2 Funding for the extension to March 2022 is included in forecast costs submitted to the Solent Transport Programme Board, pending approval to extend.

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Signed by:

Appendices:

Appendix A	Draft E-scooter Parking Expansion Strategy
Appendix B	Portsmouth City Council E-Scooter Survey
Appendix C	Integrated Impact Assessment
Appendix D	Equality Impact Assessment

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

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

Title of document	Location
Transport Recovery Plan	https://democracy.portsmouth.gov.uk/ieDecisionDetails.aspx?AllId=13236
Government guidance on e-scooter trials	https://www.gov.uk/guidance/e-scooter-trials-guidance-for-users
Solent Transport Joint Committee papers	https://democracy.portsmouth.gov.uk/documents/g4512/Public%20reports%20pack%2029th-Jun-2020%2011.00%20Solent%20Transport%20Joint%20Committee.pdf?T=10
Portsmouth City Council e-scooter webpage	https://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/e-scooters
Electric Scooter Trials & Traffic Signs (Coronavirus) Regulations & General Directions 2020	The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (legislation.gov.uk)
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (September 2020)	https://democracy.portsmouth.gov.uk/documents/s28007/Portsmouth Rental E-scooter Trial.pdf
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (February 2021)	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 25th February, 2021, 4.00 pm Portsmouth City Council

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

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 Signed by:

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E-scooter expansion strategy

Briefing note

September 2021

Background

To support a 'green' restart of local travel and help mitigate reduced public transport capacity, the Department for Transport (DfT) fast tracked and expanded trials of rental e-scooters, stating that e-scooters could offer the potential for fast, clean and inexpensive travel that could also help ease the burden on transport networks and allow for social distancing.

Solent Transport rental e-scooter trials

Solent Transport was granted permission to run rental e-scooter trials by the DfT in late 2020. These trials comprise of Isle of Wight (IOW), which launched on 27 November 2020, and Portsmouth, which launched on 16 March 2021, with Southampton following on 18 March 2021. The trials are scheduled to end on 26 November 2021, which is one year after the commencement of the IOW scheme. A proposed scheme in Winchester was not taken forward under the Solent DfT trial due to challenges with timescales, but Hampshire County Council may develop a scheme at a later date.

Portsmouth scheme

Portsmouth launched their rental e-scooter trial on 16th March 2021 with operator Voi, which currently has permission to operate until 26 November 2021. The DfT has announced trials can be extended until March 2022 and move to pilot schemes after this period. The existing trial will inform any permanent scheme if the DfT alters legislation to enable them.

The Portsmouth scheme has mandatory parking zones, all of which include physical e-scooter parking racks. There were 17 parking racks zones active at launch with 100 e-scooters. There are now 50 parking racks with 481 rental e-scooters.

PCC strategic approach

The rental e-scooter scheme is part of a strategic approach to travel in the city which works towards the vision of our draft travel strategy;

By 2038 Portsmouth will have a people-centred, connected, travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.

The strategic objectives of the travel strategy delivered together improve connectivity for residents, visitors and businesses in the city, enabling people better access to places through joined-up travel whether by foot, cycle, public transport or other transport modes.

When rental e-scooters are delivered as part of a wider programme of transport improvements such as cycle infrastructure, bike hangars, bike share, car clubs, and public transport improvements there is opportunity to achieve a cohesive network of viable and attractive travel choices which can replace short distance private car journeys.

The rental e-scooter trial should consider this wider strategy and deliver towards it going forward.

Rack expansion

Following launch additional parking racks have been installed in Portsmouth as part of a phased approach which looked at requests and Voi's recommendations for new locations.

Voi's recommendations were based on;

- **Hub density/oversupply/availability metrics**
 - Hub density is a metric to define how many hubs there are in a given area, which affects the walking distance for users and therefore propensity to rely on the service vs using a car. Voi's target is 15 per square km for 3-4 mins average walk to a hub and 25 per square km for 2 mins average walk to a hub, and they state that anything less than 15 per square km typically leads in a drop-off in demand for the service
 - Oversupply measures where there tend to be too many e-scooters at an individual hub, and suggests prioritisation of additional racks nearby, to balance demand and alleviate the risk of clutter.
 - Availability is a metric which defines how many vehicles will generally be available in a given area, at a given time. There are different benchmarks for density of parking zones based on the area - e.g. residential vs commercial.

- **Available space**

Consideration is given to the space available, potential obstructions and expected demand based on the area - i.e. locations in the suburbs will generally see fewer vehicles than more central hubs. Voi would prioritise a hub on a wide open footway vs one with more limited space.

- **App opens**

Voi analyse data on where app users open the app, across the city. When they see a high density of 'app opens' in areas where we have limited hub coverage (or do not operate at all), they use this to inform prioritisation of new hubs in that area, as it suggests there is untapped demand.

Future strategy

As the trial is now into its seventh month of operation, and the existing approach does not systematically consider Portsmouth's strategic approach to travel around the city, the rack location/expansion strategy is being reviewed.

Rental e-scooters are part of a package of solutions to achieving modal shift from private car journeys in the city, with preliminary survey results for Portsmouth encouragingly indicating that 44% of e-scooters users would otherwise have used a private vehicle or taxi for their journey. As such, they should be considered alongside cycling offers such as bike hangars and emerging bike share plans, emerging car club plans and public transport. In line with this rationale, consideration should also be given to trialling carriageway racks in areas where footway sites are less suitable and/or where a carriageway rack might fit well with the local context (e.g., on quieter, more people-centred streets). Such carriageway sites have been successfully implemented elsewhere, and Voi's new Type 3 rack (see image below) has been designed to be implemented on the footway or carriageway. Potential carriageway sites would be reviewed by the Rental E-scooter Trial Board.

Voi's 'Type 3' parking bay

Encloses scooters to prevent collisions with pedestrians or vehicles. Can be installed on pavement or in-road.



In order to generate modal shift and to seek to improve connectivity across the city future, rack proposals should meet some or all of the following principles:

- Areas served less well by public transport
- At transport interchanges/hubs/ close to other transport modes to enable connectivity between modes
- Located at key destinations including large employers and attractors in the city - including on private land
- Locations which support economic recovery such as local shops and restaurants
- Locations with good cycle infrastructure nearby - providing safe routes and discouraging footway riding
- Located near to residential areas with a focus on those demographics proven to have or more likely to have the propensity to use rental e-scooters (while simultaneously working with Voi to reduce barriers to scooter use across all demographics, to ensure equitable access for all Portsmouth residents and prevent the development of "e-scooter deserts")
- Areas of existing rental e-scooter high demand where increased provision is required
- Visible and accessible locations

Next steps

The public survey closes 18th September 2021, and the results of this will be analysed and included in a report to be brought to the Traffic and Transportation meeting in November. This paper will also include reference to the above strategy seeking formal approval.

Recommendations

It is recommended that the board approve the set of eight principles for new parking locations to be actively pursued and assessed against in future phases which will be brought as part of a paper reviewing the trial to the Cabinet Member for Traffic and Transportations meeting in November 2021.

This approach would work towards the holistic strategy to achieve modal shift, improving air quality and carbon emissions, and contributing towards public health and economic growth.

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