

# NOTICE OF MEETING

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## **CABINET MEMBER FOR TRAFFIC & TRANSPORTATION**

**FRIDAY, 18 MARCH 2022 AT 4.00 PM**

## **COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH**

Telephone enquiries to Karen Martin, Tel 023 9284 1704  
Email: [democratic@portsmouthcc.gov.uk](mailto:democratic@portsmouthcc.gov.uk)

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

### **Information with regard to public access due to Covid precautions**

- Following the government announcement 'Living with COVID-19' made on 21<sup>st</sup> February, attendees will still be requested to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting until the end of March (This guidance will be updated at that point). Around one in three people who are infected with COVID-19 have no symptoms so could be spreading the virus without knowing it. Asymptomatic testing – getting tested when you don't have symptoms - helps protect people most at risk by helping to drive down transmission rates.
  - We strongly recommend that attendees should be double vaccinated and have received a booster.
  - If symptomatic we encourage you not to attend the meeting but to stay at home, avoid contact with other people and to take a PCR test in line with current UKHSA advice.
  - We encourage all attendees to wear a face covering while moving around crowded areas of the Guildhall.
  - Although not a legal requirement, attendees are strongly encouraged to keep a social distance and take opportunities to prevent the spread of infection by following the 'hands, face, space' and 'catch it, kill it, bin it' advice that also protects us from other winter viruses.
  - 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.
  - Those not participating in the meeting and wish to view proceedings are encouraged to do so remotely via the livestream link.
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## **CABINET MEMBER FOR TRAFFIC & TRANSPORTATION**

Councillor Lynne Stagg (Liberal Democrat)

### **Group Spokespersons**

Councillor Simon Boshier, Conservative

Councillor Graham Heaney, Labour

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(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](http://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**

### **Risk assessment: Council Chamber**

**1 Apologies**

**2 Declarations of Members' Interests**

**3 Local Transport Plan 4 - Implementation Plan 2022/23 (Pages 7 - 28)**

Purpose

The purpose of this report is to seek approval for the updated Local Transport Plan 4 (LTP 4) Implementation Plan 2022/23 - 2024/25 following the approval of the 2022/23 budget at February 2022 Full Council. The report also includes information about the monitoring and governance of LTP4, which will be updated in the 2022/23 to 2024/25 Implementation Plan.

### **RECOMMENDED that:**

- (i) The attached Local Transport Plan 4 (LTP4) funded schemes 2022/23 (Appendix A) is adopted as part of Portsmouth's LTP4 Implementation Plan 2022/23 - 2024/25;**
- (ii) Authority is delegated to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to update the Local Transport Plan 4 Implementation Plan with the attached proposed Local Transport Plan funded scheme list (Appendix A);**

- (iii) Authority is delegated to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the Implementation Plan that may be required to take account of future funding changes and relevant national policy guidance;
- (iv) The Cabinet member notes that the funded Infrastructure Programme, Transport hub funding and other revenue and externally funded highways and transport work programmes contribute to the delivery of the LTP4 and the implementation plan 2022/23-2024/25 will be updated to include these;
- (v) The process for monitoring of LTP4 be noted; and
- (vi) The process of governance of LTP4 be noted.

#### **4 Portsmouth Rental E-Scooter Trial Scheme (Pages 29 - 56)**

##### Purpose

This report provides update on the operation of the rental e-scooter trial and seeks approval to further extend the rental e-scooter trial from the current scheduled end date of 31 March 2022 until 30 November 2022.

**RECOMMENDED that the Cabinet Member for Traffic and Transportation:**

- (i) Notes the information contained within the report on the rental e-scooter trial to date.
- (ii) Approves renewal of the Vehicle Special Order (VSO) for Portsmouth's e-scooter rental scheme to 30 November 2022, in accordance with the Department for Transport's new end date, to legally enable the rental e-scooter trial to extend beyond its scheduled end date of 31 March 2022.
- (iii) Notes that Portsmouth's corresponding Experimental Traffic Regulation Order (ETRO) to allow rental e-scooters in cycle tracks, cycle lanes and bus lanes is due to expire on 15 September 2022, and that a further Cabinet Member decision will therefore be required in due course for the e-scooter rental scheme to effectively operate beyond that date.

**5 TRO 102B/2021: Proposed parking restrictions in various locations**  
(Pages 57 - 70)

Purpose

The purpose of this report is to consider the public response to the proposed parking restrictions in Althorpe Drive and Chasewater Avenue in Portsmouth.

**RECOMMENDED that:**

- (i) The proposed 21m of No Waiting At Any Time double yellow lines in Althorpe Drive, is implemented;**
- (ii) In Chasewater Avenue the proposed extension to the operating times of the Loading Only Bay from 9am-11am to 9am-1pm is implemented;**
- (iii) In Chasewater Avenue the proposed reduction in the operating time of 30-min Limited Waiting from 11am-6pm to 1pm-6pm is implemented; and**
- (iv) It be noted that the remainder of TRO 102/2021 was brought into operation under TRO 102A/2021 at the end of January 2022, due to no objections being received to those proposals. Therefore, any proposals approved following this report will be brought into operation under TRO 102B/2021.**

**6 Proposed Taxi Rank on London Road, North End (Pages 71 - 92)**

Purpose

The purpose of this report is to seek approval for the trial of a 22-hour taxi rank in London Road, North End under an experimental traffic regulation order (ETRO) operating between 9am and 7am.

**RECOMMENDED that:**

- (i) An experimental traffic regulation order (ETRO) is undertaken for a 22 hour (9am to 7am), two-car, taxi rank located at the southern end of the southbound bus lane on London Road, close to the junction with Laburnum Grove;**
- (ii) An information report be taken to Licensing Committee outlining the outcome of this decision; and**
- (iii) A report be brought back to the Cabinet Member of Traffic and Transportation with the results of the trial before the end of the ETRO period.**

**7 Update on rapid electric vehicle (EV) charging infrastructure for taxis and private hire vehicles (PHVs) (Pages 93 - 98)**

Purpose

The purpose of this report is to provide an update on the proposal to install rapid electric vehicle (EV) charge points in various car parks and associated user tariffs for Stubbington Avenue car park.

**RECOMMENDED that this information report be noted.**

**8 EWATC and SEHRT Route 801 and Walk 80 (Pages 99 - 150)**

Purpose

- (i) The purpose of this report is to provide a summary of the proposed measures designed to improve the walking and cycling environment, for information purposes, as well as to share the public consultation feedback, and communicate the next steps to be taken up until construction, which is due to take place later this year.
- (ii) The South East Hampshire Rapid Transit (SEHRT) Walk 80 and Route 801, funded by the Transforming Cities Fund (TCF), and the East West Active Travel Corridor (EWATC) funded by Portsmouth's Local Transport Plan (LTP), are being developed between Fratton and City Centre, to provide active travel benefits for pedestrians and cyclists along this key route.
- (iii) Proposed measures are intended to deliver a range of walking and cycling improvements including on and off-road cycle provision, improved crossing points and junction re-prioritisation, in line with LTP4's vision of having a people-centred, connected, travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.
- (iv) A meeting was held on 9 of February 2022 to brief the Deputy Leader and Portfolio Holder for Traffic and Transport on the results of the consultation and agree and confirm the next steps (detailed design).

**RECOMMENDED that this information report be noted.**

**9 Accident and Casualty Report 2020 (Pages 151 - 222)**

Purpose

To introduce the Accident and Casualty Report 2020.

**Recommended that this information report be noted.**

Members of the public are permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting nor records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

Whilst every effort will be made to webcast this meeting, should technical or other difficulties occur, the meeting will continue without being webcast via the Council's website.

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

# Coronavirus Risk Assessment for the Council Chamber, Guildhall

**Date:** 15 March 2022 (based on Living with Covid - February 2022)

**Review date:** 31 March 2022

**Author:** Lynda Martin, Corporate Health and Safety Manager, Portsmouth City Council

## Coronavirus Risk Assessment for the Council Chamber, Guildhall

<b>Manager's Name and Job Title completing Risk Assessment:</b>	Lynda Martin Corporate Health and Safety Manager	<b>Risk Assessment Dept:</b>	Corporate Services	<b>Date:</b>	15 March 2022	<b>Signature:</b>	<i>Lynda Martin</i>
		<b>Location:</b>	Council Chamber, Guildhall				

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
Risk of exposure to Covid-19 virus - Ventilation	Staff, contractors and attendees	<ul style="list-style-type: none"> <li>There are no longer capacity limits for the Guildhall Chamber.</li> <li>Continue to wear a face covering when moving around crowded areas of the Guildhall and the council chamber.</li> <li>The mechanical ventilation system works efficiently and the South Special Rooms Supply and Extract fans are fully operational during times when the Council Chamber is in use.</li> <li>Pedestal fans - positioned in each of the wing areas and along the back wall behind the pillars, maximum speed and modulation setting.</li> </ul>	Staff will ensure ventilation system and fans are operational.	In place
Risk of transmission of virus - Risk mitigation	Staff, contractors and attendees	<p>The Guildhall has the following measures in place:</p> <ul style="list-style-type: none"> <li>Face Coverings – as per government guidance, we encourage you to continue to wear a face covering whilst in the venue &amp; crowded places especially when walking around the building.</li> <li>Enhanced Sanitisation &amp; Cleaning – we will carry out enhanced cleaning procedures between meetings and we ask that you sanitise your hands on entry and regularly throughout your visit at the sanitisation points provided.</li> </ul>	The Guildhall Trust and PCC Facilities Team to implement and monitor.	In place
Risk of transmission of virus - Hygiene and Prevention		<ul style="list-style-type: none"> <li>Although not a legal requirement attendees are strongly encouraged to keep a social distance and take opportunities to prevent the spread of infection by following the 'hands, face, space' and 'catch it, kill it, bin it' advice that also protects us from other winter viruses.</li> <li>Wash hands for 20 seconds using soap and water or hand sanitiser.</li> <li>Maintain good hygiene particularly when entering or leaving.</li> <li>Hand sanitiser and wipes will be located in the meeting room.</li> <li>No refreshments will be provided. Attendees should bring their own water bottles/drinks.</li> <li>All attendees should bring and use their own pens/stationery.</li> <li>Attendees are requested to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting (requirement in place until the end of March 2022.)</li> <li>It is recommended that attendees should be double vaccinated and have received a booster.</li> </ul>	The Guildhall Trust and PCC Facilities Team to implement and monitor.	In place
Financial Risk	Staff, contractors and attendees	<ul style="list-style-type: none"> <li>The council meeting may need to be cancelled at short notice if the Covid-19 situation changes due to local outbreaks, local sustained community transmission, or a serious and imminent threat to public health.</li> <li>Technology in place to move to virtual council meeting if required and permitted by legislation.</li> </ul>	Financial commitments minimised wherever possible.	In place

### Updates

- This risk assessment is a live document and will be updated as new information becomes available.
- All managers should feel free to adapt the measures contained within this risk assessment when assessing the risks for their own department's work activities/ premises.

### Further information

- HSE guidance, on working safely during the coronavirus pandemic can be found [here](#)
- Staff wellbeing advice during the coronavirus pandemic can be found [here](#)



# Agenda Item 3



**Title of meeting:** Cabinet Member for Traffic and Transportation

**Date of meeting:** 18 March 2022

**Subject:** Local Transport Plan 4 - Implementation Plan 2022/23

**Report by:** Tristan Samuels, Director of Regeneration

**Report Author:** Hayley Chivers, interim Transport Planning Manager

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1 The purpose of this report is to seek approval for the updated Local Transport Plan 4 (LTP 4) Implementation Plan 2022/23 - 2024/25 following the approval of the 2022/23 budget at February 2022 Full Council. The report also includes information about the monitoring and governance of LTP4, which will be updated in the 2022/23 to 2024/25 Implementation Plan.
- 1.2 The report notes the following funding allocations by Full Council on 15<sup>th</sup> February 2022 as part of the council's 2022/23 Capital Programme which contribute to the delivery of the adopted Portsmouth transport (LTP4) strategy:
- £943,000 for the 2022/23 LTP4 Implementation Plan
  - £500,000 for the Transport Infrastructure Investment
  - £200,000 for Transport Hub
- 1.3 This report details the proposed programme of LTP4 transport schemes to be delivered.

## 2. Recommendations

**It is recommended that:**

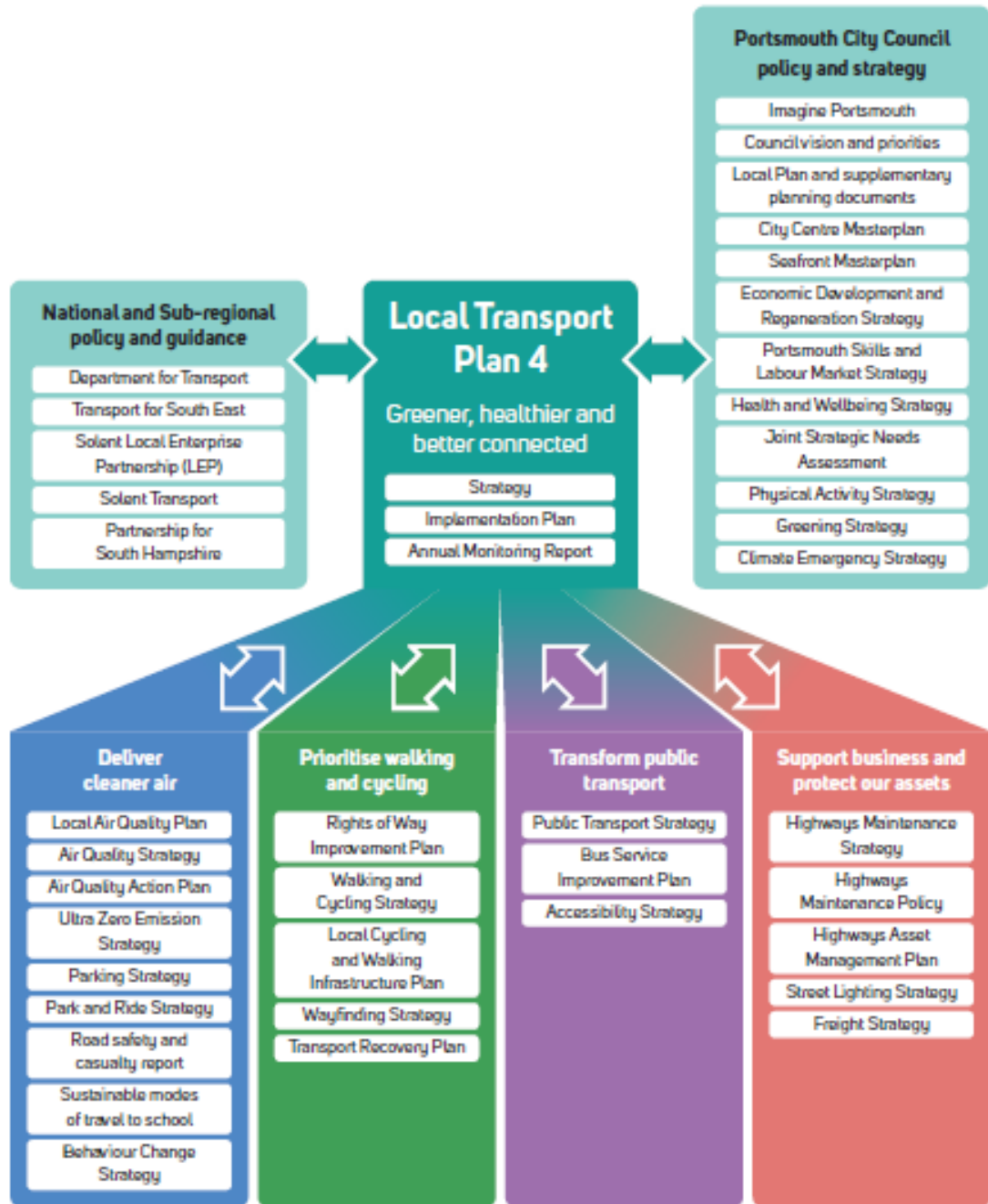
- 2.1 **The attached Local Transport Plan 4 (LTP4) funded schemes 2022/23 (Appendix A) is adopted as part of Portsmouth's LTP4 Implementation Plan 2022/23 - 2024/25;**

- 2.2 Authority is delegated to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to update the Local Transport Plan 4 Implementation Plan with the attached proposed Local Transport Plan funded scheme list (Appendix A).**
- 2.3 Authority is delegated to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the Implementation Plan that may be required to take account of future funding changes and relevant national policy guidance.**
- 2.4 Notes that the funded Infrastructure Programme, Transport hub funding and other revenue and externally funded highways and transport work programmes contribute to the delivery of the LTP4 and the implementation plan 2022/23-2024/25 will be updated to include these.**
- 2.5 The process for monitoring of LTP4 be noted.**
- 2.6 The process of governance of LTP4 be noted.**

### **3. Background**

- 3.1** The adoption of a Local Transport Plan (LTP) is a statutory requirement under the Transport Act 2000, as amended by the Local Transport Act 2008. The amendments to the 2000 Act awarded Local Authorities greater flexibility in the development of their Local Transport Plans and the LTP should consist of two key elements:
- A Strategy (containing a set of policies)
  - An Implementation Plan (containing the proposals for delivery of the policies outlined within the strategy).
- 3.2** In response to recent challenges, Portsmouth City Council have produced the new Local Transport Plan (LTP4) which was adopted by Full Council on 13<sup>th</sup> October 2021. The LTP4 strategy sets out the long-term policies and schemes to address the transport challenges and deliver transport improvements and covers the period 2021-2038.
- 3.3** The Portsmouth transport (LTP4) strategy not only provides the overarching direction for all transport and highways (including maintenance) but it also supports wider council work streams and sits within a framework of national, sub-regional and local policy guidance as illustrated in Figure 1. To support the Portsmouth transport strategy there are a wide number of more detailed transport and highways strategies and plans, (some already existing and many to be developed), which will deliver the vision, strategic objectives and policies of the Portsmouth Transport Strategy.

**Figure 1 - LTP 4 strategic fit**



**Portsmouth transport (LTP4) strategy**

3.4

The Portsmouth transport strategy has been written to ensure that all residents and visitors can get into, out of and through the city safely and efficiently on all

modes of transport, whilst prioritising a travel network that addresses the challenges currently faced.

As such it includes the following vision and strategic objectives:

*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.*

Strategic Objectives:

- **Deliver cleaner air:** Everyone who lives in, works or visits the city should be able to breathe air that will not damage their health – there need to be fewer and cleaner vehicles in the city.
- **Prioritise walking and cycling:** Most trips within the city are short but despite this the car is too often the default choice – more space is needed to safely walk and cycle in the city.
- **Transform public transport:** Public transport connections are poor in some parts of the city with buses slowed by traffic congestion – we need to prioritise rapid and reliable public transport.
- **Support business and protect our assets:** Portsmouth’s ports and other businesses are central to the success of the city – we need to ensure the transport network allows business to prosper.

3.5 The strategic objectives 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.

3.6 The Portsmouth transport strategy is people-centred to meet the needs of all residents, and considers all modes of transport, prioritising sustainable modes of travel where it is possible.

#### 4. LTP4 Implementation Plan

4.1 The LTP4 implementation plan outlines the projects and work streams to be delivered over the next three years to continue making improvements that support the delivery of our ambitious transport vision set out in our Transport Strategy.

4.2 The Implementation Plan covers all schemes and initiatives, with all playing a part to deliver against LTP4 and working towards its vision and objectives. This includes capital and revenue schemes, initiatives and strategy development.

- 4.3 Given the level of financial uncertainty and the fact that the LTP Capital Settlement is not ring-fenced, alongside national policy updates and developments the implementation plan is reviewed on an annual basis.
- 4.4 A transport infrastructure scheme prioritisation and selection process has been developed through which schemes are assessed against their contribution to locally agreed priorities (LTP4 and the Portsmouth City Council Corporate Priorities), before being assessed for their deliverability under the LTP. Professional expertise and judgement are used to ensure an appropriate package of schemes is established, ensuring contribution to each of the strategic objectives and policy areas, whilst also considering a balanced geographical spread.
- 4.5 The LTP Implementation Plan includes three schemes which Portsmouth City Council has a statutory duty to deliver: Access for people with disabilities, Traveline and Rights of Way and as such are not subject to prioritisation.
- 4.6 To help deliver the Portsmouth transport strategy vision and objectives, a number of daughter strategies are to be developed which have been indicated in the implementation plan. These strategies will be produced according to a priority order, based on links with other PCC complimentary work schemes and the timescales of these schemes, and national and sub-regional work streams and their implications for PCC. A scoring system will be used to prioritise the development of the daughter strategies and determine their timescales for delivery. This prioritisation is currently being developed to inform the order that the strategies are brought forward.

### **Governance and Monitoring**

- 4.7 An officer Transport Strategy Board will to be established, meeting quarterly to review progress of delivery against the Portsmouth transport strategy vision, strategic objectives and policies. The focus of the board will be on delivery against the three-year Implementation Plan, ensuring that each strategic objective is being developed, with schemes and strategies being taken forward from each of the four objectives simultaneously.

The Transport Strategy Board will have responsibility to make any necessary updates to the LTP4 Strategy, in line with national or local policy changes. The Transport Strategy Board will report to the Cabinet member's quarterly update meetings, with formal reports taken to Traffic and Transportation meetings on an annual basis including an Annual Monitoring Report which will focus on all schemes, strategies and initiatives which will help to deliver the LTP4 vision and objectives, including all revenue and capital schemes.

## **5 Next Steps**

- 5.1 Following approval of the 2022/23 -2024/25 Implementation Plan, each scheme or initiative detailed in Appendix A will be taken forward. Engagement and consultation will be initiated on a scheme-by-scheme basis, as required, to ensure that full stakeholder buy-in is achieved for the programme.
- 5.2 All infrastructure schemes will be aligned as much as reasonably practicable with the PFI contractor's (Ensign) Life Cycle Replacement (LCR) programme. This will reduce the cost to the council and reduce disruption for road users.

## **6 Reasons for recommendations**

- 6.1 The LTP4 Implementation Plan sets out the schemes, initiatives and transport strategies which will work towards the delivery of the LTP4 strategy vision and objectives.
- 6.2 Following the recent allocation of funding for the 2022/23 LTP4 Implementation Plan by Full Council, the programme of schemes, initiatives and transport strategies to be delivered can now be proposed for the 2022/23 Implementation Plan.
- 6.3 Adoption of the LTP4 Implementation Plan by April 2022 is a statutory requirement.

## **7. Integrated impact assessment**

- 7.1 An integrated impact assessment (IIA) has been produced for the IIA as found in Appendix B. Individual IIAs and if required Equalities Impact Assessments will be brought forward on a scheme-by-scheme basis as required.

## **8. Legal implications**

- 8.1 The Council has a statutory duty under the Transport Act 2000 (as amended by the Local Transport Act 2008) as local transport authority for the City of Portsmouth to ensure that the Council has an up to date LTP policy for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area. Each local transport authority must prepare a document to be known as the local transport plan containing the policy as set out above and their proposals for the implementation of those policies.
- 8.2 There is a duty to keep the local transport plan under review and in doing so to consult with the Secretary of State, operators of any network or station, or any

railway services, and operators or providers of other transport services in their area.

- 8.3 The proposal is in accord with the statutory requirements of the relevant legislation.
- 8.4 After any alteration of the plan, the Council must as soon as practicable publish the plan as altered in such manner as it thinks fit and send a copy to the Secretary of State.

**9. Director of Finance's comments**

- 9.1 The Capital Programme 2022/23 was approved by Full Council on 15<sup>th</sup> February 2022 and sets out the corporate resources to be allocated to the Local Transport Plan for the forthcoming year. The Council approved an allocation of £943,000 to the Local Transport Plan.
- 9.2 This report seeks approval to allocate the £943,000 to the schemes detailed in Appendix A.
- 9.3 The report also recommends that authority be delegated to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the LTP programme that continue to meet the requirements of the Local Transport Plan aspirations, whilst remaining within the overall approved allocated budget of £943,000 and any other resources allocated to the Local Transport Plan.

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

**Appendices:**

- Appendix A: Funded LTP4 Scheme List
- Appendix B: LTP Implementation Plan 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
Full Council 15 February 2022 (Budget approval)	<a href="#">Agenda for Full Council on Tuesday, 15th February, 2022, 2.05 pm Portsmouth City Council</a>



Full Council 13 October 2021 (LTP4 adoption)	<a href="#">Agenda for Full Council on Wednesday, 13th October, 2021, 2.00 pm Portsmouth City Council</a>
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The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:



**Appendix A- Funded LTP4 Scheme list**

Scheme name	Scheme overview	Ward
<b>Deliver cleaner air</b>		
Air Quality Action Plan (AQAP)	Development and updates to the Air Quality Action Plan on an annual basis.	All wards
On-Street Residential Charging Points (ORCS)	To promote the uptake of electric vehicles and to support the air quality agenda it is essential to provide necessary enabling infrastructure.	All wards
<b>Prioritise walking and cycling</b>		
Access for People with Disabilities (Statutory Scheme)	To provide low-cost measures citywide where improvements to the kerb lines, signing and street furniture will aid accessibility for those with particular mobility requirements. This includes both resolving requests put forward and proactive priority works.	All wards
Rights of Way (Statutory Scheme)	PCC has a statutory requirement to sign Rights of Way (paths which the public have a legally protected right to pass on) across the city and to investigate and resolve all Public Rights Of Way (PROW) claims put forward.	All wards
Play and School Streets	School Streets - Promotional campaign to discourage crowding outside schools for social distancing and safety and where appropriate removal of through traffic in school and other residential streets. Play Streets - support for community led initiatives to close roads for up to 3 hours allowing children to be able to play directly outside their homes.	All wards
Bike Hangars	To provide secure cycle parking in locations where it is difficult to store bicycles, for example, in residential areas where terrace properties have no rear access.	All wards
Casualty and Speed Reduction Measures	The aims of this programme address, where possible, the patterns of accidents and casualties identified in the Portsmouth City Council Accident and Casualty report for the year in order to introduce traffic calming at a variety of locations across the city, to promote road safety, reduce vehicle speeds, and support the objective to increase the use of active travel modes. Speed reduction measures may take the form of raised tables, speed cushions and junction treatments including buildouts and coloured markings/hatching.	All wards
Local Cycling & Walking Infrastructure Plan	The LCWIP is a document that sets out the approach to developing local cycling and walking networks over a ten-year period. This is part of the government's Cycling and Walking Investment Strategy (CWIS) to double the number of cycling journeys made and substantially increase walking activity by 2025. Funding will be used to implement one or part of one of the schemes identified in the LCWIP are requiring work in the short term.	All wards
<b>Transform public transport</b>		
Traveline (Statutory Scheme)	Through a partnership with other local authorities, PCC supports traveline ( <a href="http://www.travelinesw.com">www.travelinesw.com</a> ) to promote the use of public transport. Unlike individual operator apps, which don't cover all areas or services, traveline provides an impartial travel information service which shows all services and all modes - bus, coach, ferry and train - irrespective of operator, via website, mobile apps and call centre. Traveline data is also used by over 500 third party apps and websites, from small independent developers to major providers such as BusChecker and Google.	All wards
<b>Support businesses and protect our assets</b>		
Road Markings and Directional Signage	Remediation of minor issues on the city's highway network as and when identified and assessed. Improvements can be made by utilising signing and lining to slow traffic speeds, improve visible presence or provide direction assistance.	All wards
Traffic Signal / Variable Message Sign (VMS) Reconfiguration	To support changes to signals citywide and to protect the council's assets.	All wards
Zebrites	Roll out of enhanced LED belisha beacons which provide greater increased visibility of zebra crossings and are especially effective at crossings that experience vehicles not stopping for pedestrians. The Zebrite beacons draw attention to the crossing thus making it more likely that a pedestrian waiting to cross will be seen and therefore road safety is improved.	All wards

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# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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

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

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

Directorate:

Regeneration

Service, function:

Transport Planning

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

Local Transport Plan (LTP4) Implementation Plan 2022/23 - 2024/25

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

- Existing
- New / proposed
- Changed

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

As the Local Transport Authority, the council has a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce an LTP for the Portsmouth administrative area. The council makes the decision on the time period covered by the Plan and when it is refreshed. However, it is felt appropriate that the plan is prepared alongside the Portsmouth Local Plan covering

the period to 2038.

LTP4 consists of two parts, the overall strategy and the implementation plan. The strategy element of the Portsmouth LTP4 covers the period 2021-2038. The Implementation Plan prioritises schemes, strategies and initiatives, including capital and revenue schemes, to be delivered over a three-year period, with the first of the three year rolling programmes commencing 2022/23 with the allocated funding and an approved list of schemes.

The Implementation Plan will be reviewed on an annual basis, with an indicative plan up to 2038.

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?

Following the consultation undertaken on the draft Portsmouth Transport Strategy, further internal and external stakeholder workshops were held in March 2021 for the development of the Implementation Plan. This enabled cross-discipline, cross directorate working, as well as valuable input from our stakeholders. The purpose of these workshops were to discuss the principles and priorities of the supporting implementation plan.

Workshop attendees were asked to review and comment on the long-list of schemes identified for inclusion within the Implementation Plan. This was specifically to determine:

- whether there were any further initiatives that should be included;
- to understand which initiatives should be prioritised;
- if the overall list would meet the strategic objectives of the Transport Strategy.

The results of both the strategy consultation and Implementation Plan stakeholder workshops were analysed and reviewed, and incorporated into the final Implementation Plan along with a prioritised list of schemes to take forward in 2022/23. The Implementation Plan prioritises schemes to be delivered over a three-year period, with the first of the three year rolling programmes commencing between 2022/23 and 2024/25. The Implementation Plan will be reviewed on an annual basis, taking into account previous stakeholder feedback provided.

## A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Schemes and strategies within the Implementation Plan seek to improve safety in a number of ways. It is recognised that cycle theft is an issue in the city, and as mentioned in the strategy, more secure cycle parking will be provided in the city centre, local centres and other areas of high demand, particularly focused along the new Local Cycling and Walking Infrastructure Plan (LCWIP) routes. It is recognised that public transport interchanges and stops must feel safe. To support this, the public realm at key transport interchanges will be enhanced to improve their quality, in conjunction with public transport operators. Through the Transport Strategy, a number of protected, continuous cycleways will be delivered, as well as improved high quality walking routes, as part of the emerging LCWIP Plan. Safety features such as improved lighting will be considered. Input from local police and wardens will be sought for individual schemes as required. Other schemes and strategies being to be developed as part of LTP4 will also support safety improvements.

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

Through the introduction of additional secure cycle parking, and improved walking and cycling routes delivered through the emerging LCWIP. The development of supporting LTP4 strategies, which would support improvements to safety.

**A - Communities and safety****Yes****No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

**A - Communities and safety****Yes****No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

A key focus of the Local Transport Plan will be to reduce private car dependency. Encouraging modal shift to more sustainable options, including active travel, which in turn will have a positive impact on the health of Portsmouth residents. Reducing car dependency and supporting the shift to electric vehicles will also improve air quality through reduced trips and CO2 emissions within the Portsmouth boundary.

The strategy will strive to create a people-centred, connected transport network that is accessible, safe and affordable, supporting people to be able to travel easily and sustainably, with less reliance on the private car. Schemes to improve walking infrastructure

are included within the implementation plan, which would support this. Such improvements may particularly help people who have a disability or mobility difficulties.

Active Travel has many known health benefits including positively impacting on mental health. Improvements to walking and cycling infrastructure will support more people to use this active travel mode, increasing mental health and fitness.

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

The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the effect of the changes made and the LTPs ongoing impact.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

The strategy aims to identify and reduce inequalities in access to transport for excluded groups, with a focus on lower income households. The strategy will promote more affordable travel options. Reducing car dependency and improving accessibility to public transport should also help to reduce inequality.

Other aspects of the transport strategy and specific schemes within this year's implementation plan will also work towards reducing financial exclusion, such as through improvements to cycling and walking routes, which are a low cost/free mode of travel. Also set out in the Transport Strategy are proposed measures to seek to develop a Mobility as a Service platform, which could cap fares for daily and weekly journeys, as well as investigating the offer of mobility credits to those not using their cars as an incentive to try alternative modes of travel. Additionally, we will work with transport operators to investigate potential ways to support those on low incomes. As an example, the operator of the mobility scooter trial, Voi, are offering discounts to students and people who hold a valid HC2 certificate.

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

The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the LTPs ongoing impact.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

The LTP has been subject to stakeholder engagement and public consultation in order to address its impact on protected characteristics and to integrate the perspectives of these groups. Schemes that come from the LTP will be subject to their own individual IIA's and EIA's where required, to ensure that impacts to protected characteristics are fully understood and mitigated.

One of the LTP schemes, Access for People with Disabilities, seeks to improve walking routes and access to public transport for users with additional mobility needs - this could be through footway changes and enhancements such as dropped kerbs or tactile paving.

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

The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the LTPs ongoing impact.

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

The LTP will focus on reducing private car dependency through improvements to, and the promotion of, alternative transport modes such as walking, cycling and public transport, therefore helping to reduce carbon emissions within the city. Funding to support the use of electric vehicles is hoped to increase ownership which will also reduce emissions.

The citywide availability of rental e-scooters offers a convenient mode of travel as an alternative to carrying out short journeys in a motorised vehicle.

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

The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the LTPs ongoing impact.

**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](mailto: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](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

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

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

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

The LTP's focus on reducing car dependency will help to pro actively mitigate future changes in temperature through reduction of green house gases. The strategy will also support achieving carbon neutrality, such as supporting and promoting sustainable modes of travel.

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

The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the improvements made.

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

The implementation plan includes schemes that will make places more attractive, through proposals to introduce schemes such as low traffic neighbourhoods and reallocating road space to make the street environment safer and more attractive to walk and cycle. Such schemes can help to create people centered spaces, enhancing the sense of place.

How are you going to measure/check the impact of your proposal?  
Whilst difficult to specifically measure, the successful introduction of schemes which help to improve the local environment will be an indicator of the impact on the natural environment.

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

One of the four strategic objectives is to 'Deliver cleaner air'. There are a number of schemes which deliver against this and focus on reducing dependence on the private car and encouraging modal shift in Portsmouth to more sustainable forms of travel - which will in turn improve air quality through a reduction in vehicle emissions. Measures to support and encourage active and sustainable travel modes will support reductions in local air pollution.

How are you going to measure/check the impact of your proposal?  
Whilst difficult to specifically measure the impact had by individual transport schemes, levels of air quality in the city are recorded and assessed, giving an indication of overall improvements to the levels of air pollution.

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Such LTP schemes as 'Casualty and Speed Reduction Measures', 'Play 20 School Streets' and 'Zebrites' will deliver measures to improve road safety at prioritised locations identified through feedback and data such as speed surveys and accident data. Other

schemes aim to make positive improvements through road markings, directional signage and upgrades to traffic signals.

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

The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the effect of the changes delivered as well as the LTPs ongoing impact.

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Through the LTP's focus on reducing private vehicle dependency and prioritising public transport and active travel, accessibility for events and attractions will be improved for visitors utilising these modes of transport.

The reduction of congestion and subsequent pollution will make Portsmouth a safer and more appealing place for residents to live and work, and for people to visit.

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

All schemes will be designed and delivered in a way that respects the location, keeping with the heritage and nature of the realm.

Effectiveness of these changes will be through engagement with culture and leisure, feedback from event attendees and organisers, public transport operators and monitoring such as Park & Ride usage.

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Improving connectivity and active and public transport access will enable lower income and isolated residents to access the wider employment market.

How are you going to measure/check the impact of your proposal?  
Whilst it is difficult to measure the direct impact on employment, schemes specific to improving public transport and active travel infrastructure will monitor use throughout the day which may indicate use by employees commuting to work.

### C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Another LTP strategic objective is to 'Support business and protect our assets' - highlighting that businesses are central to the success of the city. Traffic congestion is a barrier to growth in the region, reducing this through modal shift will encourage development in the city. Improving connectivity and active and public transport access will enable residents (including those isolated or on a lower income) to access education and training establishments and the wider employment market.

How are you going to measure/check the impact of your proposal?  
Engagement with businesses and public transport operators will monitor issues and usage. Modal use monitoring as appropriate.

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

Jo Eldridge, Kirsty Routledge, Hayley Chivers

This IIA has been approved by:

Contact number:

Date:

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# Agenda Item 4



**Title of meeting:** Traffic and Transportation Decision meeting

**Date of meeting:** 18 March 2022

**Subject:** Portsmouth Rental E-Scooter Trial Scheme

**Report by:** Tristan Samuels - Director of Regeneration

**Report Author:** Hayley Chivers, Interim Transport Planning Manager

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of Report

This report provides update on the operation of the rental e-scooter trial and seeks approval to further extend the rental e-scooter trial from the current scheduled end date of 31<sup>st</sup> March 2022 until 30th November 2022.

## 2. Recommendations

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

**2.1 Notes the information contained within the report on the rental e-scooter trial to date.**

**2.2 Approves renewal of the Vehicle Special Order (VSO) for Portsmouth's e-scooter rental scheme to 30 November 2022, in accordance with the Department for Transport's new end date, to legally enable the rental e-scooter trial to extend beyond its scheduled end date of 31 March 2022.**

**2.3 Notes that Portsmouth's corresponding Experimental Traffic Regulation Order (ETRO) to allow rental e-scooters in cycle tracks, cycle lanes and bus lanes is due to expire on 15 September 2022, and that a further Cabinet Member decision will therefore be required in due course for the e-scooter rental scheme to effectively operate beyond that date.**

### 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 Department for Transport (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.
- 3.6 The DfT had planned that trial schemes could be converted to pilot schemes in 2022 ahead of the potential development of a longer-term legislative framework governing the use of e-scooters on the public highway. However, in October 2021, correspondence was received from the DfT stating that "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."



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

- 3.7 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.
- 3.8 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.
- 3.9 Following a review of the Solent FTZ programme in light of the COVID-19 pandemic, some schemes were delayed. Subsequently, Solent Transport undertook work with the DfT to enable 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.
- 3.10 On 31<sup>st</sup> 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.
- 3.11 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. This is the reason why Portsmouth's was originally scheduled to run until 26<sup>th</sup> November 2021, although it was subsequently extended until 31<sup>st</sup> March 2022 following approval at the Traffic and Transportation Cabinet Meeting in November 2021.

### **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 adopted 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.

## **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
  - 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, along with the more recent addition of "max caps" that limit how many scooters can be parked at a given location.
- 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 has been successfully implemented 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.

### **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
  - regular safety 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, 1012 temporary bans for inappropriate riding and 27 permanent bans have been issued to Portsmouth e-scooter rental users

## 5. Scheme Performance Summary, Monitoring, and Evaluation

### Key Statistics

5.1 A summary of key trial statistics\* to date, as of 13 February 2022, are:

➤ Number of unique users:	35,711
➤ Number of active vehicles	531
➤ Total distance travelled:	741,965km
➤ Total rides:	232,799
➤ Average ride time:	17.9 minutes
➤ Average distance travelled:	2.8km
➤ Riders/e-scooter/day:	1.9
➤ CO <sub>2</sub> equivalent saved:	62.6 tonnes
➤ Car trips replaced:	102,432
➤ Litres of gasoline not burnt	27,143

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

\* Voi's estimate for carbon savings is based on their carbon calculator, which was validated by Dr. Manos Chaniotakis, lecturer in Transport Modelling and Machine Learning at UCL. It is based on trip data, local mode shift percentages collected via Voi's surveys (which are less favourable than the council's own survey data, as detailed in the next section of this report), the government's emission factors for cars and buses, and their e-scooter's lifetime carbon emissions based on a Life Cycle Assessment tool developed by Ernst & Young. Emission savings are calculated in CO<sub>2</sub> equivalent units, meaning they factor in all GHG.

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 saw continued growth in these metrics until the quieter winter months. The riders per scooter per day figure of 1.9 is close to Voi's usual target of 2 across a full year (it tends to be higher in the summer months and lower in the winter). 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, 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 has carried out three online surveys. Wave 1 was undertaken before the trial began, Wave 2 between 23<sup>rd</sup> August 2021 and 19<sup>th</sup> September 2021, and Wave 3 between 6<sup>th</sup> December 2021 and 2<sup>nd</sup> January 2022.
- 5.5 These surveys had good response rates, with Wave 2 receiving 3107 responses and Wave 3 receiving 1,991 responses. Key findings from Wave 2 and Wave 3 were broadly similar. Findings from the recent Wave 3 survey are summarised below, and both surveys are included with this report as Appendices A and B.
- 5.6 An encouraging finding from the Wave 3 survey is that 60% of respondents said they would have used a car or taxi for their last journey if they had not used an e-scooter. This is a far higher figure than in most cities abroad, and shows that in Portsmouth's case at least, an e-scooter rental scheme provides a genuine alternative to the private car, thus bringing a significant reduction in emissions.
- 5.7 The most important reason respondents have decided to use the trial scheme is for the environment / sustainability, with nearly half of respondents feeling this was very important to them (48%), followed by 43% of respondents who feel using the rental e scooters for leisure / fun was very important.
- 5.8 A majority of non-trial users felt safety concerns had prevented them from using the trial (68%); this is by far the most commonly cited reason among non-users, ahead of other (50%), and helmets not being provided (33%). The fact that 37% of the "other" free text comments have been coded as "dangerous" shows safety concerns are the key 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 (48%) 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 40% of users.
- 5.9 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 87% feeling safe or very safe using rental e-scooters here.
- 5.10 80% of trial users agreed that the benefits of rental e-scooters outweigh any issues they create, while 76% of non-trial users disagreed with this statement.

- 5.11 As respondents to the surveys had a disproportionate grouping from older age groups (e.g. around 70% of respondents were aged 45 and over, compared to them representing around 40% of Portsmouth population), independent analysis conducted by the transport consultancy Steer included an exercise to see how responses to "attitudinal questions" (e.g. Overall, how do you feel about rental e scooters operating in Portsmouth?) might shift if respondents' ages were representative of the Portsmouth population. The overall trend with the reweighting process was that negative perceptions decreased, and positive perceptions increased, by between 8% and 15%.

### **Safety**

- 5.12 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

The 176 accidents reported to Voi during the trial to date (up to 18<sup>th</sup> February 2022) can be categorised as follows: 79 damage only, 78 slight, and 19 serious. Independent analysis suggests the number of serious injuries may in fact be slightly lower, 15 since the beginning of the trial, as Voi included incidents that were unverifiable or lacked an accompanying accident log. It is also worth noting that five of these accidents occurred in July, and there is no clear reason for this spike - they occurred on five different dates, ridership levels were similar to other months, and the summer weather and light evenings generally facilitate safe riding.

- 5.13 Solent Transport is 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. 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
- Sustrans
- 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. An update was provided to the November 2021 meeting of the Transport Liaison Group (TLG) for Transport Operators and Stakeholders, and a recent meeting was held with University of Portsmouth Students' Union officers.

### **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 adopted Transport Strategy 2021-2038, particularly Policy C. The council's most recent survey indicated 60% of Voi e-scooter trips would otherwise have been made by car or taxi. After just 11 months, and while some parts of the city are not yet well-served by e-scooter availability, it is conservatively estimated that the trial has removed more than 100,000 car trips from Portsmouth's roads and 62 tonnes of CO<sub>2</sub> equivalent from the atmosphere. In terms of local air quality, the trial has already reduced PM2.5 particulate emissions by 9.86kg.
- 6.3 Extending the trial will provide more 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 will help facilitate e-scooter integration into wider FTZ programme schemes including bikeshare, Mobility as a Service (MaaS) and freight micro-consolidation options. It is currently anticipated that MaaS will be launched this spring and bikeshare this summer.
- 6.6 Ending the trial in March 2022 could slow progress towards micromobility achieving its true potential in Portsmouth, as it would remove the opportunity to continue refining the service, including its integration with bikeshare and MaaS, while the DfT continues to evaluate the trials and establish the best legal framework (if any) for legalising e-scooters in future.
- 6.7 Extending the trial would facilitate the ongoing independent data validation commissioned by Solent Transport, which would improve the evidence base and help inform subsequent decisions to be taken about e-scooters 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 March 31<sup>st</sup>, 2022. If extension is approved, officers will seek renewal of this VSO until the end of November 2022.

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, so the scheduled end date is September 15<sup>th</sup> 2022, which encompasses the majority of the additional period proposed for the extension. The most suitable regulatory arrangements to continue the trial beyond September 15<sup>th</sup> 2022 have not been outlined by the DfT, but Solent Transport is seeking clarity on this matter and coordinating a uniform approach across its trial areas. One possibility under consideration is the conversion of the ETRO to a permanent traffic regulation order (TRO), in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It is likely this will be the most suitable approach in the event that the council seeks to make its trial permanent; any decision to do so would need to be made at a Traffic and Transportation Cabinet Meeting this summer, in which case further legal comments will be provided in the report for that decision.

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 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 November 2022 is included in forecast costs submitted to the Solent Transport Programme Board.

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

**Appendices:**

Appendix A	PCC Wave 2 E-Scooter Survey <a href="#">Appendix A - E scooter rental trial Wave Two opinion survey (Aug 2021 - Sept 2021)</a>
Appendix B	PCC Wave 3 E-Scooter Survey <a href="#">Appendix B - E scooter rental trial Wave Three opinion survey (Dec 2021 - Jan 2022)</a>
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	<a href="https://democracy.portsmouth.gov.uk/ieDecisionDetails.aspx?AllId=13236">https://democracy.portsmouth.gov.uk/ieDecisionDetails.aspx?AllId=13236</a>
Government guidance on e-scooter trials	<a href="https://www.gov.uk/guidance/e-scooter-trials-guidance-for-users">https://www.gov.uk/guidance/e-scooter-trials-guidance-for-users</a>
Solent Transport Joint Committee papers	<a href="https://democracy.portsmouth.gov.uk/documents/g4512/Public%20reports%20pack%2029th-Jun-2020%2011.00%20Solent%20Transport%20Joint%20Committee.pdf?T=10">https://democracy.portsmouth.gov.uk/documents/g4512/Public%20reports%20pack%2029th-Jun-2020%2011.00%20Solent%20Transport%20Joint%20Committee.pdf?T=10</a>
Portsmouth City Council e-scooter webpage	<a href="https://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/e-scooters">https://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/e-scooters</a>
Electric Scooter Trials & Traffic Signs (Coronavirus) Regulations & General Directions 2020	<a href="https://www.legislation.gov.uk/uksi/2020/1111/contents/made">The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (legislation.gov.uk)</a>
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (September 2020)	<a href="https://democracy.portsmouth.gov.uk/documents/s28007/Portsmouth Rental E-scooter Trial.pdf">https://democracy.portsmouth.gov.uk/documents/s28007/Portsmouth Rental E-scooter Trial.pdf</a>
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (February 2021)	<a href="#">Agenda for Cabinet Member for Traffic &amp; Transportation on Thursday, 25th February, 2021, 4.00 pm Portsmouth City Council</a>
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (November 2021)	<a href="#">Agenda for Cabinet Member for Traffic &amp; Transportation on Thursday, 4th November, 2021, 4.00 pm Portsmouth City Council</a>

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

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

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

**Directorate:**

Regeneration

**Service, function:**

Transport Planning

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

Solent E-scooter Rental Trial, Portsmouth sub-project

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

- Existing
- New / proposed
- Changed

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

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

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

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

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

## A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

## A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

There has been no impact.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

The operator, working with the Council, monitors the level of e-scooter travel within the city. The council's bi-weekly E-Scooter Working Group and Board meetings review and evaluate information relating to Health and Safety as it arises and take the necessary action. As of March 2022, with more than 11 months' of data from the trial, Solent Transport is continuing a supplementary piece of work (approved at October's Joint Committee meeting) to help better understand and develop data outputs from the trial, including safety and social inclusion benefits achieved. The DfT is also expected to release its report on the trials later this year.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>  
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

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

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

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

Voi, the Council's scheme operator, has a pricing structure option that gives users from low income groups unlimited monthly travel passes (VoiPass) at a 50% discount. This initiative was developed with the aim of making the service as affordable and inclusive as possible and to improve access to employment, education and healthcare.

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

Passenger numbers of VoiPass members Portsmouth along with rental e-scooter mileage in the city. As of March 2022, with more than 11 months' of data from the trial, the number of Portsmouth users registered for the low income VoiPass remains lower than hoped. The Council and Solent Transport are reviewing this with Voi to determine actions to address it, such as marketing activity to ensure that availability of the discount is as widely communicated as possible to those who would be able to take advantage of it, while arranging meetings with other trial areas in the UK to learn of any novel approaches that have been shown to be effective elsewhere.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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



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

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

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

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

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

In addition the scheme operator Voi is undertaking a project with Warwick University to define an Acoustic Vehicle Alert System (AVAS) for e-scooters. The team will conduct a thorough analysis to inform product development. Voi's research will address several important questions including the effect of artificial e-scooter sounds on rider and pedestrian behaviour (including the visually impaired), as well as the relevant impacts if some scooters have sound and others don't. It will also investigate use of a dynamic sound which adjusts based on the environment e.g. background sounds and travelling speed of the scooter. These findings will directly impact the types of scooters which will be deployed over the trial by PCC.

In late 2021, Voi has solicited input from Portsmouth City Council regarding the design of its next model of e-scooter, that is due to be developed this year, and the Council has put forwards the suggestion that the rear registration number should be made more prominent (larger and potentially higher).

As of March 2022, the trial has demonstrated that the measures implemented to date have been successful at mitigating the trial's impacts on the specified protected characteristics, as detailed in the EIA. This will be continue to be monitored for the duration of the trial, both at the local scale and through the wider trial evaluation being undertaken by the DfT. The council is continuing to work with Voi to minimise impacts and, where possible, to make the scheme accessible to residents with these protected characteristics.

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

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

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

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

Recent surveys indicate that mode shift from cars and taxis in Portsmouth is encouragingly high, with Voi's summer survey indicating a 44% figure, and the council's most recent survey that closed in January 2022 indicating an even higher figure of 60%. Voi states that 62.6 tonnes of CO2 equivalent has been saved in Portsmouth by February 13th 2022. The calculation process has been reviewed to help verify this, and it is clear that a high degree of mode shift from the most polluting modes is key to reducing carbon emissions.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Triston.thorn@portsmouthcc.gov.uk](mailto: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?

There has been no impact.

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

There has been no impact.

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

There has been no impact.

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

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

As mentioned above in B1, the most recent surveys conducted have indicated high mode shift from car and taxi - 44% according to Voi's survey, and 60% according to PCC's. As scooters do not generate tailpipe emissions, such a high level of mode shift from the most polluting modes is helping to improve local air quality in the city, with Voi calculating that the trial has already reduced Portsmouth's PM2.5 particulate emissions by 9.86kg.

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

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

Surveys and data collected by the Operator and the Council will enable an assessment of the impact on modal shift. Data collection and engagement will also inform the highway safety impact of the project. As mentioned above in B1, the most recent surveys conducted have indicated high mode shift from car and taxi - 44% according to Voi's survey, and 60% according to PCC's. This may suggest it is helping to improve road safety, but PCC's survey also indicates that safety concerns are nonetheless widespread among users and non-users alike. Further work is being undertaken by the Council and Solent Transport to obtain better data, especially from the police. At present, it is hard to differentiate between police-recorded incidents involving privately-owned scooters and those that are part of the trial, which are subject to much stricter vehicle standards and oversight.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

There has been no impact.

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

There has been no impact.

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

## C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

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

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

Hayley Chivers  
Gareth James

This IIA has been approved by:

Contact number:

Date:

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# Agenda Item 5



**Portsmouth**  
CITY COUNCIL

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

**Date of meeting:** 18 March 2022

**Subject:** TRO 102B/2021: Proposed parking restrictions in various locations

**Report by:** Tristan Samuels, Director of Regeneration

**Report Author:** Kevin McKee, Parking Manager

**Wards affected:** Hilsea and Baffins

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1. To consider the public response to the proposed parking restrictions in Althorpe Drive and Chasewater Avenue in Portsmouth.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notice for TRO 102/2021

Appendix B: Public views submitted

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

## 2. Recommendations

**In relation to the proposals promoted under TRO 102/2021, it is recommended that:**

- 2.1 **The proposed 21m of No Waiting At Any Time double yellow lines in Althorpe Drive, is implemented;**
- 2.2 **In Chasewater Avenue the proposed extension to the operating times of the Loading Only Bay from 9am-11am to 9am-1pm is implemented;**
- 2.3 **In Chasewater Avenue the proposed reduction in the operating time of 30-min Limited Waiting from 11am-6pm to 1pm-6pm, is implemented;**
- 2.4 **It is noted that the remainder of TRO 102/2021 was brought into operation under TRO 102A/2021 at the end of January 2022, due to no objections being received to those proposals. Therefore, any proposals approved following this report will be brought into operation under TRO 102B/2021.**



### **3. Background**

- 3.1 Parking restrictions and amendments are considered and may be proposed where concerns are raised by residents, councillors, the public and/or emergency, public or delivery services in relation to road safety and traffic management, and/or to accommodate a change to the highway network. A number of traffic regulation orders are put forward each year in response to such concerns and requests raised about locations across the city. TRO 102/2021 was formed of 13 such proposals.

### **4. Consultation and notification**

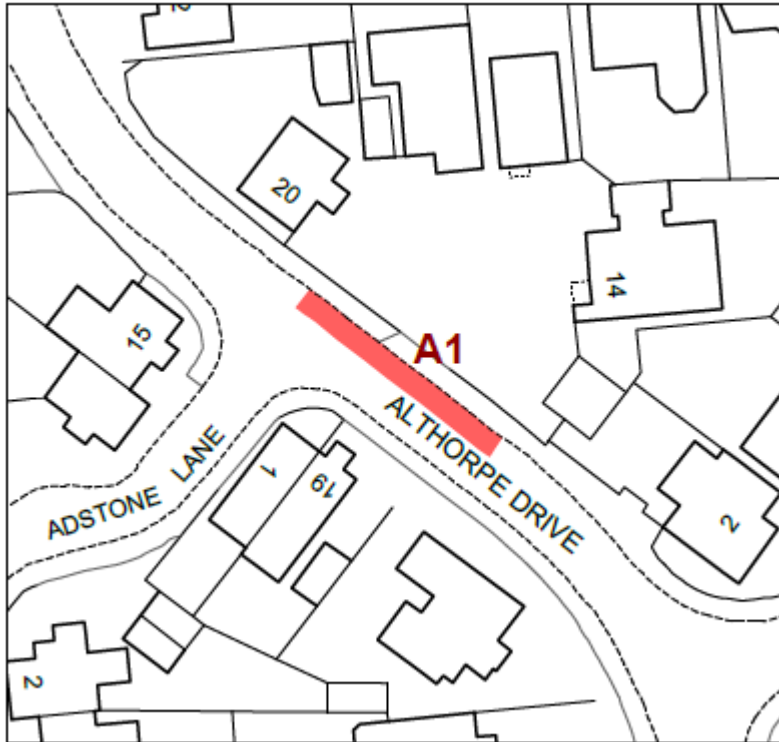
- 4.1 Statutory 21-day consultation and notification under TRO 102/2021 took place 16 September - 7 October 2021.
- 4.2 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.3), although any comments received are given due consideration. Appendix B contains the full representations received in response to the proposals.
- 4.3 In addition to the legal requirement of publishing the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed at affected locations and copies were posted to adjacent residential properties to raise awareness.
- 4.4 Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

### **5. Consultation response**

- 5.1 Four representations were received overall. Two objections were received to the proposals for Chasewater Avenue and one for those in Althorpe Drive. There was also one representation supporting yellow lines in the area of Althorpe Drive and Adstone Lane.

### **6. Reasons for the recommendations**

- 6.1 Althorpe Drive:



**Key**

 NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)

It is proposed to introduce 21m of No Waiting At Any Time (NWAAT) double yellow lines in front of Nos.14-20 Althorpe Drive. The proposal is to address concerns that were raised by a local resident about vehicles parking on the bends in Althorpe Drive around the driveway to 14-20 Althorpe Drive, in both a north-west and south-east direction. The driveway is the access point to the off street parking for a number of properties but does not have the bell mouth making visibility poor on exit.

- 6.1.2** The parking currently takes place close to the entrance and due to the bend of the road, drivers sight lines when exiting are significantly compromised. Equally any driver travelling along Althorpe Drive is at risk of encountering a vehicle exiting the driveway, with little warning. The proposed double yellow line will improved visibility would improve safety for those residents exiting and other motorists using Althorpe Drive alike.
- 6.1.3** An objection has been received from a resident of Althorpe Drive who is concerned at the increase in parking restrictions and the loss of on-street parking and maintains these restrictions push the problem to other places.
- 6.1.4** Additional double yellow lines are considered in Anchorage Park only when a particular road safety or traffic management issue is highlighted by either a resident, the emergency, public and delivery services and/or accident data. The sensitivity around any additional parking restriction is contentious and residents hold different, but equally strong, views on double yellow lines. In addition a representation from a resident of Althorpe Drive, conversely requested that the restrictions go further. This illustrates the difficulty in reaching the right balance to suit everyone.



- 6.1.5** Poor visibility of approaching traffic and emerging traffic when leaving the access road is a serious road safety issue and the only solution is to create improved visibility by restricting the parking in the vicinity of the access/exit. Most properties in the area of the proposed double yellow line have their own off street parking provision. It is therefore recommended that the proposed 21m of double yellow line is implemented.
- 6.2** Chasewater Avenue: The Co-op store at the junction of Tangier Road and Chasewater Avenue, is serviced with a 19-metre loading bay adjacent to the Co-op building. This is on the east side, south of Tangier Road. The location provides access to the rear of the shop and associated storeroom. The bay runs along the side of the store only and does not front any residential properties. Currently there is a 2-hours period from 9am-11am when the bay is reserved just for loading or unloading of goods vehicles. The area then becomes available for parking with a 30-minute limited waiting from 11am - 6pm. This provides visitors with a 30-minute parking opportunity for visiting the Co-op and shops on Tangier Road and later on, unrestricted parking which can be used by residents from 6pm - 9am.
- 6.2.1** The 2-hour loading/unloading opportunity is a narrow window for deliveries. Often delivery vehicles have a route involving many stops and traffic problems and other issues can making planning difficult. A shop selling a range of food stuffs and other goods can have a number of different deliveries from different suppliers.
- 6.2.2** If a delivery is delayed and does not arrive in the 2-hour loading period then the bay can used by cars visiting the shops and the lorry will then have problem find a space to unload and this can cause considerable traffic problems. There have been a number of such issues in this area and on one occasion the police have been called.
- 6.2.3** It should be noted that deliveries are regarded as an essential activity required by businesses. There are no restrictions restraining times at which deliveries can be made but the loading provision is intended to make space for lorries to be unloaded without impacting on the other traffic. The proposed extension to the period allowed for the deliveries will support the loading/unloading operation and provide a greater likelihood of space in the appropriate bay being available.
- 6.2.4** The 30-minute limited waiting period of 1pm-6pm in the bay, will still provide a convenient short stay parking option for customers of the Co-op and other businesses in the area. In the evening when residential parking is most needed the bay reverts to being unrestricted, allowing for additional overnight parking, between 6pm and 9am.



## **7. Integrated Impact Assessment**

- 7.1 An integrated impact assessment is not required as the recommendations do not have a significant positive or negative impact on communities and safety, regeneration and culture, environment and public space or equality and diversity.

## **8. Legal Implications**

- 8.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

securing the expeditious movement of traffic on the authority's road network; and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

- 8.2 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.

- 8.3 A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any objections received from the public and/or the statutory consultees during the consultation period.

## **9. Director of Finance's comments**

- 9.1 The financial implications of approving the recommendations in this report are limited to around £400 and will be met from the On Street Parking budget.

.....  
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
4 emails/letters in response to the published proposals under TRO 102/2021	1. Portsmouth City Council's "TROteam" inbox, Microsoft Outlook 2. Parking team's online storage (content reproduced within the report; anonymised)

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

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



**THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS AND AMENDMENTS) (NO. 102B) ORDER 2021**

Notice is hereby given that the Portsmouth City Council made the above Order under sections 1, 2 and 4 of the Road Traffic Regulation Act 1984 ("the Act), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, of all other enabling powers, and in accordance with Parts III and IV of Schedule 9 to the Act. The Order comes into operation on DATE, to effect:

**A) NO WAITING AT ANY TIME** (double yellow lines; measurements exclude footway width)

**1. Althorpe Drive**

North-east side, a 7m length in front of the access to Nos. 14-20, just south of Adstone Lane junction, and extending 7m north-west and 7m south-east of the entrance

**B) EXTENSION TO OPERATING TIMES OF LOADING ONLY BAY FROM 9AM-11AM TO: 9AM-1PM**

**1. Chasewater Avenue**

East side, the 19m bay south of Tangier Road, adjacent to the Co-op store

**C) REDUCE OPERATING TIME OF 30-MIN LIMITED WAITING BAY FROM 11AM-6PM TO: 1PM-6PM**

**1. Chasewater Avenue**

East side, the 19m bay south of Tangier Road, adjacent to the Co-op store

A copy of the Order is available to view on Portsmouth City Council's website - visit [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) search 'traffic regulation orders 2021'.

If you wish to question the validity of the Order, or any provision contained within it, on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984, or on the grounds that any of the requirements of that Act, or any instrument made under it, has not been complied with in relation to the Order, you may within 6 weeks from MADE DATE apply to the High Court for this purpose.

Pam Turton, Assistant Director of Regeneration (Transport)  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE



Objection to proposal A) 1. Althorpe Drive

1. Resident, Althorpe Drive

I wish to express concern that installing more double yellow lines in Althorpe Drive will create further parking safety problems in other positions along Althorpe Drive or on other roads in Anchorage Park.

This will be at least the third occasion that parking controls have been attempted within a short distance of our property.

There is obviously an increase in parking issues within Anchorage Park and instead of dealing with these individual issues as they arise, Portsmouth City Council should look into the parking situation throughout the estate of Anchorage Park and avoid continuing to push any parking problem from one position to another.

Suggestion to extend proposal A) 1. Althorpe Drive

2. Resident, Althorpe Drive

I am glad that you are putting yellow lines at the junction of Adstone Lane, both sides. There has been inconsiderate parking on bends and this is extremely dangerous with an accident waiting to happen. Could the yellow lines be continued right the way down to Foxley Drive T junction as this area also causes problems, another bend. There is no pavement on the east side. We have had a few accidents at Foxley junction over the last few years.

Objection to proposal E) 1. Chasewater Avenue

3. Resident, Chasewater Avenue

Hi I would like to express my opinion on extending the parking restrictions in the co-op waiting bay at the end of Chasewater avenue whilst I understand the co-op need to get there food to the store Chasewater avenue is already a very congested road and even using the current parking allowance always causes traffic problems with there large lorries quite often completely block the road. The lorries already have to dangerously reverse into this bay from Tangiers rd which is entering a one way street the wrong way if I was seen doing this in my car it would probably be deemed as a traffic offence so as a resident of Chasewater Avenue I strongly object to this proposal

4. Resident, Chasewater Avenue

I am writing in response to the plans to extend the times that the co-op, Tangier Road can load (un).

In our opinion this will make matters worse as the road can at times be really busy between 9-11 as many drivers use our road as a cut through. This will be made even worse if the hours are extended until 1pm!

Even when the co-op lorries are correctly parked in the loading bays the problem exists where cars continually park on the opposite side of the road where there is no parking from 8am til 6pm thus creating issues with cars/lorries trying to get between the two, causing the cars not to flow through the road and the traffic to pile up outside our houses.







We have sometimes been unable to go out in our car because we cannot get out of the parking space caused by the queue of traffic. We have counted 12 cars at most queuing up.



If there was ever an emergency vehicle that needed to get through the road, well this just wouldn't happen!

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Appendix - TRO 102/2021 Confirmation Table of Communication Steps Taken

<p><b>Action taken</b></p> <p><i>*Statutory Requirement</i></p>	<p><b>Date started</b> <b>Date completed</b></p>	<p><b>Completed</b></p> <p><i>(Signature required)</i></p>
<p>Proposed TRO published in local newspaper, The Portsmouth News*</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 16/09/2021</i></p>	
<p>Notices displayed on affected roads*</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 16/09/2021</i></p>	
<p>21-day consultation*</p>	<p><i>Started: 16/09/2021</i></p> <p><i>Completed: 07/10/2021</i></p>	
<p>Public notice for proposed TRO published on Portsmouth City Council's website</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 16/09/2021</i></p>	
<p>Proposed TRO available online from Portsmouth City Council's website</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 16/09/2021</i></p>	
<p>Letters posted via Royal Mail to properties in the affected area including public notice</p>	<p><i>Started: 14/09/2021</i></p> <p><i>Completed: 17/09/2021</i></p>	
<p>Email / letter sent to respondents with time, date and location of T&amp;T meeting</p>	<p><i>Started: N/A</i></p> <p><i>To be completed 1 week before T&amp;T meeting</i></p>	

Appendix - TRO 102/2021 Confirmation Table of Communication Steps Taken

<p style="text-align: center;"><b>Action taken</b></p> <p style="text-align: center;"><i>*Statutory Requirement</i></p>	<p style="text-align: center;"><b>Date started</b> <b>Date completed</b></p>	<p style="text-align: center;"><b>Completed</b></p> <p style="text-align: center;"><i>(Signature required)</i></p>
<p>Email / letter sent to respondents with notifying of decision made at the T&amp;T meeting</p>	<p><i>Started: N/A</i></p> <p><i>To be completed 1 week after T&amp;T meeting</i></p>	
	<p><i>Started:</i></p> <p><i>Completed:</i></p>	
	<p><i>Started:</i></p> <p><i>Completed:</i></p>	
	<p><i>Started:</i></p> <p><i>Completed:</i></p>	
	<p><i>Started:</i></p> <p><i>Completed:</i></p>	
	<p><i>Started:</i></p> <p><i>Completed:</i></p>	
	<p><i>Started:</i></p> <p><i>Completed:</i></p>	

**List of roads notices have been displayed on**

Althorpe Drive	Bourne Road
Chasewater Avenue	Clive Road
Colebrook Avenue	Hunter Road
Leominster Road	Lower Farlington Road
Mortimer Road	St Swithun's Road
Station Road, Drayton	

**List of roads letters have been sent to the affected properties of**

Althorpe Drive	Chasewater Avenue
Clive Road	Highgrove Road
Lower Farlington Road	Station Road, Drayton
Tangier Road	

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**Title of meeting:** Cabinet Member for Traffic and Transportation

**Date of meeting:** 18 March 2022

**Subject:** Proposed Taxi Rank on London Road, North End

**Report by:** Tristan Samuels, Director of Regeneration

**Report Author:** Hayley Chivers, interim Transport Planning Manager

**Wards affected:** Nelson Ward

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1 The purpose of this report is to seek approval for the trial of a 22-hour taxi rank in London Road, North End under an experimental traffic regulation order (ETRO) operating between 9am and 7am.

## 2. Recommendations

**It is recommended that:**

- 2.1 **An experimental traffic regulation order (ETRO) is undertaken for a 22 hour (9am to 7am), two-car, taxi rank located at the southern end of the southbound bus lane on London Road, close to the junction with Laburnum Grove.**
- 2.2 **An information report be taken to Licensing Committee outlining the outcome of this decision.**
- 2.3 **A report be brought back to the Cabinet Member for Traffic and Transportation with the results of the trial before the end of the ETRO period.**

## 3. Background

- 3.1 A review of Hackney Carriage stands was presented at the Licensing Committee on 25th September 2020 and included a proposal for a 24-hour taxi rank on London Road at the end of the bus lane on London Road close to the junction with Laburnum Grove

- 3.2 Following this proposal from the taxi trade, work has been underway to examine the technical viability of a taxi rank in this location through:
- site observations
  - technical designs
  - safety reviews by transport officers and an independent Road Safety Audit
  - engagement with bus operators, taxi trade representatives, and elected members.
- 3.3 During engagement with bus operators, the importance of passing the junction with Derby Road before pulling out from the bus lane was highlighted, particularly during peak periods when traffic levels are higher including for this right-turn movement. Concerns were raised that if buses were required to join the carriageway before the junction with Derby Road this would lead to them joining queuing traffic and negatively impact bus reliability.
- 3.4 Following engagement and site observations it was recommended that buses should maintain use of the existing bus lane in its entirety during the 7am to 9am period when demand and congestion is at its highest.
- 3.5 To understand any potential conflict between different highway users, swept path analyses were undertaken whereby traffic movements are assessed and displayed. This also allowed understanding of the number of cars which could be accommodated safely in the proposed taxi rank to allow the buses to pass the Derby Road junction. The swept path analysis showed that the rank could only accommodate two cars, as presented at Licensing committee on 16th December 2021.
- 3.6 Further safety considerations were raised regarding the proposal which are set out below.
- 3.7 London Rd is the highest casualty route in Portsmouth and also the highest cyclist casualty route in the city. A cycle route and junction improvements were installed to address this and improve the safety of cyclists on this route.

There have been three personal injury collisions at this junction in the three year period 1 Feb 2018 to 31 Jan 2021;

- Car turning right from Laburnum Grove onto London Road collided with pedestrian crossing road
- Taxi turning left onto Laburnum Grove from London Road collided with a pedal cyclist travelling southbound on the nearside
- Car turning left into London Road from Derby Road collided with pedestrian crossing Derby Road

- 3.8 Buses exiting the bus lane past ranking vehicles would need wide turning movements and could cause northbound traffic to re-align their path, in turn risking safety of cycle lane users and also potentially pedestrians crossing Derby Road.
- 3.9 Cyclists and rental e-scooters also use the bus lanes; therefore, any changes also need to consider the actual and perceived safety of these users who would have to navigate around stationary vehicles into live traffic at a point where general traffic would not expect them to. This may also add the risk of taxi car doors opening onto them and make them vulnerable to taxis and buses pulling out.
- 3.10 The presence of stationary taxis would reduce visibility for vehicles joining London Rd from Laburnum Grove.
- 3.11 The presence of stationary vehicles would also reduce visibility for pedestrians crossing the junction of Laburnum Grove to see traffic turning into the road. This road would need to be crossed for any passengers arriving at the rank from the South.
- 3.12 At December Licensing Committee it was agreed that an independent Road Safety Audit (RSA) should be undertaken. This has now been completed, the findings of which do not outline any safety concerns with the proposal (Appendix A).
- 3.13 It is recognised that this is an important location for the taxi trade to have a taxi rank, particularly following the revocation of the Derby Road taxi rank. Alternative locations have been investigated but no feasible alternatives have been identified and engagement with the trade outlines the proposal as the preferred location.

#### **4. Proposed taxi rank**

- 4.1 Following the technical work and stakeholder engagement which has taken place, it is proposed to trial a two-car taxi rank in the bus lane on London Road to the north of the junction with Laburnum Grove operating between the hours of 09.00am and 07.00am as shown in Appendix B.
- 4.2 Limiting the taxi rank to two cars will minimise potential conflict between buses and both ranking vehicles and those in live traffic.
- 4.3 Limiting the hours of operation of the rank to 9am to 7am will minimise delays in bus journey time during the peak period alongside removing any associated safety implications during these two hours of higher traffic volume.
- 4.4 The existing 7pm to 7am evening taxi rank and associated shelter would remain in situ during the trial.

4.5 The trial will be conducted through an ETRO for a period of up to 18 months. The first six months of this trial form the consultation period. The trial will be monitored and include the following activity:

- Site observations
- Feedback from taxi trade representatives,
- Feedback from bus operators,
- Formal ETRO responses
- Road traffic incidents
- Parking enforcement incidents

4.6 Under the experimental TRO, the rank is limited to two waiting hackney taxis between the designated hours. CEOs regularly patrol the area and if there were frequent contraventions the number of patrols can be increased.

4.7 From approval of the ETRO it is estimated to take 6 weeks for the taxi rank to be installed. The work includes installation of associated lining and signage, as shown in Appendix C, and additional licensing signs for the taxi rank itself.

## 5 **Reasons for recommendations**

5.1 This is acknowledged as an important location to be served by a daytime taxi rank.

5.2 By implementing the rank on a trial basis, we will be able to closely monitor how the rank operates and interacts with the surrounding traffic network including:

- any safety issues which arise
- any delays to bus services
- any conflict between the rank and bus lane use (e.g. through over-ranking) through stakeholder feedback

5.3 The area close to London Road/Stubbington Avenue roundabout is known to have a casualty issue. With this trial in place for up to 18 months, we can ensure that any wider schemes brought forward for the area consider permanent changes to the taxi rank within the designs.

## 6 **Integrated impact assessment**

6.1 An integrated impact assessment is included in Appendix D.

## 7 **Legal implications**

7.1 An experimental traffic regulation order (ETRO) can be made for the same purposes as normal traffic orders and can last up to 18 months. The reasons for making an order can include avoiding danger to persons or other traffic using the

road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs. This also includes prohibiting or restricting waiting of vehicles or the loading and unloading of vehicles.

- 7.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 7.3 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 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.
- 7.4 The Director 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 Director of Finance's comments

- 8.1 The financial implications of approving the recommendations in this report are limited to approx. £1,200 and will be met from On Street Parking budget.

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

### Appendices:

- Appendix A - Road Safety Audit (RSA) on proposed taxi rank
- Appendix B - Taxi rank location map
- Appendix C - Taxi rank design
- Appendix D - Proposed Taxi Rank Integrated Impact Assessment (IIA)

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

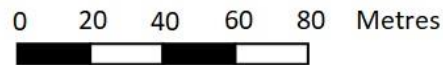
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Licensing Committee - 16 December 2021	- <a href="#">(Public Pack)Supplementary Information - London Road Taxi Rank Update Agenda Supplement for Licensing Committee, 16/12/2021 16:00 (portsmouth.gov.uk)</a>

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

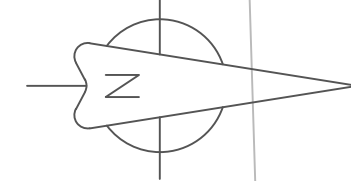
.....  
Signed by:

# Proposed Taxi Rank Location in North End, Portsmouth, UK

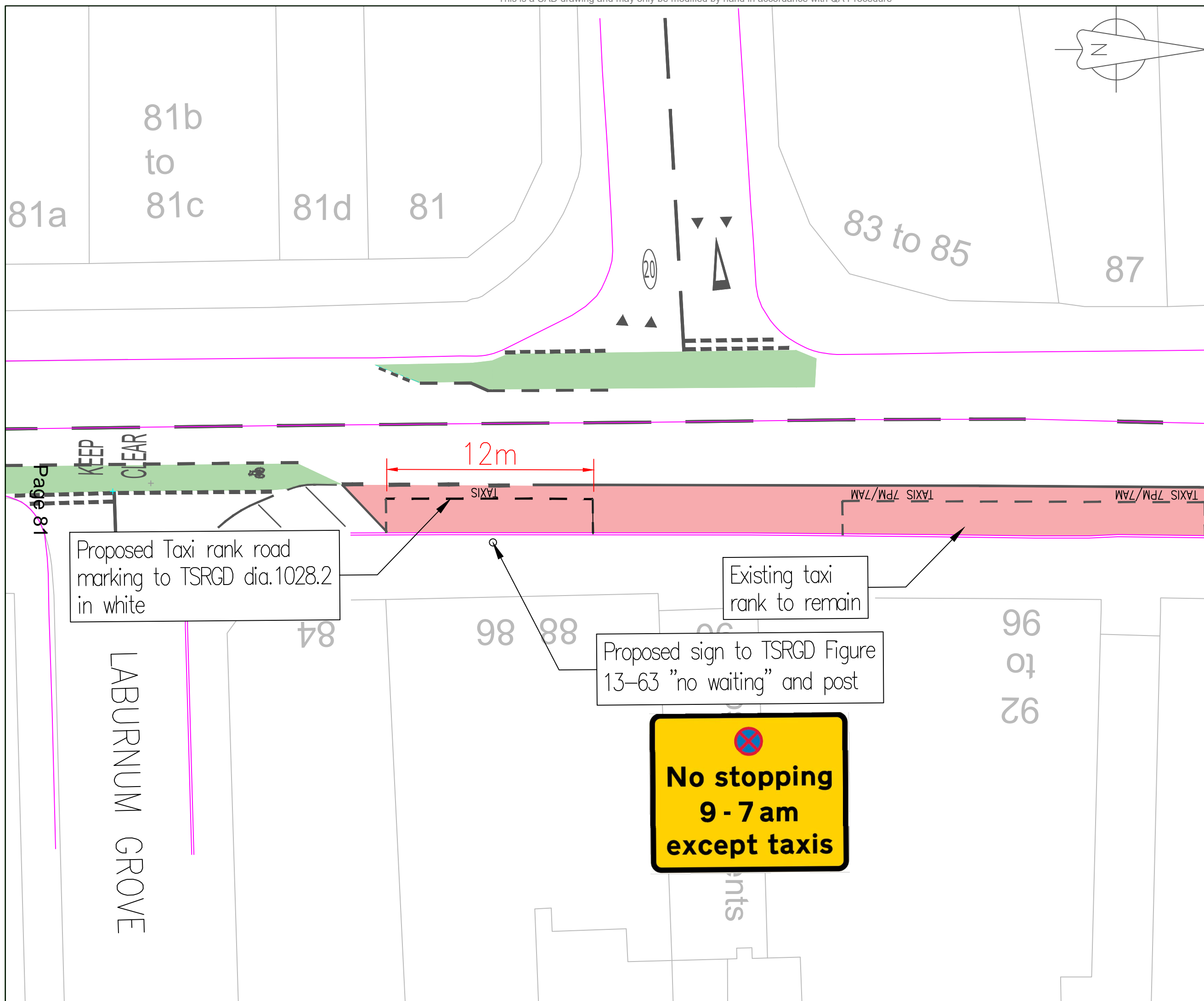


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NOTE: All dimensions to be checked on site prior to commencement of any work  
 \*\*\* DO NOT SCALE FROM THIS DRAWING \*\*\*  
 Notify City Engineer of any discrepancies before ordering materials.



Proposed Taxi rank road marking to TSRGD dia.1028.2 in white

Existing taxi rank to remain

Proposed sign to TSRGD Figure 13-63 "no waiting" and post



**DRAFT**

Rev	Date	Revision Details (Amended by:)	GA	PR
A	18/02/2022	issued		

Project  
**Proposed Taxi Rank in London Road**

Drawing Title  
**General Arrangement**

Date: 18/02/2022 Scale: NTS



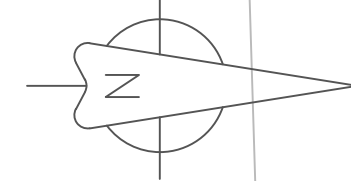
**REGENERATION**  
 Assistant Director (Infrastructure)  
 Martin Lavers BSc CEng MICE

Design/Survey by: GA Drawn by: GA Checked by: PR

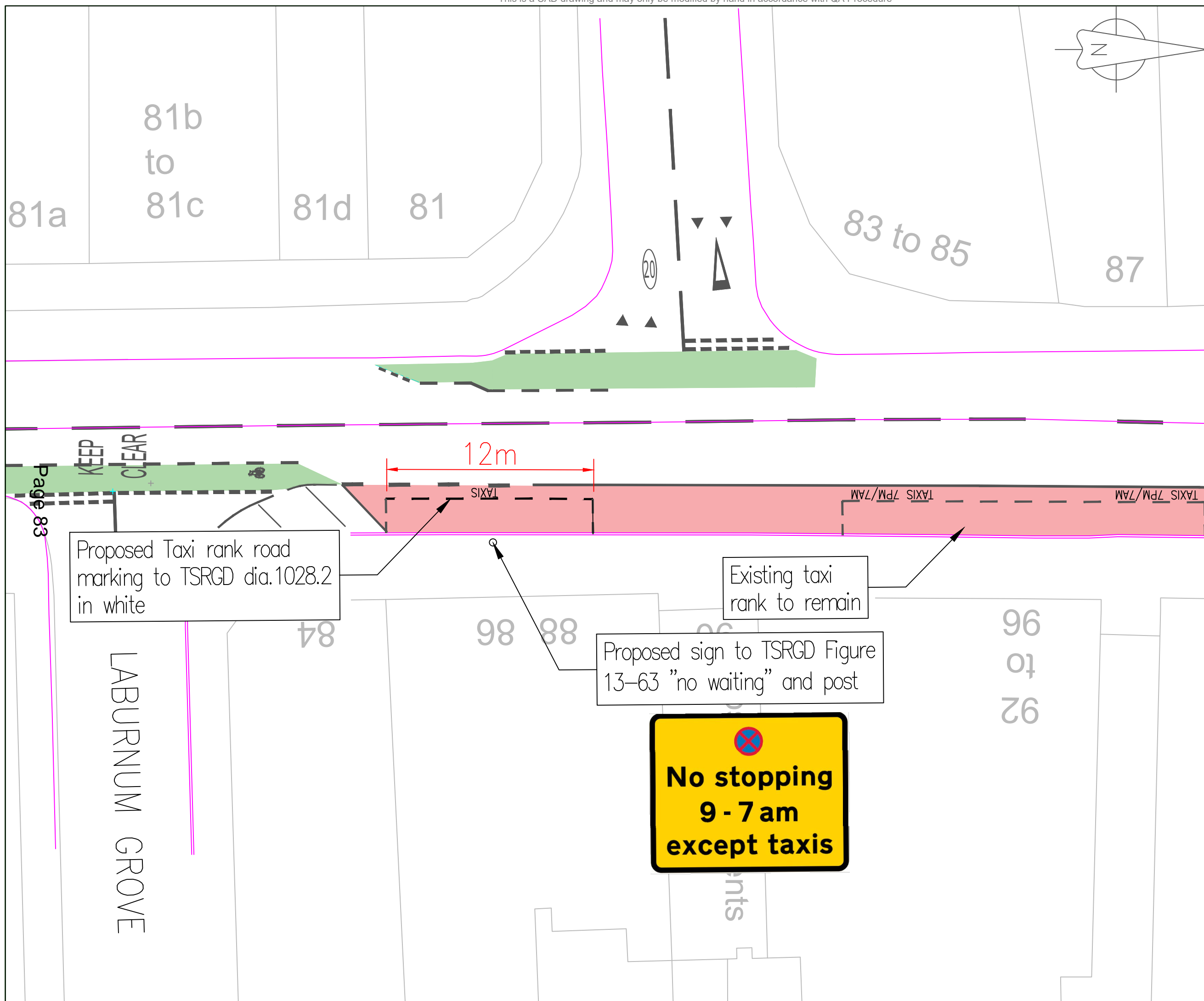
Drawing No: **HWI1234 -GA- 01** Revision No.: **A**

SURVEY	DESIGN	WORKING DRAWING
FEASIBILITY	TENDER	AS-BUILT
INFORMATION	* CONTRACT	E. I.

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Proposed Taxi rank road marking to TSRGD dia.1028.2 in white

Existing taxi rank to remain

Proposed sign to TSRGD Figure 13-63 "no waiting" and post



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A	18/02/2022	issued		

Project  
**Proposed Taxi Rank in London Road**

Drawing Title  
**General Arrangement**

Date 18/02/2022 Scale NTS



**REGENERATION**  
Assistant Director (Infrastructure)  
Martin Lavers BSc CEng MICE

Design/Survey by GA Drawn by GA Checked by PR

Drawing No **HWI1234 -GA- 01** Revision No. **A**

SURVEY	DESIGN	WORKING DRAWING
FEASIBILITY	TENDER	AS-BUILT
INFORMATION	* CONTRACT	E. I.

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# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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

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

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

Directorate:

Regeneration

Service, function:

Transport Planning

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

Trial of a 2-car taxi rank in the existing bus lane north of Laburnum Grove in London Road, North End operating between 9am and 7am under an experimental traffic regulation order.

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

- Existing
- New / proposed
- Changed

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

This scheme will trial the provision of a 22 hour taxi rank in London Road, North End under an experimental traffic regulation order. It is proposed to operate between 9am and 7am, allowing buses to continue using the bus lane during the busy commuter period.

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?

Engagement has taken place with the taxi trade, bus operators, public transport officers, licensing officers and elected members and their opinions have formed part of this proposal. The feedback received has resulted in the reduction of the operating hours of the trial taxi rank from 24 to 22 hours to allow buses to use the bus lane between 7am and 9am and to limit the rank to 2 vehicles to allow buses to pull out without conflicting with traffic turning into nearby Derby Road. The ETRO would be in place for a minimum of 3 months, enabling consultation to take place concurrently with the scheme so that people can experience its effects first hand and provide feedback.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

The provision of the taxi rank would increase transport choices in North End and could potentially reduce waiting times for those with disabilities or mobility issues.

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

Stakeholder feedback



**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

The provision of a taxi rank could reduce the need for a small number of individual's private vehicles and encourage the use of taxis as an alternative which will often have lower emissions, though this will be difficult to monitor and measure.

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?

**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](mailto: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](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

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

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

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

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

The provision of a taxi rank could reduce the need for a small number of individual's private vehicles and encourage the use of taxis as an alternative which will often have lower emissions, though this will be difficult to monitor and measure.

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?

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

In thinking about this question:

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

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

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

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

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

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

Jo Eldridge  
Hayley Chivers

This IIA has been approved by:

Contact number:

Date:



# Stage 1 / 2 Road Safety Audit Report

London Road, South of Stubbington Ave.  
North End, Portsmouth

Taxi Rank  
(22 hours, 9am-7am)

Produced for:  
Portsmouth City Council

Date: January 2022



[trafficmanagementconsultants@hotmail.co.uk](mailto:trafficmanagementconsultants@hotmail.co.uk)

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07771 557382

## DOCUMENT REGISTER

**Project Name:** London Road, South of Stubbington Avenue, Portsmouth –Taxi Rank.

**Report Title:** Stage 1 / 2 Road Safety Audit.

**Date:** 29<sup>th</sup> January 2022.

**Client:** Portsmouth City Council.

Audit Team	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	29/01/2022
Audit Team Member:	Lee Turner	Road Safety Auditor	29/01/2022
Approved By:	Peter Ronald	Director	29/01/2022

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	29/01/2022	Draft	PR	LT	PR
A	29/01/2022	Final	PR	LT	PR
B	03/03/2022	Report updated	PR		

Prepared By: **Traffic Management Consultants Ltd**

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## 1. Executive Summary

1.1 This scheme is promoted by Portsmouth City Council. This Road Safety Audit is supplied under the provisions of the safety audit request dated 19<sup>th</sup> January 2022.

## 2. Introduction

2.1 This report results from a Stage 1 / 2 Road Safety Audit carried out on a proposal to introduce a new taxi rank that is operational for 22 hours per day 9.00am -7.00am on the A2047 London Road, Portsmouth, between Stubbington Avenue and Laburnum Grove.

### 2.2 Audit Team Membership

The Audit Team comprised the following individuals:

Peter Ronald I. Eng., AMICE, MCIHT, MSoRSA, (HE - RSA Cert of Comp).  
(Audit Team Leader)

Lee Turner MCIHT.  
(Audit Team Member)

### 2.3 Audit Site Visit

A site visit was carried out on Tuesday 25<sup>th</sup> January 2022 by the Audit Team between 2pm and 2.30pm. The weather conditions were dry and overcast. The road surface was dry. Traffic conditions were moderate, and vehicle speeds were perceived to be within the posted 30 mph speed limit.

The Audit also comprised an examination of the drawing provided by Portsmouth City Council and any additional support documents completed by the Audit Team as listed in Appendix A. All safety issues are with reference to the specific design details shown on the drawings.

### 2.4 Strategic Decisions

The Audit Team has not been advised of any Strategic Decisions made by the local Highway Authority or by the local Planning Authority.

### 2.5 Audit Brief

The Audit Team were not provided with an Audit Brief by the Local Authority.

### 2.6 Terms of Reference

The terms of reference of the audit are based on “Guidelines For the Safety Audit of Highway Schemes” published by the Institution of Highways and Transportation, other guidance references are the Traffic Signs Regulations and General Directions 2016, and GG 119 Design Manual for Roads and Bridges.

The Audit Team has examined and reported only on the road safety implications of the scheme and has not verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard or other guidance documents.

## 2.7 **Audit Recommendations**

Recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified road safety audit matters, and in no way imply that a formal design process has been undertaken.

There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered by the designer when responding to this report.

## 2.8 **Scope of Road Safety Audits**

Road Safety Audit shall only be concerned with Road Safety Matters i.e., *an element of the existing road environment or proposed road environment that could potentially contribute to a road traffic collision or features that could present a risk of injuries to road users.*

Road Safety Audit is not a technical check that the design conforms to standards and/or best practice guidance.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Road Safety Audit does not consider structural safety.

Road Safety Audit does not cover health and safety issues concerning road workers during the construction phase but may cover the future maintenance and operation of the road.

Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of Road Safety Audit.

The needs of all road users shall be assessed when undertaking Road Safety Audits.

### 3. Risk Assessment

3.1 Each of the Auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less serious but worthy of consideration by the Designer and/or by the Overseeing Organisation.

3.2 Although all the problems identified are of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the road safety matters raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	****Problem**** (Urgent)				
Critical		***Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

### 4. Historical Summary

4.1 Unknown.

### 5. Existing Environment

5.1 The A2047 London Road is a classified local distributor road within the North End area of Portsmouth with commercial development along both sides. There is an existing south bound bus lane that is being amended to accommodate the new taxi rank and double yellow lines present along both sides of the road. There is a system of street lighting that introduces a 30mph speed limit.

### 6. Collision Data

6.1 The Audit Team have not been provided with any recorded injury collision data as part of this road safety audit. However, interrogation of [www.crashmap.co.uk](http://www.crashmap.co.uk) indicates that there were two slight and one serious personal injury collisions at the Laburnum Grove junction near the new taxi rank that is the subject of this audit during the 2016 - 2020 five-year period.

## 7. Survey Information

7.1 None provided.

## 8. Audit Assessment

8.1 The table below summarises the findings from this audit which are described in detail within the following pages.

Identified locations of Road Safety Audit Matters are indicated on drawings within **Appendix B** to the rear of this report.

No.	Item	Comments	Notes
<b>B1</b>	<b>General</b>		
B1.1	Departures from Standards		
B1.2	Drainage		
B1.3	Climatic Conditions		
B1.4	Landscaping		
B1.5	Public Utilities/Services Apparatus		
B1.6	Lay-bys		
B1.7	Access		
B1.8	Skid Resistance		
B1.9	Agriculture		
B1.10	Fences and Road Restraint Systems		
B1.11	Adjacent Developments and Roads		
B1.12	Road alignment		
B1.13	General layout	Comments	(9.1) A Traffic Regulation Order will be required to install the new taxi rank and amend the existing bus lane. (9.2) There is an adjacent overnight taxi rank that may cause confusion with the new 22 - hour rank. (9.3) Auditors believe that concerns have been raised about taxis 'U' turning in Laburnum Grove, this is not considered to be a significant problem.
<b>B2</b>	<b>Local Alignment</b>		
B2.1	Visibility		
B2.2	New/Existing Road Interface		
<b>B3</b>	<b>Junctions</b>		
B3.1	Layout		
B3.2	Visibility		
B3.3	Signing	Comment	(9.4) Taxi rank signage will be required to ensure new rank is legal and enforceable.
B3.4	Road Markings		
B3.5	T, X and Y junctions		
B3.6	All roundabouts		
B3.7	Mini Roundabouts		

B3.8	Traffic Signals		
<b>B4</b>	<b>Non-Motorised User Provision</b>		
B4.1	Adjacent Land		
B4.2	Pedestrians		
B4.3	Cyclists		
B4.4	Equestrians		
<b>B5</b>	<b>Road Signs, Carriageway Markings and Lighting</b>		
B5.1	ADS and Local Traffic Signs		
B5.2	Variable Message Signs		
B5.3	Lighting		
B5.4	Road Markings		
B5.5	Poles and Columns		

## NO PROBLEMS IDENTIFIED

### 9. Nil Response/Comments

- 9.1 A Traffic Regulation Order will be required to install the new taxi rank and amend the existing bus lane.
- 9.2 There is an adjacent overnight taxi rank that may cause confusion with the new 22-hour rank due to different timings and over ranking between ranks on double yellow lines between existing and proposed ranks .
- 9.3 The audit team understands that concerns have been raised about taxis 'U' turning in Laburnum Grove. Should this occur it is not considered to be a significant problem.
- 9.4 Taxi rank signage will be required to ensure that the new rank is legal and enforceable.

### 10. Non-Motorised User Report (NMUs)

- 10.1 This report has not identified any road safety problems affecting NMUs that need to be resolved.

## 11. Audit Team Statement

I certify that we have examined the drawing listed within **Appendix A** and that the site has been inspected. The examination has been carried out with the sole purpose of identifying road safety matters that can be addressed to improve the safety of the scheme.

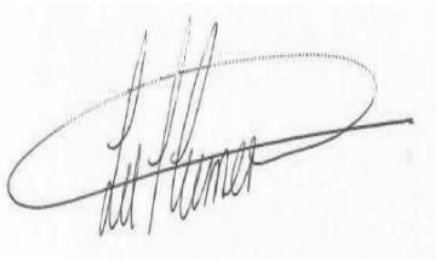
The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

I can confirm that we have not been involved with the scheme design.



Peter Ronald  
**(Audit Team Leader)**

29<sup>th</sup> January 2022



Lee Turner  
**(Audit Team Member)**

29<sup>th</sup> January 2022

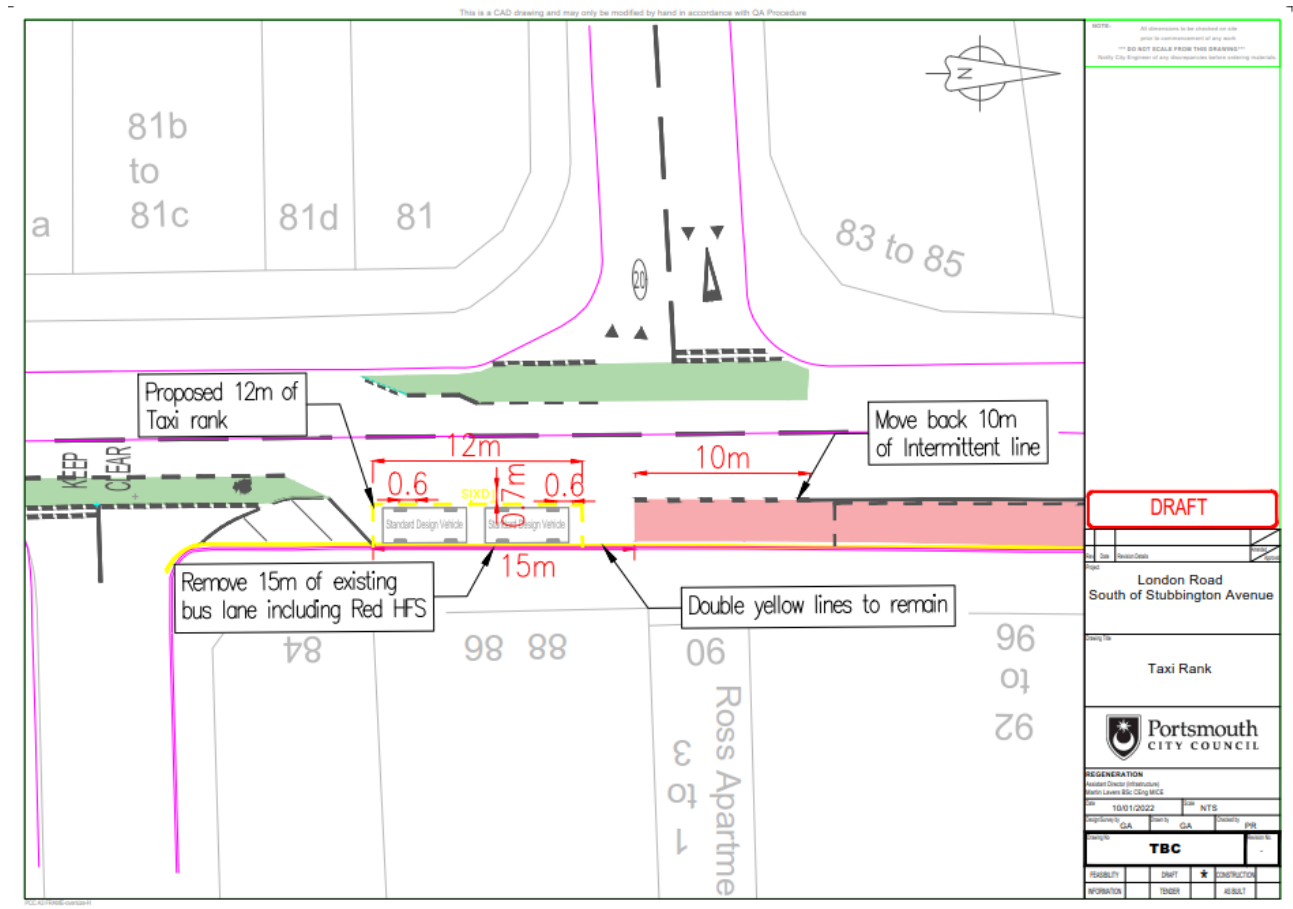


## 12. Appendix A - List of Documents

### Drawings

Title	Drg. No.	Revision
Taxi Rank	TBC	-

## 13. Appendix B - Identified Road Safety Audit Matters Location Plan



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# Agenda Item 7



Portsmouth  
CITY COUNCIL

## **THIS ITEM IS FOR INFORMATION ONLY**

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

<b>Title of meeting:</b>	Traffic and Transportation Decision Meeting
<b>Subject:</b>	Update on rapid electric vehicle (EV) charging infrastructure for taxis and private hire vehicles (PHVs)
<b>Date of meeting:</b>	18 March 2022
<b>Report by:</b>	Tristan Samuels - Director of Regeneration
<b>Report Author:</b>	Hayley Chivers, interim Transport Planning Manager
<b>Wards affected:</b>	Charles Dickens, Cosham, Nelson, St. Jude

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### **1. Requested by**

- 1.1. Update requested by the Cabinet Member for Traffic and Transportation following the decision made by the Cabinet on 2 November 2021 approving the recommendation to install rapid chargepoints at four sites in the city.

### **2. Purpose**

- 2.1. To provide an update on the proposal to install rapid electric vehicle (EV) charge points in various car parks and associated user tariffs for Stubbington Avenue car park.

### **3. Information Requested**

- 3.1. There are three fast charging facilities available across Portsmouth in council owned car parks (Isambard Kingdom Brunel Multi-storey, Seafront Esplanade and Park and Ride) and, there will be almost 100 residential on-street charge points once Phase 2 of the On-Street Residential Chargepoint Scheme (ORCS) has been completed.
- 3.2. In March 2021 Portsmouth City Council were awarded £499,279 by the Joint Air Quality Unit (JAQU) for the installation of rapid chargers specifically for taxis and private hire vehicle use. This funding was awarded to enable the drivers of these vehicles to upgrade to electric vehicles as part of the Clean Air Zone scheme. Funding was granted following the successful amendment of taxi licencing policy to make all newly licenced vehicles from 1 January 2025 onwards 'zero emissions

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capable', and that a new restriction on the age that a vehicle can be licensed up to; in December 2020 this was set at eight years.

- 3.3. Following this, transport planning and energy team colleagues have been working with Joju Limited (Joju) through the existing Hampshire Framework to undertake feasibility studies on Portsmouth City Council owned car parks, following approval of the proposed sites at Cabinet in October 2021. These feasibility studies have been attained through the Distribution Network Operator (DNO) who is Southern and Scottish Energy (SSE), who have provided quotes for works necessary to upgrade these sites to include capacity necessary for 50kWh (minimum) rapid chargers.
- 3.4. Some sites have proven to be prohibitively expensive to install and it is preferable to install as many rapid chargers as the funding allows. The first viable site for the installation of a rapid charger has been identified as Stubbington Avenue car park (PO2 0HS) which was installed in February 2022.
- 3.5. After considering Member and taxi trade feedback alongside the technical and financial feasibility, and existing car park situations, the remaining rapid chargers are planned to be installed at the following locations:
  - a. 3 chargepoints at the park and ride (Park and Ride Portsmouth, Tipner Lane, Portsmouth PO2 8AN) - installation due in Spring 2022
  - b. 3 chargepoints at D-Day car park (D-Day Car Park, Southsea, PO5 3NT) - installation expected in Summer 2022
  - c. 1 chargepoint at London Road (London Road Car Park, 10 London Road, Cosham, Portsmouth PO6 3EL) - installation expected in Summer 2022
  - d. 1 chargepoint at Isambard Brunel Road (Isambard Brunel Surface Car Park, Alec Rose Lane, Portsmouth PO1 2BX) - installation expected in Summer 2022
- 3.6. An additional location at Isambard Brunel surface car park has been added following Cabinet approval to allow a wider spread of rapid chargers for the convenience of the taxi and private hire vehicles.
- 3.7. It has been ascertained that the council could manage its own metering and billing for the rapid chargers for taxi and private vehicles enabling increased control over the tariff rate and opportunity for revenue share to assist in covering future maintenance costs.
- 3.8. The back-office set up would be via Joju's back-office supplier MER.
- 3.9. The council will pay for the electricity supplied from the grid, whilst the MER back-office will be responsible for billing users and collecting the revenue from the chargers. The revenue then rebated to the council will cover electricity supply

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costs. The sum remaining will be revenue to the council to be set aside for future maintenance and other associated running costs. The council's transport team will be responsible for the funding arrangements and tariff setting with the energy services team assisting with administering the billing through their routine processes and energy management software Systems Link requiring no additional resource.

- 3.10. The council's electricity contract is 'Renewable Energy Guarantees of Origin (REGO) backed' meaning the electricity supply to the Rapid EV chargers will be from renewable sources and therefore 'Green'.
- 3.11. The electricity supply for each site is contracted prior to install on a site-by-site basis. It is important that the tariff rate set is higher than the electricity rate to accommodate other costs the council will incur and not have an overall loss and therefore the associated tariff rates will be set on a site-by-site basis and may differ across the city.
- 3.12. The electricity contracts are usually set for a year and will be reviewed in line with this. The transport team will review the electricity tariff with the energy services team upon supply contract renewal (usually on a yearly basis). The energy services team can provide what the new supply rate it, so that the transport team can make an informed decision on the rates being charged to Taxis/PHVs.
- 3.13. For comparison, the costs of charging at other rapid chargers in Portsmouth and the surrounding area are in Tables 1 and 2 and were understood to be correct at the time of writing this report.

**Table 1 - Rapid EV charger tariffs within the city**

<b>Location</b>	<b>Supplier</b>	<b>Maximum Power</b>	<b>cost (PAYG) (£p/kWh)</b>	<b>Parking charge</b>
Tesco Fratton Way	Pod Point	CHAdeMO (50kW) CCS (50kW)	28	Free parking for customers
Wightlink Gunwharf Terminal	bp pulse	CHAdeMO (50kW) CCS (50kW) Type 2 (43 kW)	40	£10/hour overstay fee after 90 minutes
Morrisons Portsmouth (Victory Retail Park)	GeniePoint	CHAdeMO (50kW) CCS (50kW)	42	Free parking for customers up to 90 mins,

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		Type 2 (43 kW)		£10 overstay fee for every subsequent 90 mins
Portsmouth International Port	InstaVolt	CHAdEMO (50kW) CCS (50kW)	50	

**Table 2 - Surrounding area**

Location	Supplier	Maximum Power	cost (PAYG) (£p/kWh)	Parking charge
KFC Larchwood Avenue, Havant	InstaVolt	CHAdEMO (50kW) CCS (50kW)	50	
Leigh Park Municipal Car Park	GeniePoint	CHAdEMO (50kW) CCS (50kW) Type 2 (43 kW)	42	Free parking for customers up to 90 mins £10 overstay fee for every subsequent 90 mins
Morrisons Gosport	GeniePoint	CHAdEMO (50kW) CCS (50kW) Type 2 (43 kW)	42	Free parking for customers up to 90 mins £10 overstay fee for every subsequent 90 mins
Tesco Fareham	Pod Point	CHAdEMO (50kW) CCS (50kW)	28	Free parking for customers
Morrisons Horndean	GeniePoint	CHAdEMO (50kW) CCS (50kW) Type 2 (43 kW)	42	Free parking for customers up to 90 mins £10 overstay fee for every subsequent 90 mins

3.14. As detailed in the tables, most tariffs are in the £40p/kWh range.

3.15. With a tariff rate set at £40p/kWh then a literal full charge of 50kWh will cost the driver £20 if it is assumed they have a 50kWh battery (average EV). In practice, no EV driver will end up arriving at a chargepoint with literally 0% charge in their battery and the charging rate of any charger unit slows considerably once a battery is 90% charged, so most users will probably receive a maximum of 90% charge in a session of one hour using a 50kW charger. It is likely that an hour's charging will cost the driver roughly £18.

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- 3.16. No operation and maintenance (O&M) costs are incurred for the first three years after installation. However, after these three years the council will be required to fund this. It is therefore recommended that any revenue made from this scheme should be held for three years in order to fund future O&M, additional revenue exceeding this amount would be ringfenced for transport projects. Any ad-hoc maintenance costs falling outside warranty such as damage by vehicle strike would be borne by PCC.
- 3.17. Each rapid charger installed usually requires the conversion of two standard parking spaces due to the need to include hatching to enable full charging accessibility around the vehicles, with different vehicles having charging ports positioned in different locations. There may be a loss in income from these removal of standard parking spaces.
- 3.18. The tariff for the first car park at Stubbington Avenue is set at a rate of £40p/kWh following a financial appraisal based on the agreed electricity rate. It is estimated that there will be a small net expenditure in the first year of the scheme offset by a net income the following years. Subsequent car parks tariff rates will be set aligned with this rate and their individual agreed electricity rates.
- 3.19. In order to incentivise taxi/PHV drivers to utilise the rapid chargers, it is proposed there will be no cost for parking when utilising the chargepoints. Charging a vehicle would be expected to be completed in 30 minutes and no more than 60 minutes. To encourage vehicles to move on and maintain accessibility of the chargepoints for other users there will be a £10 charge applied via the chargepoint billing system for vehicles which remain over 90 minutes.
- 3.20. The parking bay is designated for licensed taxis and private hire vehicles only. Penalty Charge Notices (PCNs) can be issued if a vehicle, other those aforementioned, is found parked in the bay. A Traffic Regulation Order is not required for this.
- 3.21. The MER back office allows for the creation of a free log in system through the MER connect app. To restrict the use to taxi and private hire vehicles, licensed drivers would need to register on the app in advance of their first use and Joju would verify their eligibility using a database of eligible licensed Portsmouth taxis and private hire vehicles provided by the council. If drivers did not have a smart device, it could be arranged to provide them with a RFID tag which would likely incur one-off cost of around £5. The council's officers will be required to periodically send updated lists of taxi/PHV plug in vehicle ownership to MER via Joju, who will ensure that only the vehicles listed will have access to the service.
- 3.22. If there is demand from taxis and private hire vehicles from outside of the city, it will need to be investigated as to how their eligibility can be confirmed.

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**4. Next Steps**

- 4.1. Officers will closely monitor the usage of the charger for a period of at least 16 weeks after the installation. Consideration will be given to open the chargers for usage other than taxis and private hire vehicles if demand from the trade is found to be very low.

.....  
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:

<b>Title of document</b>	<b>Location</b>
Cabinet October 2021- Rapid Electric Vehicle Charging Infrastructure for Taxis and Private Hire Vehicles	<a href="https://democracy.portsmouth.gov.uk/documents/s34964/Rapid%20EV%20Charging.pdf">https://democracy.portsmouth.gov.uk/documents/s34964/Rapid%20EV%20Charging.pdf</a>



# Agenda Item 8



**Portsmouth**  
CITY COUNCIL

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

<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Meeting
<b>Subject:</b>	SEHRT Walk 80 and Route 801 and East West Active Travel Corridor Phase 2 & 3 - Proposed Improvements
<b>Date of meeting:</b>	Friday 18 <sup>th</sup> March 2022
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Wards affected:</b>	St Thomas, Charles Dickens, Central Southsea

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### **1. Requested by Cllr Stagg.**

### **2. Purpose of report**

- 2.1 The purpose of this report is to provide a summary of the proposed measures designed to improve the walking and cycling environment, for information purposes, as well as to share the public consultation feedback, and communicate the next steps to be taken up until construction, which is due to take place later this year.
- 2.2 The South East Hampshire Rapid Transit (SEHRT) Walk 80 and Route 801, funded by the Transforming Cities Fund (TCF), and the East West Active Travel Corridor (EWATC) funded by Portsmouth's Local Transport Plan (LTP), are being developed between Fratton and City Centre, to provide active travel benefits for pedestrians and cyclists along this key route.
- 2.3 Proposed measures are intended to deliver a range of walking and cycling improvements including on and off-road cycle provision, improved crossing points and junction re-prioritisation, in line with the objective set out in LTP4.
- 2.4 A meeting was held on the 9<sup>th</sup> of February 2022 to brief the Deputy Leader and Portfolio Holder for Traffic and Transport on the results of the consultation and agree and confirm the next steps (detailed design).

### **3. Background Information**

- 3.1 A range of possible walking and cycling improvement measures were considered and designed as part of these three schemes. A thorough analysis and design process was completed and included several site visits and observations, review of local incident data, internal consultation with PCC

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officers, Ward Councillors and the Cabinet Transport Portfolio Holder, external consultation through public consultation and stakeholder engagement.

- 3.2 Public consultation for each part of this walking and cycling network formed by SEHRT Walk 80 and Route 801 and EWATC Phase 2 and 3 was undertaken between December 5<sup>th</sup> 2021 and January 9<sup>th</sup> 2022.
- 3.3 A presentation was publicised and used for the purposes of the consultation. This included live online briefings hosted by PCC's Communications team and the schemes' project managers which were subsequently made available to discuss the schemes further and respond to any questions from the public in attendance.
- 3.4 The presentation slides used in these online briefings - which include an overview of the measures and locations being proposed across the schemes - are included as **Appendix A**.
- 3.5 A report has been prepared which summarises all consultation survey results from the more than 700 responses received. This report confirms that all but one of the proposed locations and measures have received majority support (either 'strongly support' or 'somewhat support') from the public.
- 3.6 The final public consultation survey results report is available on the 'Your City, Your Say' website and included as **Appendix B**.

*Note that the one measure to not receive majority support, a loading bay on Goldsmith Avenue, had 33% of respondents neither supporting or opposition, and 25% opposition and will be subject to further assessment, and as with the schemes as a whole, and will be subject to TRO process, providing further opportunity for public consultation.*

- 3.7 As well as the public consultation events, A mixture of face to face and online engagement meetings were arranged with key stakeholders. A list of these meetings is included as **Appendix C**.
- 3.8 Further opportunities, including through public notice advertisements and ongoing stakeholder engagement and communication platforms will assist in further informing the detailed design process and ensure all feedback is taken into account in the final design proposals. An overarching TRO and/or individual TROs will be applied for to cover the proposed measures, providing the public with an opportunity to comment and/or raise objections to any of the measures and their locations.

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- 3.9 Pedestrian and cycle traffic count surveys will be undertaken prior to construction for monitoring purposes, to be compared with follow up surveys after construction completion.
- 3.10 Outline designs and Road Safety Audits are currently being completed, with detailed design drawings set to be completed between now and June 2022.
- 3.11 Between March and June 2022 any decisions regarding recommended alterations to the schemes would be sought through Delegated Authority to the Transport Portfolio Holder, as recommended in this paper.
- 3.12 The project teams intend to return to T&T Committee in June 2022 to present the detailed designs and confirm any final changes to the proposal. In that meeting the teams will be seeking approval in order to progress to procurement and construction later in 2022.
- 3.13 As part of the detailed design process, the EWATC project team will work with other council project teams such as that for the Horatia and Leamington House replacements, identify further opportunities to work together to agree complementary measures.
- 3.14 These parts of the EWATC and SEHRT are planned to come forward together as one network for procurement and construction purposes, where possible, with construction planned for late summer/autumn 2022.
- 3.15 The locations of the schemes' routes are described below:
  - i. SEHRT Walk 80: Victoria Road North through to Canal Walk and Greetham Street via Sydenham Terrace
  - ii. SEHRT Route 801: Along Goldsmith Avenue from the Fratton Way roundabout through to the Fratton Road roundabout
  - iii. EWATC Phase 2: Victoria Road North through to Winston Churchill Avenue/Isambard Brunel Road roundabout via The Somerstown Hub
  - iv. EWATC Phase 3: Wellington Street through to Guildhall Walk/Winston Churchill Avenue junction (St Michael's Gyratory)
- 3.16 **Figure 1** identifies the schemes' network routing.

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*Figure 1 - EWATC & SEHRT Route 801 and Walk 80 (including other EWATC Phases 1 & part of 4)*

3.17 These transport projects aim to be joined up with other related projects to contribute to PCC's longer-term commitment to developing a fully connected network between Fratton and the City Centre and beyond. For EWATC this includes:

- i. EWATC Phase 1: also along Goldsmith Avenue with measures previously approved by T&T including a pedestrian signalised crossing and upgraded cycle lanes
- ii. EWATC 4: continuing the EWATC to join Winston Churchill Avenue through to The Hard (subject to funding)

3.18 SEHRT Walk 80 and Route 801 and EWATC Phase 2 and 3 measures proposed are as follows:

**Walk 80 walking and cycling improvements**

- Victoria Road North (outside Priory School) - new controlled toucan crossing
- Sydenham Terrace (west next to Fratton Bridge) - widened shared use footway, marked bi-directional cycleway, CCTV installation and improved lighting
- Sydenham Terrace (east joining Canal Walk) - new uncontrolled pedestrian crossing at junction.
- George House and Somers Road junction - new uncontrolled pedestrian crossing at junction.
- Carlisle Road/Somers Road junction - new Copenhagen Crossing
- Canal Walk - make temporary road closure permanent
- Bridgeside Close - improved junction arrangement including new uncontrolled pedestrian crossing
- Milford Road/Canal Walk junction - new Copenhagen Crossing



## **THIS ITEM IS FOR INFORMATION ONLY**

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

- Railway View/Bridport Street/Canal Walk junction redesign
- Upper Arundel Street - new planting at build outs
- Greetham Street (south of Jacob's Ladder railway bridge) - Build out with planters to replace approx. 20m of on-street parking
- Dugald Drummond Street - improved uncontrolled pedestrian crossing
- Improved lighting and signage throughout.

### **Route 801 walking and cycling improvements**

- Goldsmith Avenue east of Fratton Way - upgrade from advisory to mandatory westbound cycle lane
- South Western Railway depot junction, Goldsmith Avenue - new Copenhagen Crossing
- Rifle Club, Goldsmith Avenue - new on-street loading bay
- Fratton Way roundabout (northeast corner) - rediverted off-road segregated cycle lane

*Note these measures are in addition to (and to complement) those previously approved by T&T Committee for Goldsmith Avenue as part of EWATC Phase 1, including a signalised pedestrian crossing, upgraded cycle lanes (made mandatory where currently advisory, with widening and straightening where possible). Other previously approved measures including a closure of Francis Avenue/Goldsmith Avenue junction are set to come forward as part of other LTP projects.*

### **EWATC Phase 2 and 3 walking and cycling improvements**

- Victoria Road North - new Tiger Crossing to replace pedestrian refuge island
- Bradford Road and Montgomerie Road - 'Quieter Route' road marking
- Winston Churchill Avenue (between Bradford Road and Somers Road) - segregated cycle lane on footway
- Blackfriars Road/Winston Churchill Avenue junction - new Copenhagen Crossing
- Winston Churchill Avenue - improvements to transitions for cyclists to join between footways and carriageways
- Somers Road/Winston Churchill Avenue - new Copenhagen Crossing
- Wellington Street - new 'Quieter Route' road marking
- St James's Road turning head and disabled parking bay redesign
- Winston Churchill Avenue (southside - St James's Road to Middle Street) - new 2-way cycleway on footway
- Winston Churchill Avenue pedestrian crossing - upgrade to controlled toucan crossing
- Middle Street/Winston Churchill Avenue junction - new Copenhagen Crossing

**THIS ITEM IS FOR INFORMATION ONLY**

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

- Winston Churchill Avenue (northside - pedestrian crossing point to Guildhall Walk junction) - new 2-way cycleway on footway including new 'Floating Bus Stop'

*Note one measure included within the consultation presentation; a quieter route from Somers Road through to Rivers Street and onwards to The Hub, as a replacement of cycle access to Aldwell Street alleyway, has been removed from the proposals, on review of the comments received and further consideration of possible alternative improvements to the condition of the alleyway for all users, being reviewed with colleagues in Parks, Housing, and the Design Group, with funding being sought from separate sources to the above schemes.*

.....  
Signed by (Director)

**Appendices:**

A - SEHRT Cycling and Walking Schemes in Portsmouth

[SEHRT Cycling and Walking Schemes in Portsmouth](#)

B - Walking and Cycling Final Report

[Walking and Cycling Final Report](#)

C - Stakeholder Engagement List

[Stakeholder Engagement List](#)

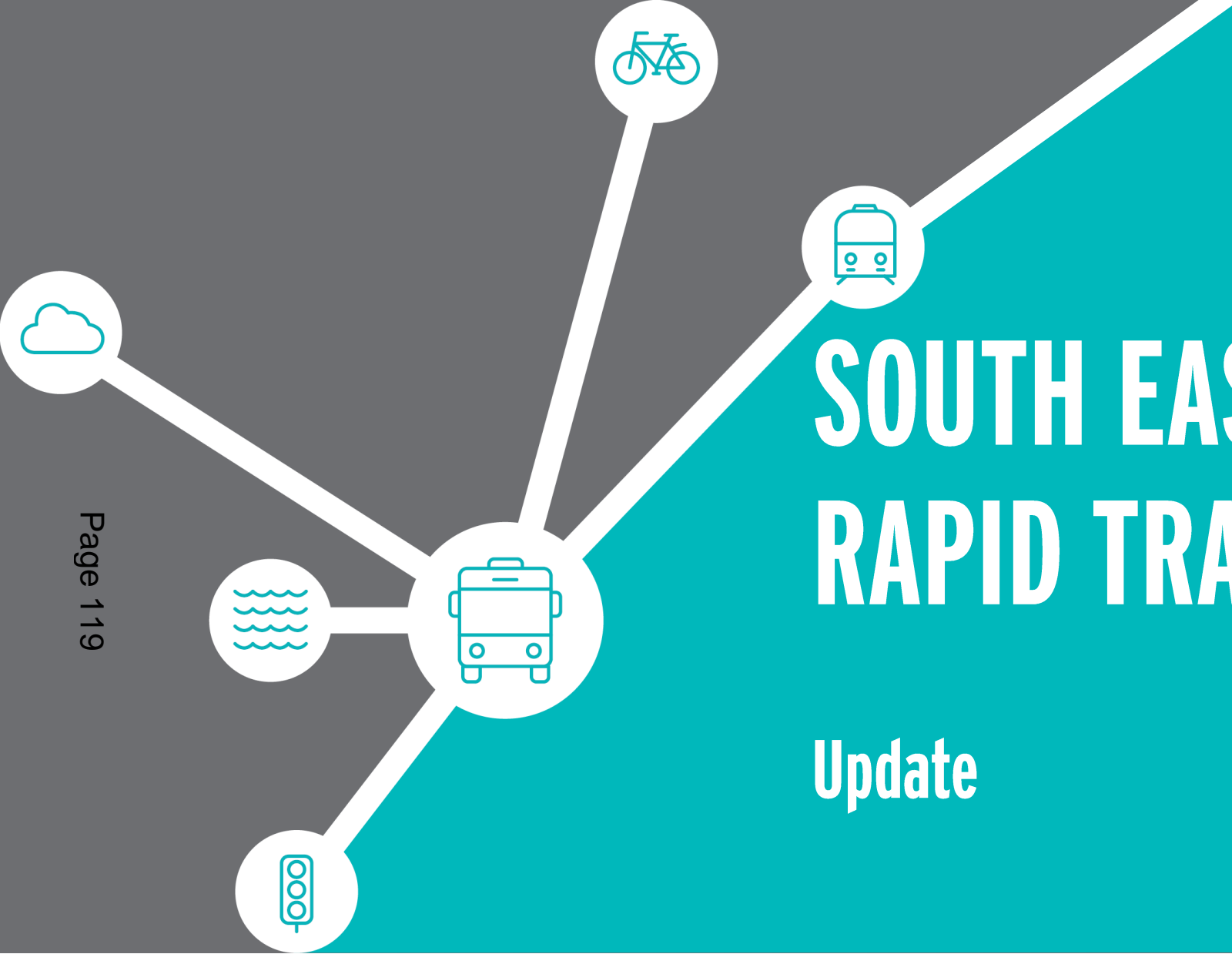
**Background list of documents: Section 100D of the Local Government Act 1972**

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

# SOUTH EAST HAMPSHIRE RAPID TRANSIT

Update



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A partnership between

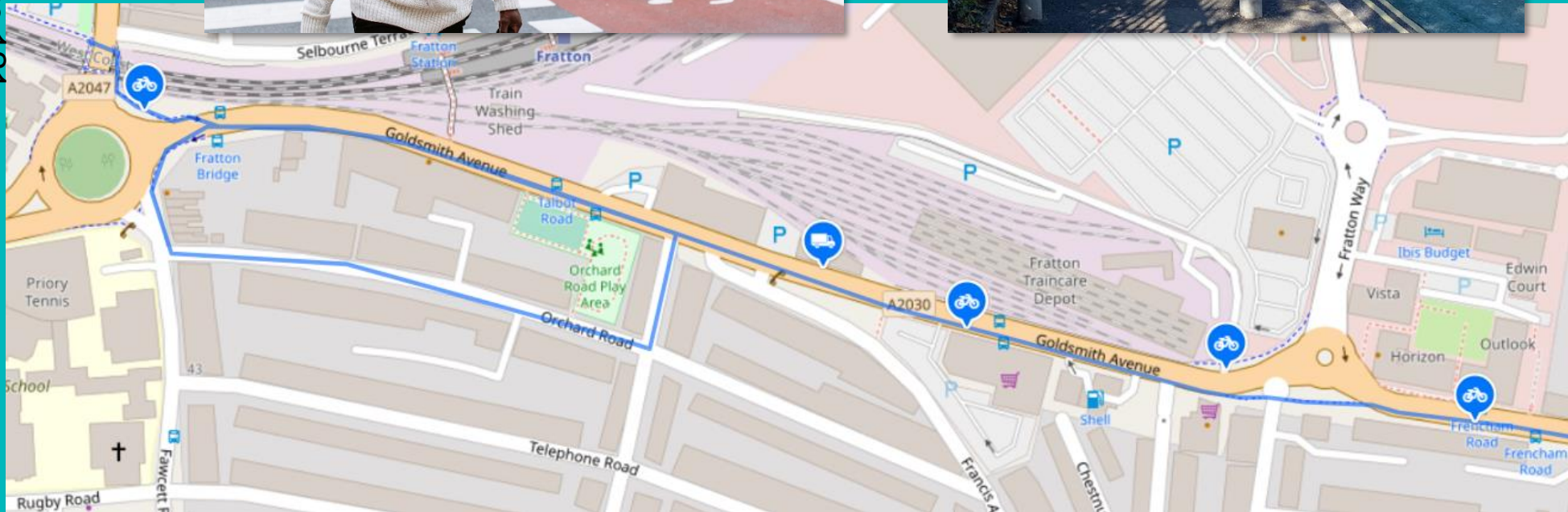
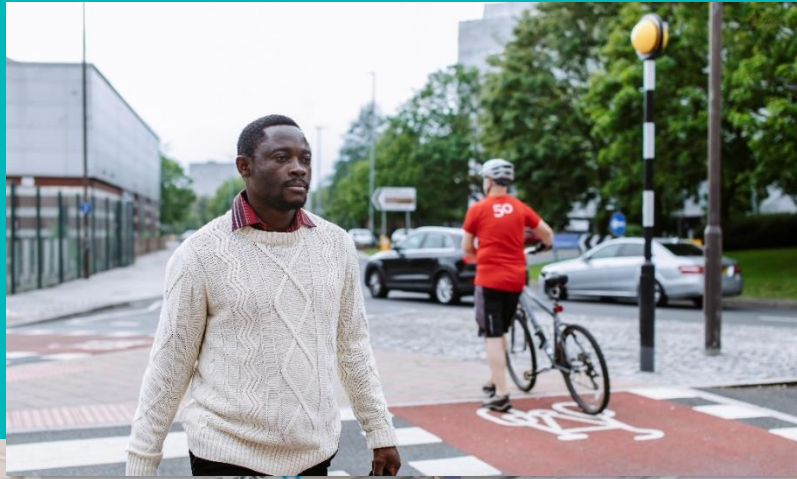
# Summary



- Purpose of the meeting
- Proposal (improvements and benefits)
- Engagement activity
- Recommendation and reasons for recommendation



# Goldsmith Avenue Cycle Route



# Proposal: Cycle 801 - Goldsmith Avenue to Fratton Bridge

## Goldsmith Avenue (East)

Change the existing westbound cycle lane to a segregated mandatory cycle lane between the Pompey Centre roundabout and Haslemere Road



## Goldsmith Avenue

Improve the junction with Southern Railway Depot to make it safer for cyclists and pedestrians



## Goldsmith Avenue West

Improve the existing cycle lane on Goldsmith Avenue with physical cycle segregation



## Goldsmith Avenue

Add a loading bay for large vehicles outside the Rifle Club



## Fratton Road Roundabout

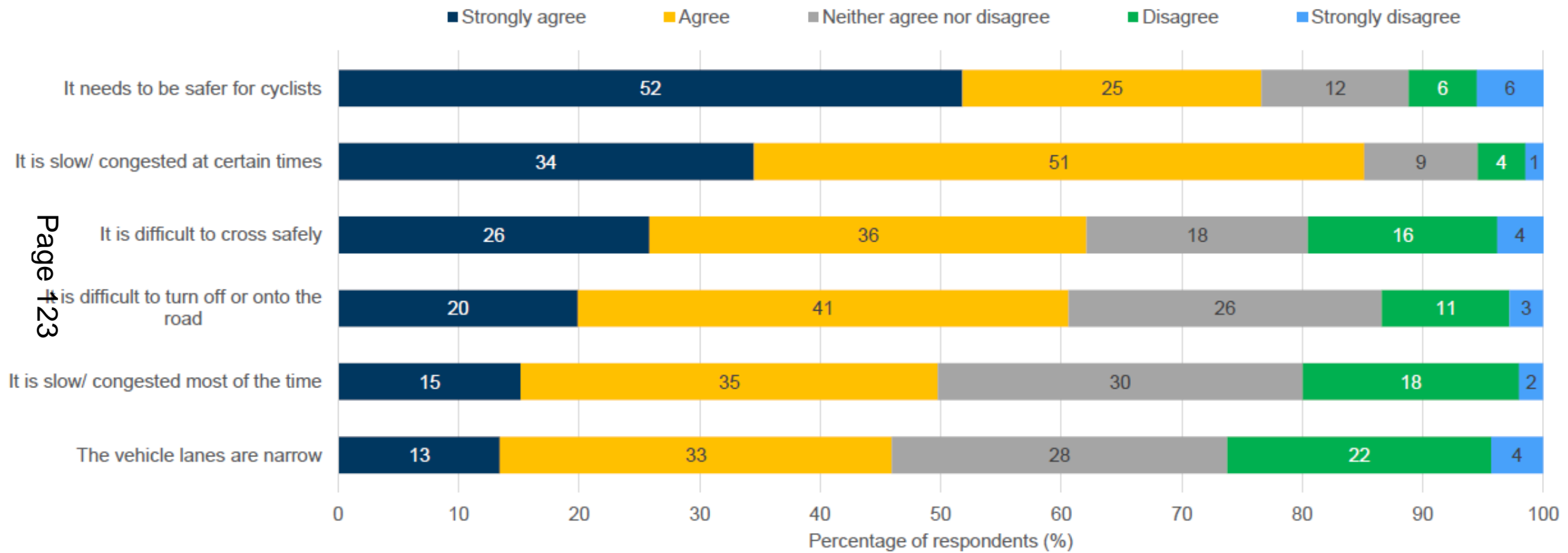
Move the existing cycle lane to the front of the footway, and improve the connection with Selbourne Terrace and Fratton Road



# Proposal: Cycle 801 - Engagement activity

Q: 'How much do you agree or disagree with the following statements about Goldsmith Avenue?'

Base: Total sample (top to bottom) 616 | 606 | 604 | 604 | 601 | 603



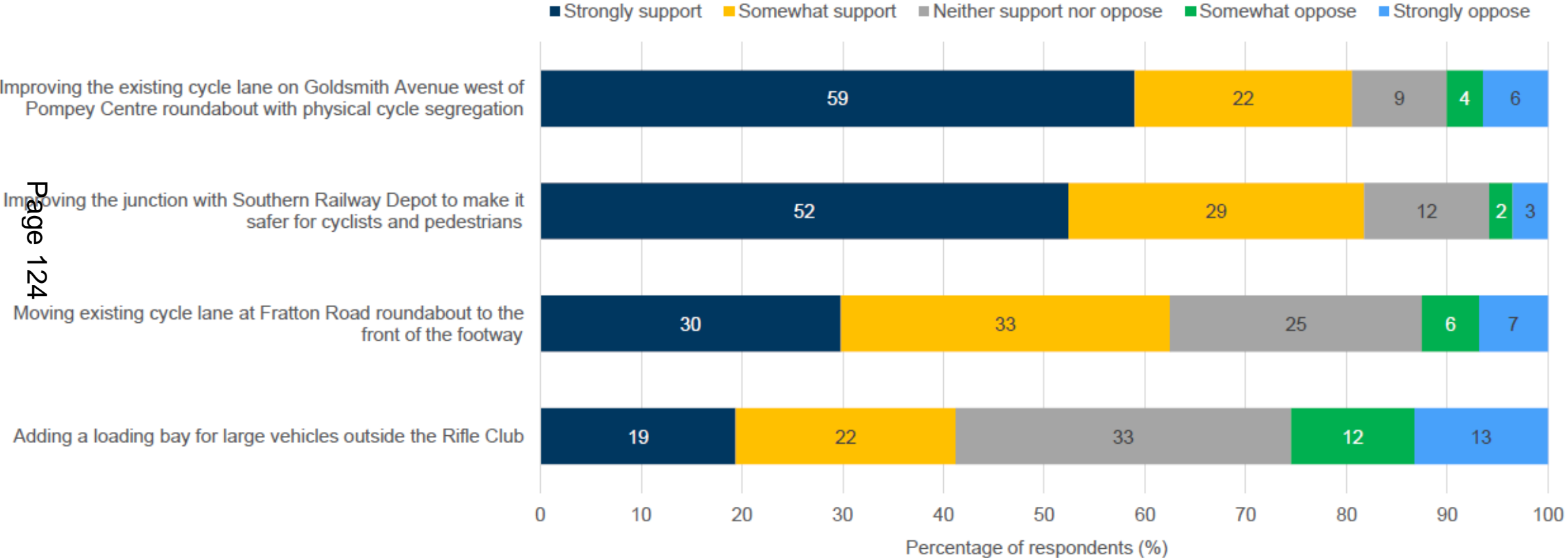
Page 123

- Respondents most 'strongly agree' that Goldsmith Avenue needs to be made safer for cyclists (52%)
- A majority of respondents also agree or strongly agree that the area is slow/congested at **certain** times (85%), is difficult to cross safely (62%) and is difficult to turn off or onto (61%). Fewer respondents agree that it is slow and congested **most** of the time (50%)
- Respondents most disagree with the statement 'the vehicle lanes are narrow' (26%), however 46% either 'strongly agree' or 'agree' with this statement

# Proposal: Cycle 801 - Engagement activity

Q: 'How much do you support each of the proposed changes?'

Base: Total sample (top to bottom): 607 | 603 | 600 | 604



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- A majority of respondents support all the proposed changes at Goldsmith Avenue with the exception of 'Adding a loading bay for large vehicles outside the Rifle Club' (41%)
- Respondents most 'strongly support' plans to 'improve the existing cycle lane on Goldsmith Avenue west of Pompey Centre roundabout with physical cycle segregation' (59%), followed by improving the junction with Southern Railway Depot to make it safe for cyclists and pedestrians' (52%)

# Proposal: Cycle 801 - Key themes

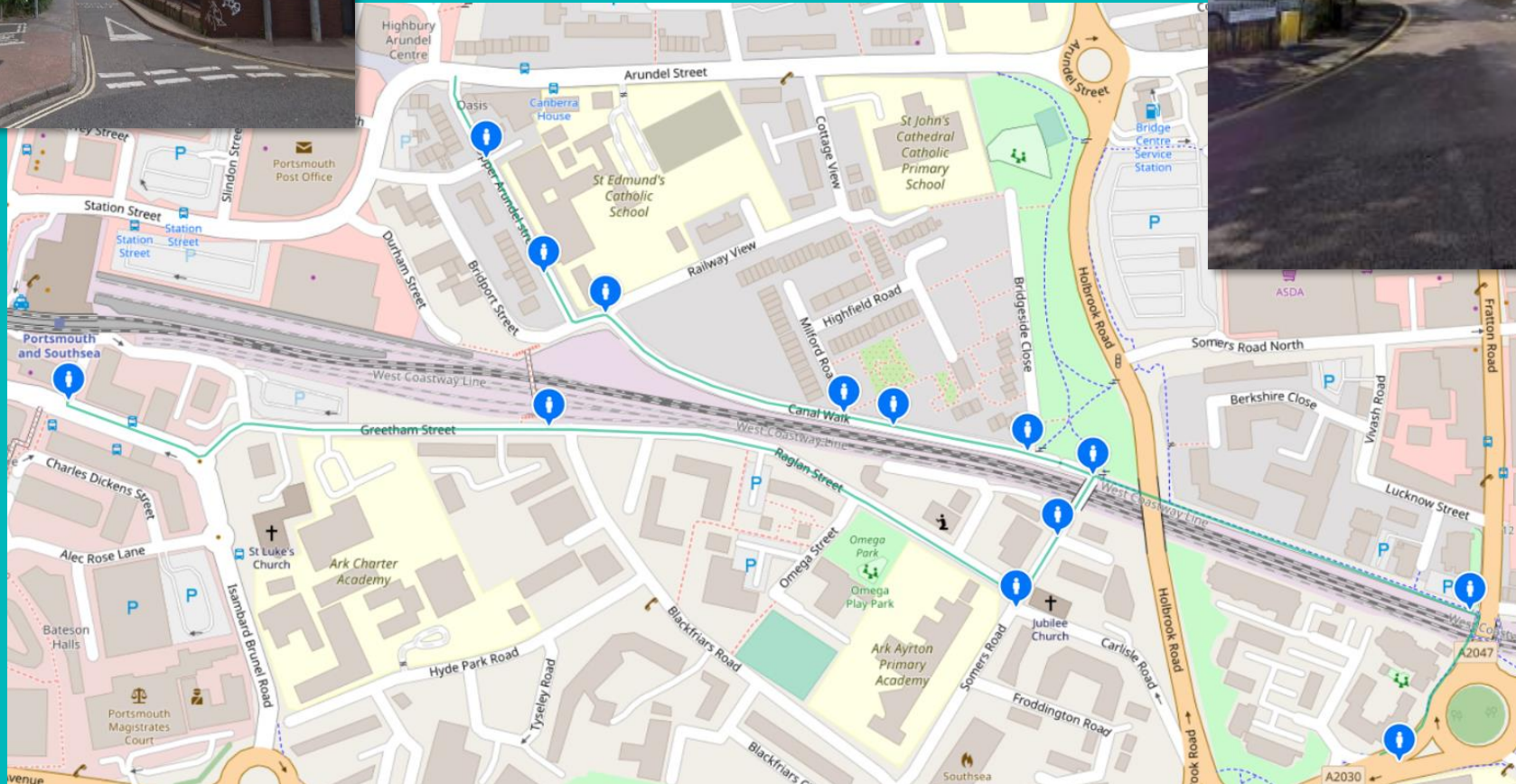
- General majority support for proposals.
- Lowest response was for the loading bay – some negative comments received but some useful suggestions such as limiting the times this is used.
- Comments show lots of support for improvements to cycle facilities across the city.

# Proposal: Cycle 801 - Recommendations/Next Steps

Page 126

- Commence detailed design based on current proposals
- Follow up report to March T&T for information only
- Progress with TROs
- Update costs to understand implications for budget
- T&T approval to procure in June
- Commence works September/October

# Fratton Bridge to City Centre Walking Route



# East Section: Fratton Bridge to Canal Walk

**Victoria Road North Crossing**  
 Upgrade crossing to a controlled Toucan crossing with pedestrian detection.



**Sydenham Terrace (East)**  
 Widen section next to Fratton Bridge. Install CCTV and enhanced lighting. Mark a 4m bi-directional cycle track.



**Sydenham Terrace (West)**  
 Add an uncontrolled pedestrian crossing at the junction between Sydenham Terrace and Canal Walk



**George House Junction**  
 Add an uncontrolled crossing at George House junction with Somers Road



**Carlisle Road / Somers Road Junction**  
 Improve pedestrian crossing at Carlisle Road junction with Somers Road.



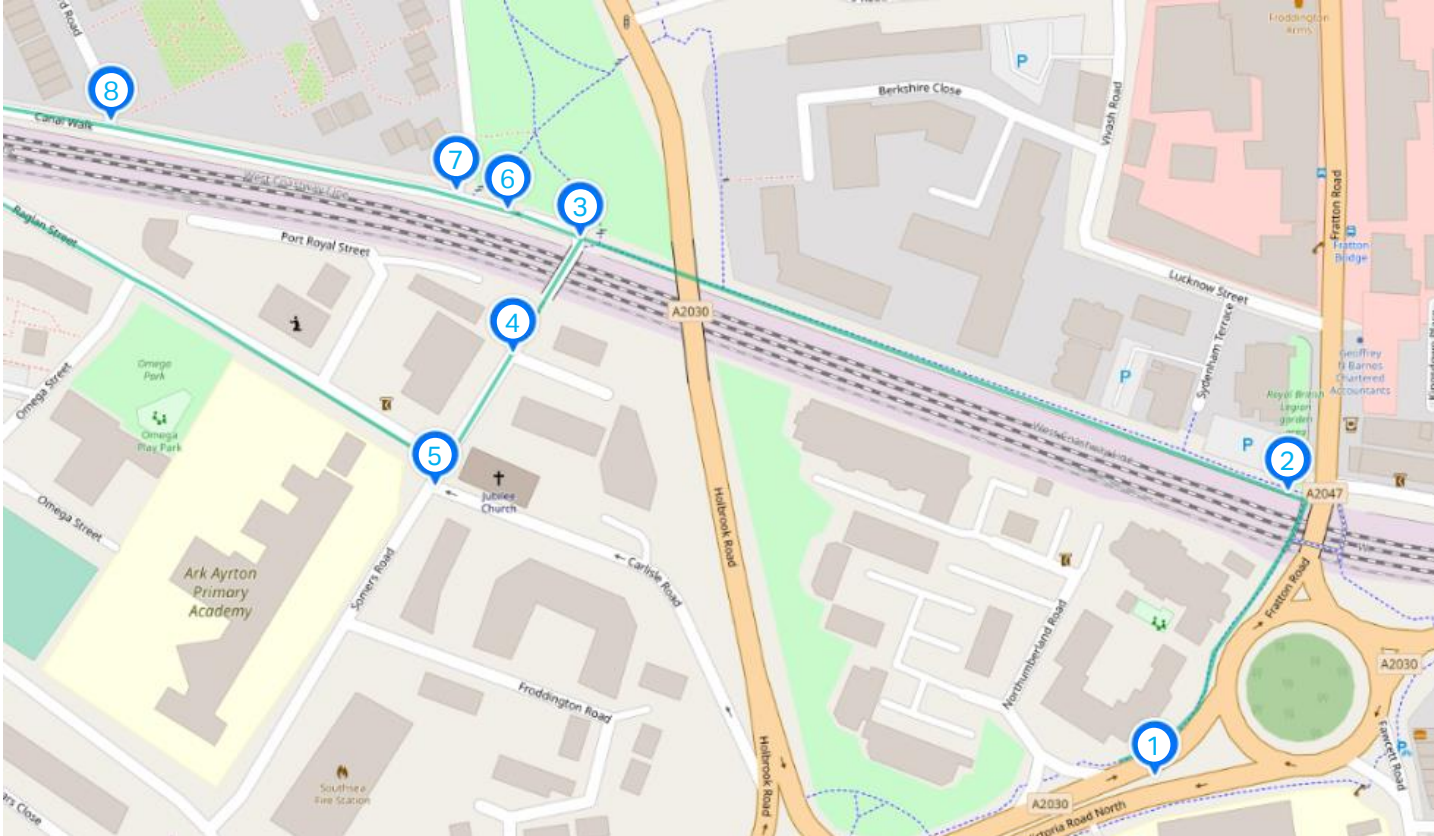
**Canal Walk**  
 Make temporary road closure permanent.



**Bridgeside Close**  
 Improve pedestrian crossing



**Milford Road**  
 Improve pedestrian crossing



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# West Section: Canal Walk, Upper Arundel Street, Greetham Street

## Railway View

Improve pedestrian crossing



9

Image capture: Jul 2019 © 2021 Google United Kingdom

## Upper Arundel Street

Add new planters to improve the green environment



10

Image capture: Jul 2019 © 2021 Google United Kingdom

## East Surrey Street

Improve pedestrian crossing



11

Image capture: Jul 2019 © 2021 Google United Kingdom

## Greetham Street

Add a 'build out' with planters and an uncontrolled crossing on Greetham Street, next to the railway bridge



12

Image capture: Jul 2019 © 2021 Google United Kingdom

## Dugald Drummond Street

Improve pedestrian crossing



13

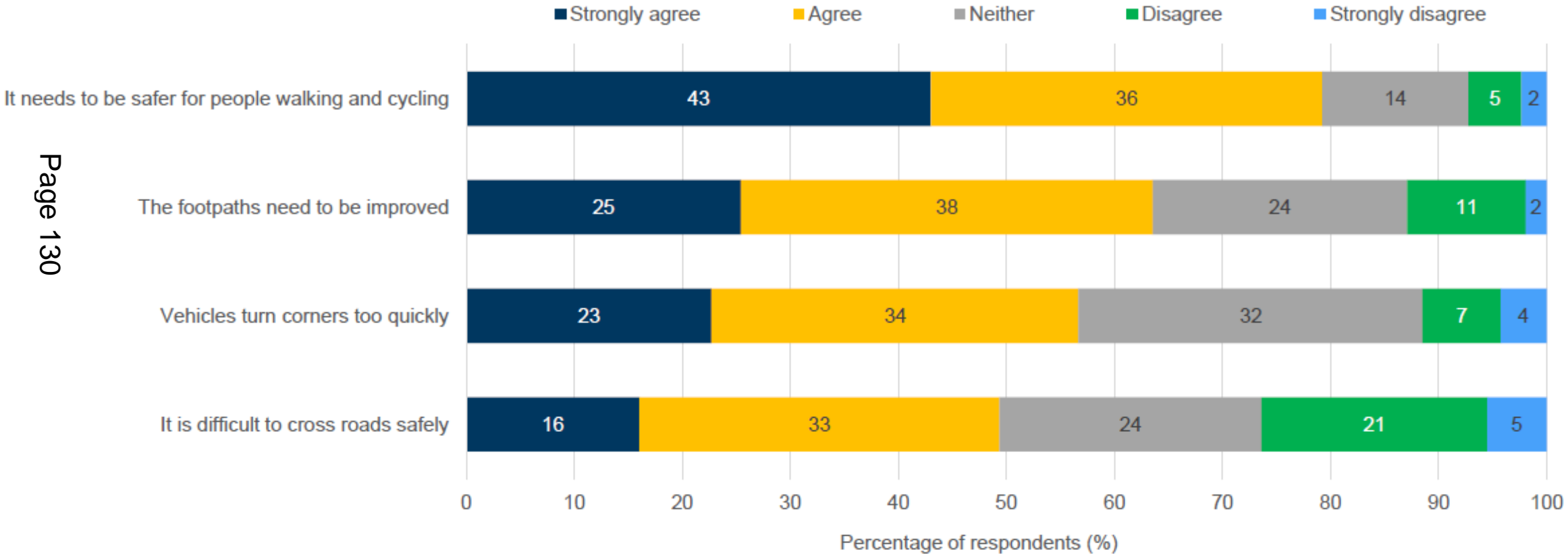
Image capture: Jul 2019 © 2021 Google United Kingdom



# Proposal: Walk 80 - Engagement activity

Q: 'How much do you agree or disagree with the following statements about the route from Fratton to the city centre?'

Base: Total sample (top to bottom): 472 | 472 | 471 | 474



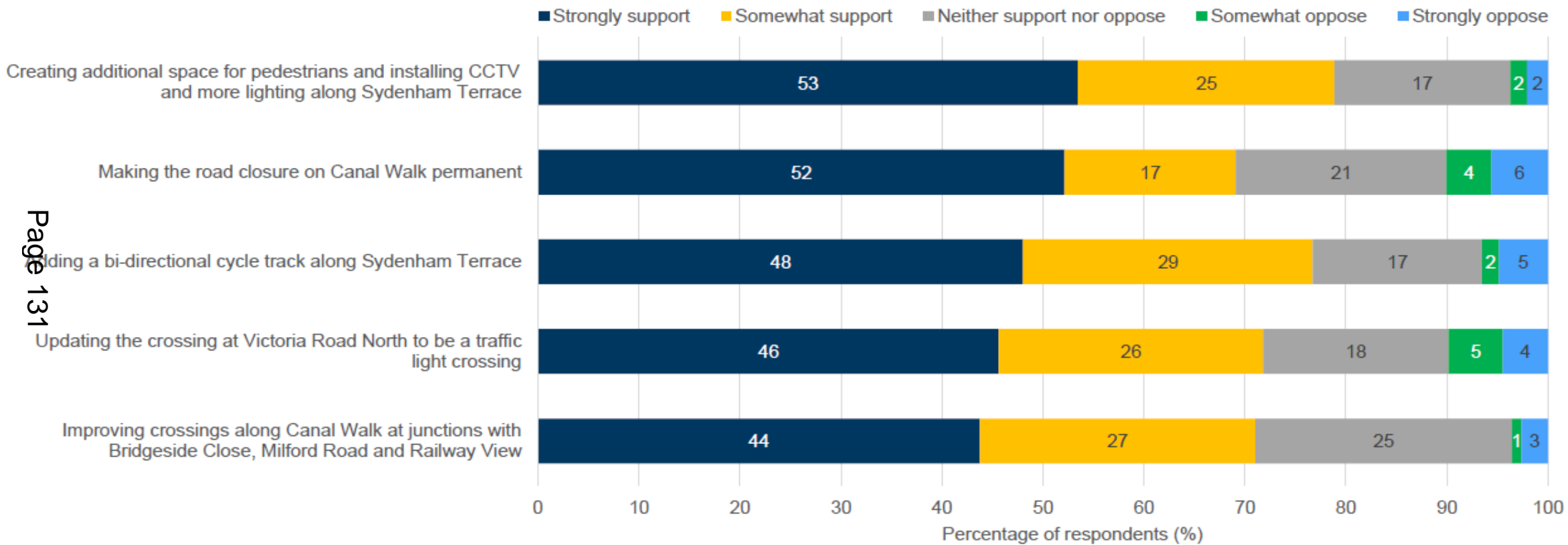
Page 130

- The largest proportion of respondents 'agree' or 'strongly agree' that the route from Fratton to the city centre needs to be safer for people walking and cycling (79%)
- The majority of respondents also 'agree' or 'strongly agree' that the footpaths need to be improved (63%) and that vehicles turn corners too quickly (57%)
- Over a quarter of respondents 'disagree' or 'strongly disagree' that it is difficult to cross roads safely (26%) although 49% agree with this statement

# Proposal: Walk 80 - Engagement activity

Q: 'How much do you support each of the proposed changes?' (Top rated)

Base: Total sample (top to bottom): 535 | 537 | 537 | 539 | 535



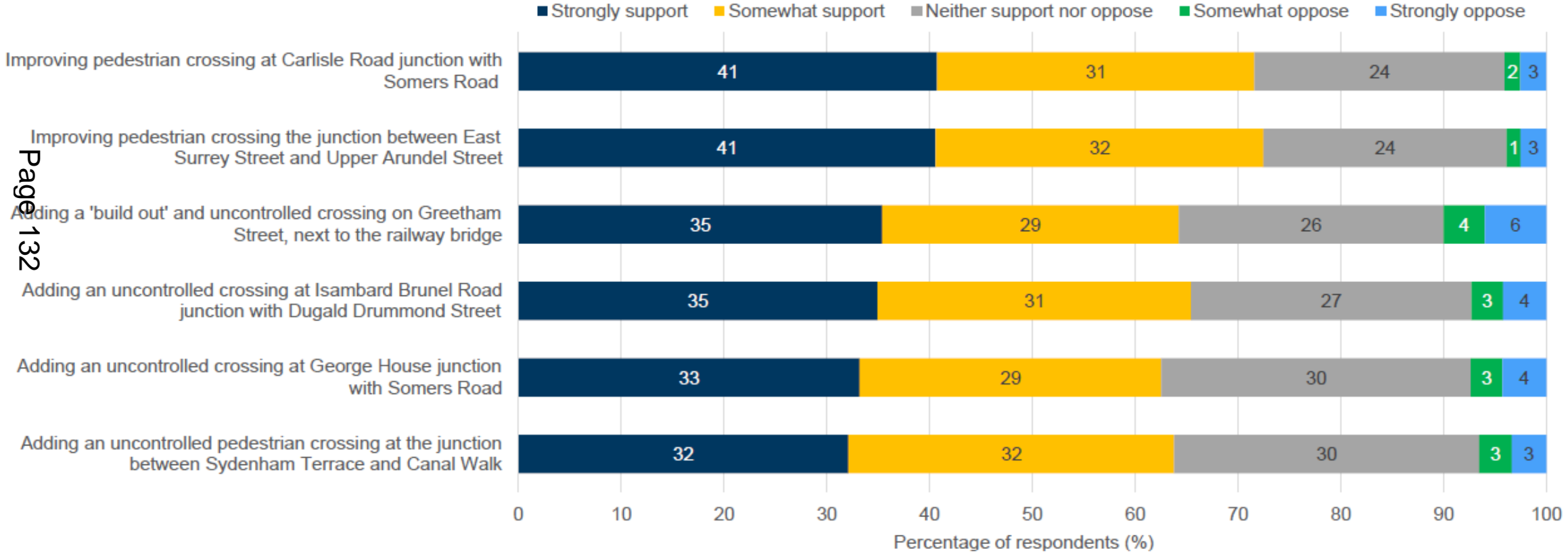
Page 131

- All proposed changes are either 'strongly' or 'somewhat' supported by the majority of respondents and levels of opposition are low across the board
- 'Creating additional space for pedestrians and installing CCTV lighting along Sydenham Terrace', along with 'making the road closure on Canal Walk permanent', received the highest support from respondents, with over half of respondents strongly supporting these proposed changes

# Proposal: Walk 80 - Engagement activity

Q: 'How much do you support each of the proposed changes?' (Continued – bottom rated)

Base: Total sample (top to bottom): 518 | 520 | 520 | 521 | 518 | 536



Page 132

- All proposed changes are either 'strongly' or 'somewhat' supported by the majority of respondents and levels of opposition are low across the board
- 'Creating additional space for pedestrians and installing CCTV lighting along Sydenham Terrace', along with 'making the road closure on Canal Walk permanent', received the highest support from respondents, with over half of respondents strongly supporting these proposed changes

# Proposal: Walk 80 - Key themes

- General majority support for proposals.
- Comments show lots of support for improvements and in general people are asking for more improvements to walking and cycling facilities across the city.

# Proposal: Walk 80 - Recommendations/Next Steps

Page 134

- Commence detailed design based on current proposals
- Follow up report to March T&T for information only
- Progress with TROs
- Update costs to understand implications for budget
- T&T approval to procure in June
- Commence works September/October

Page 135

# Winston Churchill Avenue East-West Active Travel Corridor

# East Section: Winston Churchill Avenue, Bradford Road, Montgomerie Road, River's Street

**Victoria Road North**  
Install a tiger crossing on Victoria Road North, near the Jami Mosque



**Bradford Road and Montgomerie Road**  
Signpost quieter routes for less confident cyclists.



**Winston Churchill Avenue**  
Create an off-road segregated cycle way on the south side of Winston Churchill Avenue between Bradford Road and Somers Road



**Blackfriars Road Junction**  
Raising the road at Blackfriars Road junction so motor vehicles will be slowed as they join Winston Churchill Avenue



**Winston Churchill Avenue**  
Improve the footway so it's easier for cyclists to join the shared path from the road



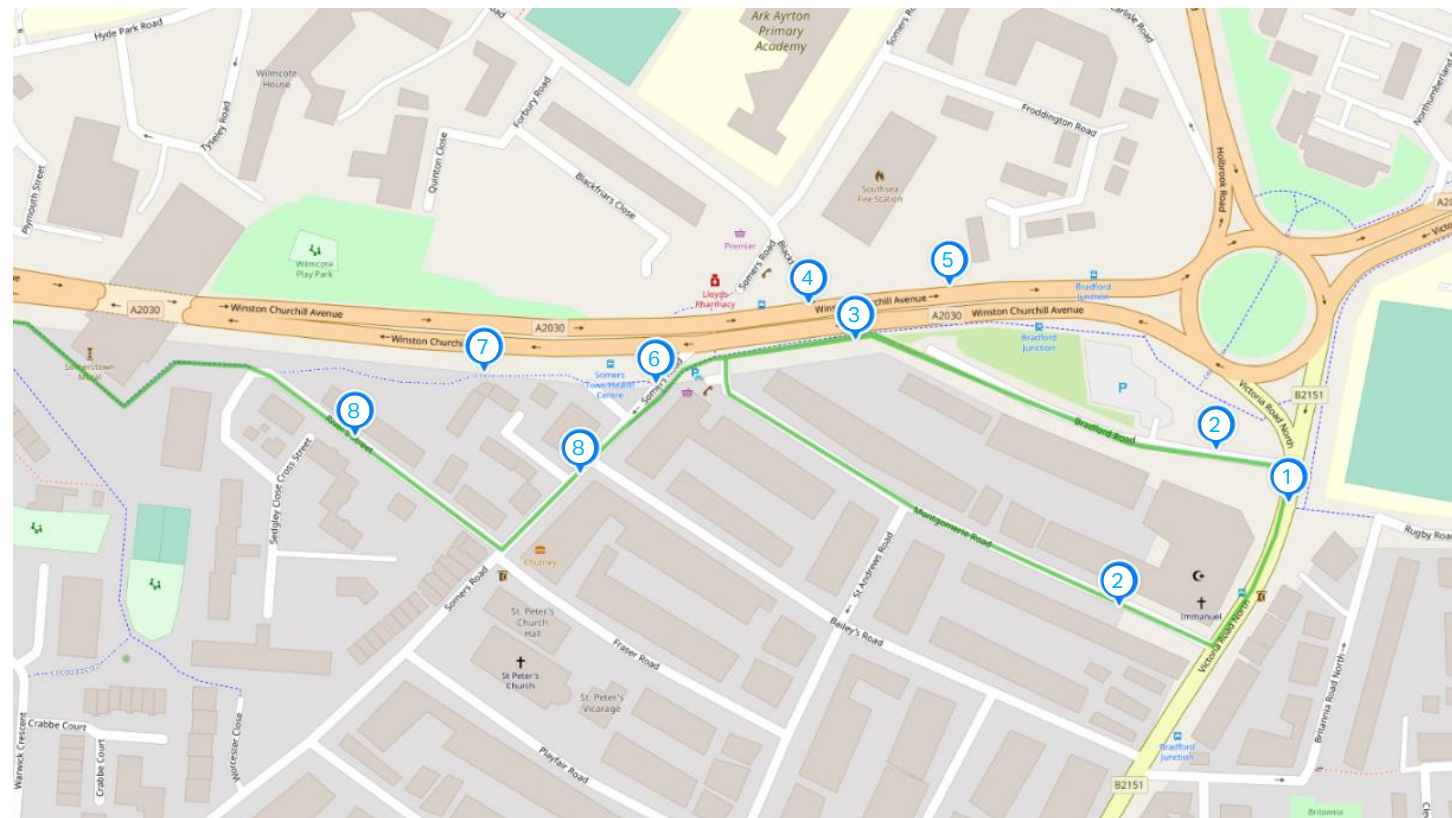
**Somers Road**  
Improve the crossing at the junction between Somers Road and Winston Churchill Avenue



**Aldwell Street**  
Change the alleyway at Aldwell Street from a shared cycle and footpath to one for pedestrians only



**Somers Road, River's Street and Wellington Street**  
Signpost quieter route for cyclists along Somers Road, River's Street and Wellington Street, passing the Somerstown Community Hub





# West Section: Winston Churchill Avenue and Wellington Street

## Wellington Street

Signposted quieter route for cyclists along Wellington Street, passing the Somerstown Community Hub



## St James's Road

Create a new two-way cycle lane from St James's Road to Middle Street.



## Middle Street Crossing

Upgrade the crossing outside Portsmouth Court to a Toucan crossing



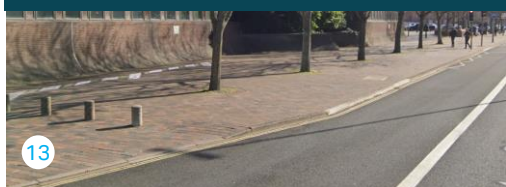
## Middle Street

Install a new crossing on Middle Street junction with Winston Churchill Avenue



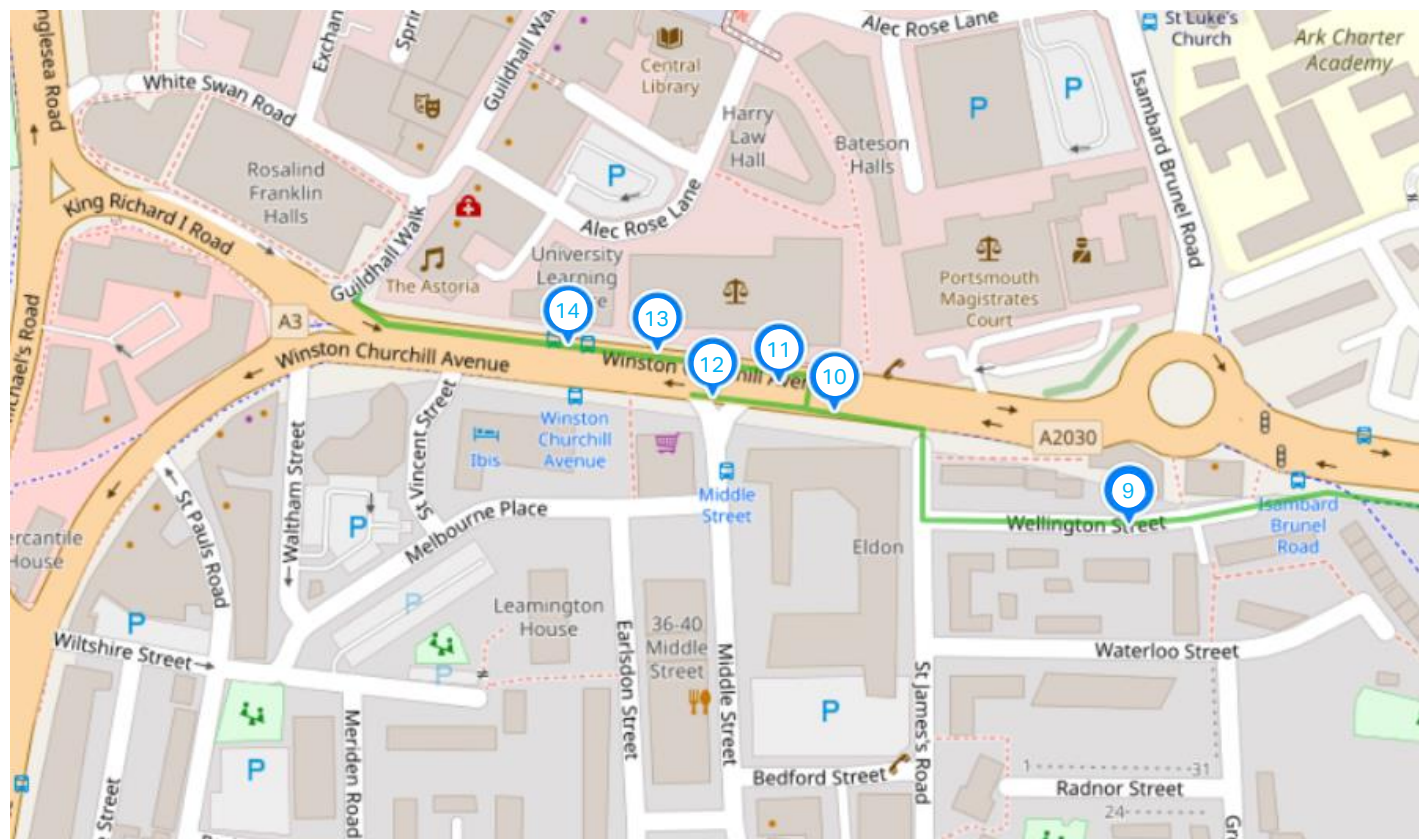
## Winston Churchill Avenue

Create a new off-road two-way cycle lane on the north side of Winston Churchill Avenue from Portsmouth Crown Court to The Astoria nightclub



## University Learning Centre

Relocate the bus stops outside the University Learning Centre to form a "floating bus stop". This allows for a cycle lane on the path behind the bus stops

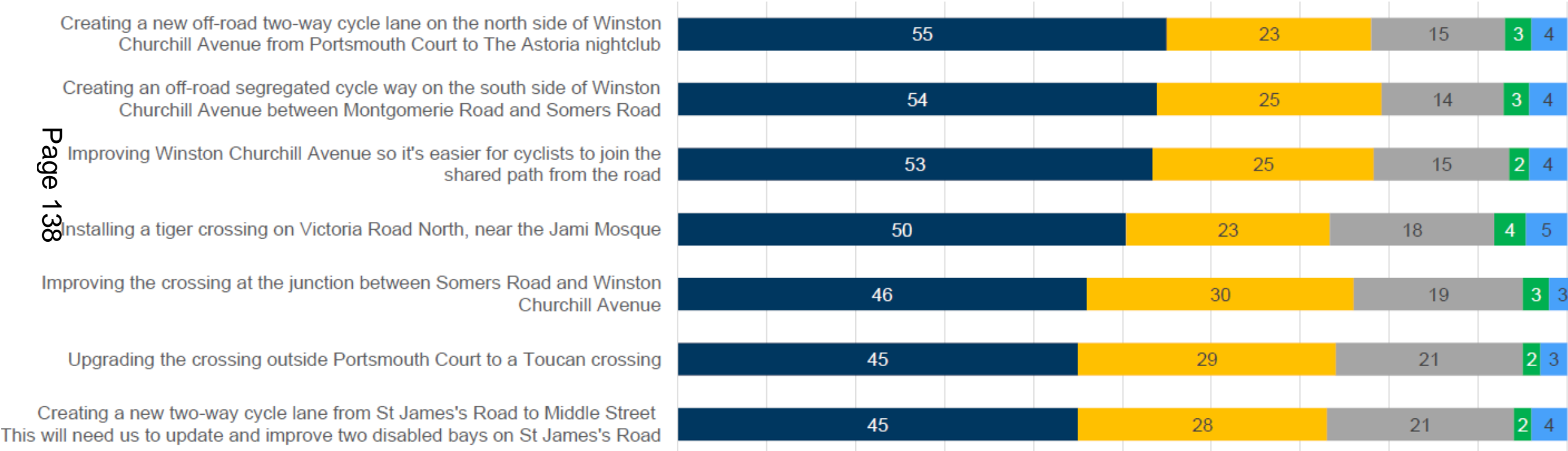


# Proposal: EWATC - Engagement activity

Q: *'How much do you support each of the proposed changes to the Winston Churchill Avenue cycling route?' (Top rated)*

Base: Total sample (top to bottom) 467 | 475 | 474 | 476 | 472 | 470 | 465

■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose



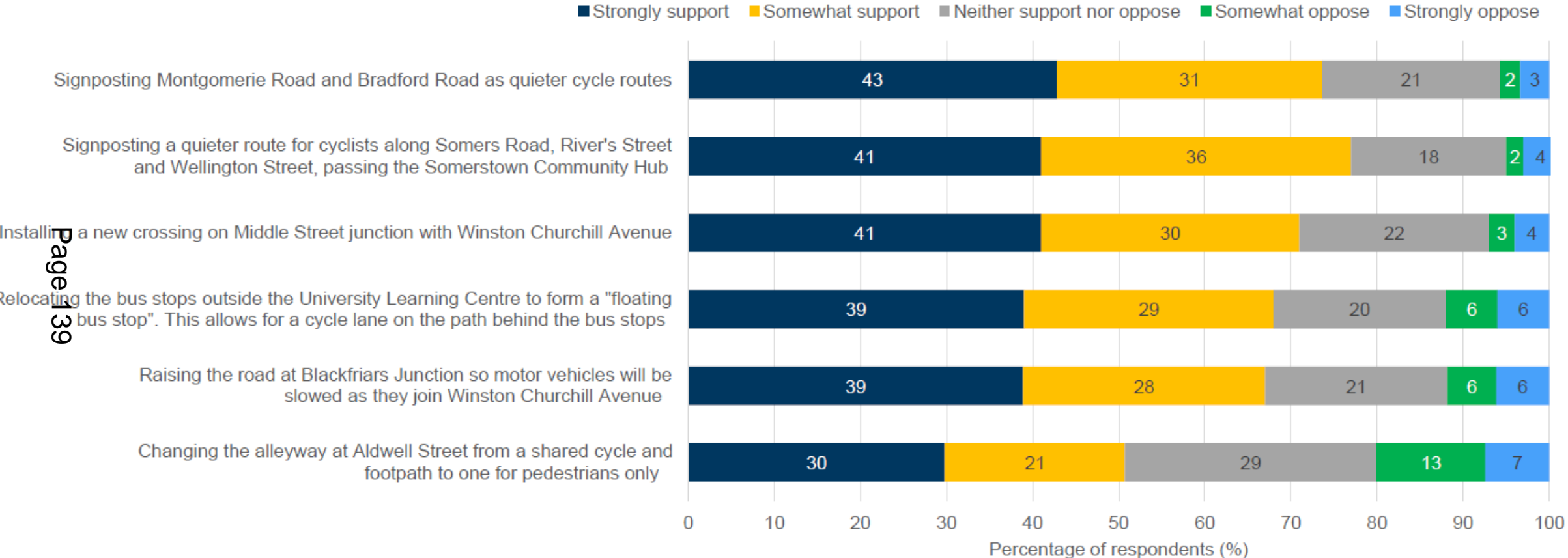
Page 138

- A majority of respondents support all the proposed changes to the Winston Churchill Avenue cycling route
- The new off road two way cycle lane on the north side, the off road segregated cycle way on the south side, and improvements to make it easier for cyclists to join the shared path from the road were most popular a majority of respondents 'strongly support' with each of these suggestions
- Levels of opposition are low across the board for the top rated proposed changes shown on this slide

# Proposal: EWATC - Engagement activity

Q: 'How much do you support each of the proposed changes to the Winston Churchill Avenue cycling route?' (bottom rated - continued)

Base: Total sample (top to bottom) 474 | 471 | 469 | 469 | 473 | 473



- A majority of respondents support all the proposed changes to the Winston Churchill Avenue cycling route
- Levels of opposition are low for all except the proposed change met with the lowest level of support (51%); a fifth of respondents oppose 'changing the alleyway at Aldwell Street from a shared cycle and footpath to one for pedestrians only'

# Proposal: EWATC - Key themes

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- General majority support for all measures
- Some improvements needed for walking and cycling
- Objections centred around cyclist behaviour and usage
  - Design to be in line with LTN 1/20
- Some concerns over e-scooters and micro mobility

# Proposal: EWATC - Recommendation

- Progress with measures as proposed in design
- Except for Aldwell Street alleyway
  - This to be kept open as shared use
  - Noting cyclist concerns that they won't take longer route and would rather be with pedestrians than vehicles

# Proposal: EWATC - Next steps

1. Confirm whole list of proposals moving forward with at March T&T for info
2. Update/finalise outline designs & apply for TROs, T&T portfolio holder approve any minor changes due to e.g. cost, RSA responses, TRO outcomes
3. Move on to detailed design with aim of T&T approval to proceed in June
4. Procurement and construction across the summer outside of football season and academic year

# Questions?



## Next steps

- Scheme delivery: Summer 2022 - Spring 2023

## Contact

### **SEHRT**

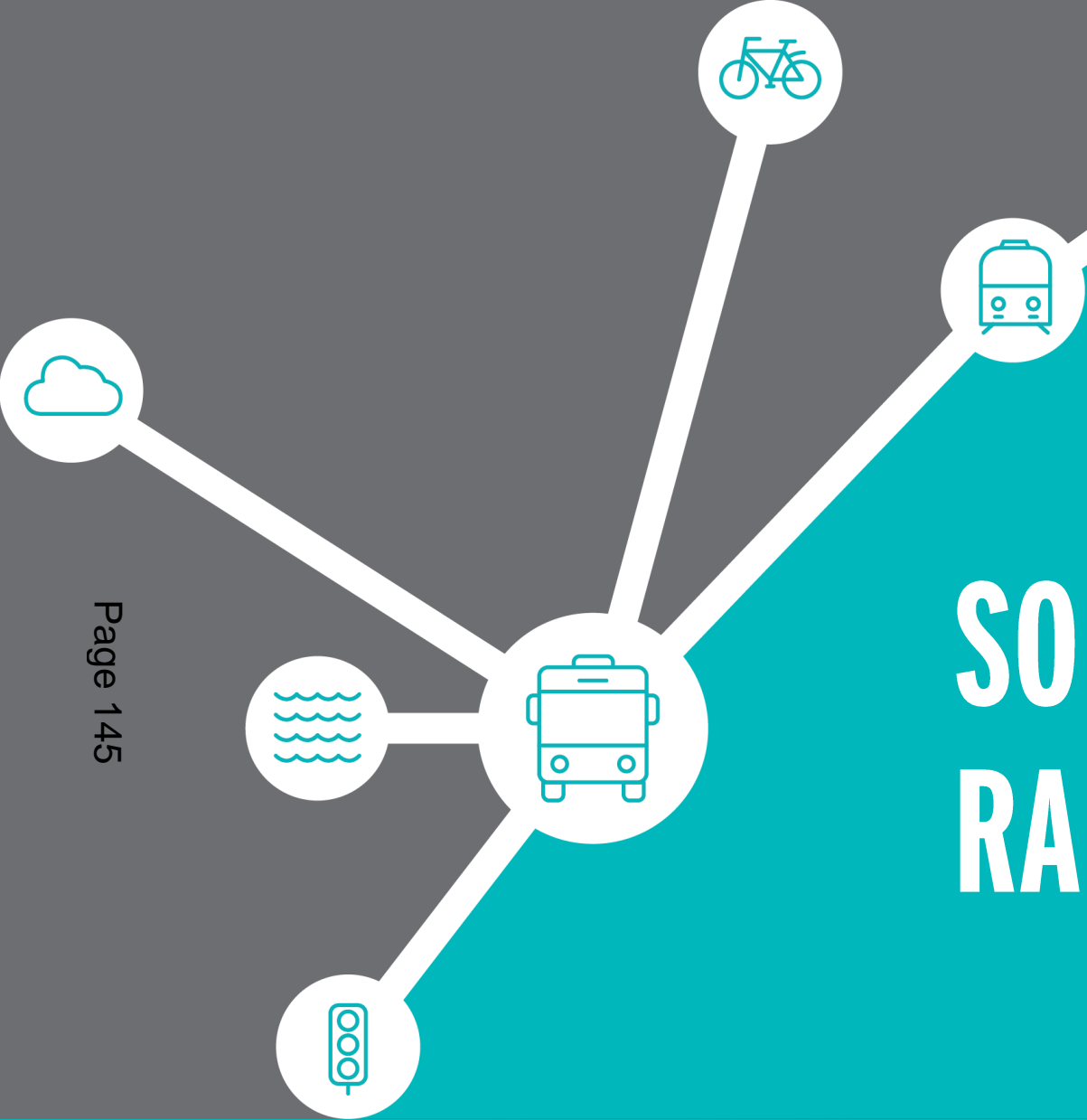
- Fernando Lopes: Principal Engineer
- Claire Buxton: Senior Project Manager

### **EWATC**

- Michelle Love: Safer Travel Manager
- Andy Bullock: Active Travel Officer

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# SOUTH EAST HAMPSHIRE RAPID TRANSIT

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A partnership between

# Strategic Objectives and Benefits

# Strategic Objectives

Transport in Portsmouth needs to change to enable healthier travel choices.

Active travel is embedded within core strategic documents and reflected in our corporate priorities:

- The Local Transport Plan 4 (2021 - 2038)
- Air Quality Strategy (2017 – 2027)
- Draft Local Cycling and Walking Infrastructure Plan (LCWIP)
- Imagine Portsmouth

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- Make our city cleaner, safer and greener.
- Encourage regeneration built around our city's thriving culture, making Portsmouth a great place to live, work and visit.
- Make Portsmouth a great place to live, learn and play, so our children and young people are safe, healthy and positive about their futures.



# Draft Local Cycling and Walking Infrastructure Plan (LCWIP)

The draft Portsmouth LCWIP highlights our priorities to improve walking and cycling infrastructure, emphasising the need to create an active travel network that encourages city-wide use.

The council's vision is to create an inclusive, active and sustainable travel network for a safer, healthier and thriving city by 2036.

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Two primary schemes were identified within the draft LCWIP for SEHRT:

- **Walk 80** (Fratton Walking Route to City Centre)
- **Cycle 801** (Goldsmith Avenue: Cycling)



# Benefits

## Continuity

- The schemes link up existing routes
- Better opportunities for both pedestrians and cyclists to access areas around Portsmouth
- Will encourage further uptake in walking and cycling, especially trips to school or work.

## Connectivity

- New sections of footway and cycleway have been added to allow for better connections, particularly to residential areas south of the city centre.

## Safety

- Improve route safety for pedestrians and cyclists

## Environmental

- Improved environment for residents around the City Centre who experience cut through traffic.



# Examples of proposed road improvements

Continuous footway

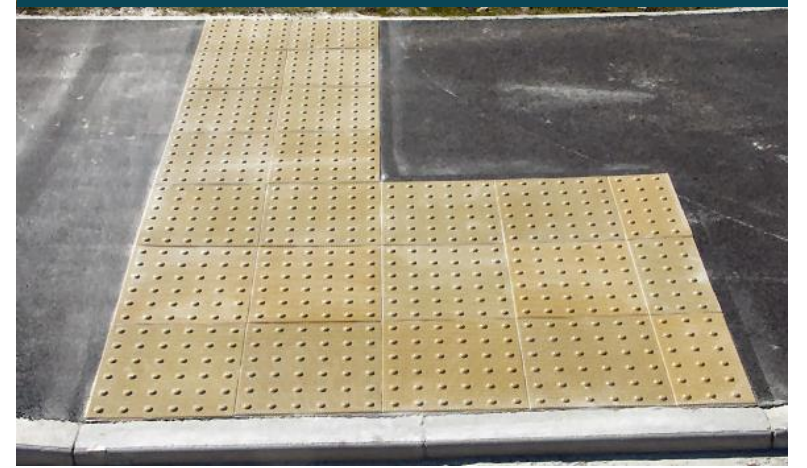


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Toucan crossing



Tactile uncontrolled crossing



Bi-directional cycle track



'Tiger' crossing

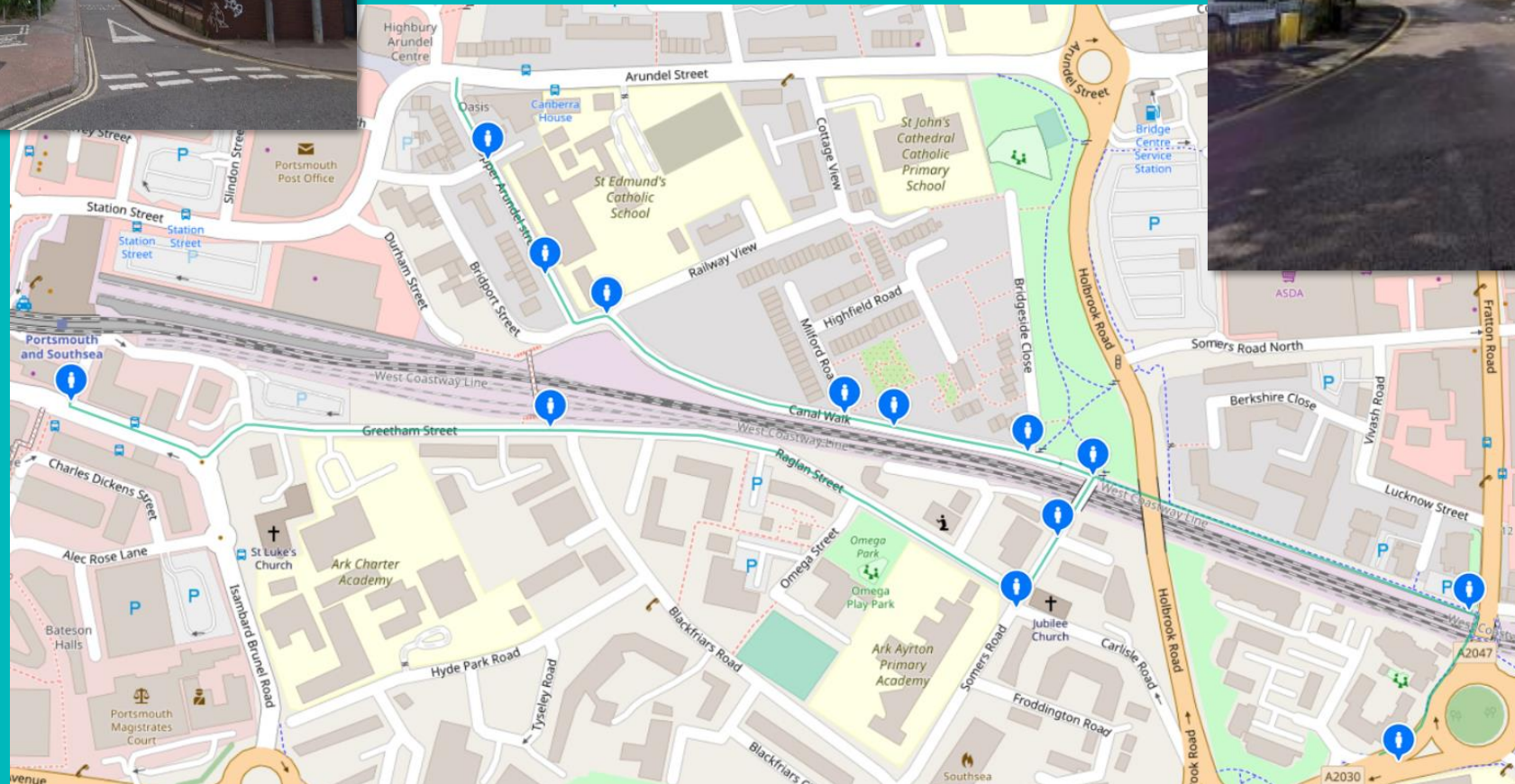


Physical cycle lane dividers



# Page 151 | Ratton Bridge to City Centre Walking Route

# Overview: Fratton Bridge to City Centre Walking Route





# East Section: Fratton Bridge to Canal Walk

**Victoria Road North Crossing**  
Upgrade crossing to a controlled Toucan crossing with pedestrian detection.



**Sydenham Terrace (East)**  
Widen section next to Fratton Bridge. Install CCTV and enhanced lighting. Mark a 4m bi-directional cycle track.



**Sydenham Terrace (West)**  
Add an uncontrolled pedestrian crossing at the junction between Sydenham Terrace and Canal Walk



**George House Junction**  
Add an uncontrolled crossing at George House junction with Somers Road



**Carlisle Road / Somers Road Junction**  
Improve pedestrian crossing at Carlisle Road junction with Somers Road.



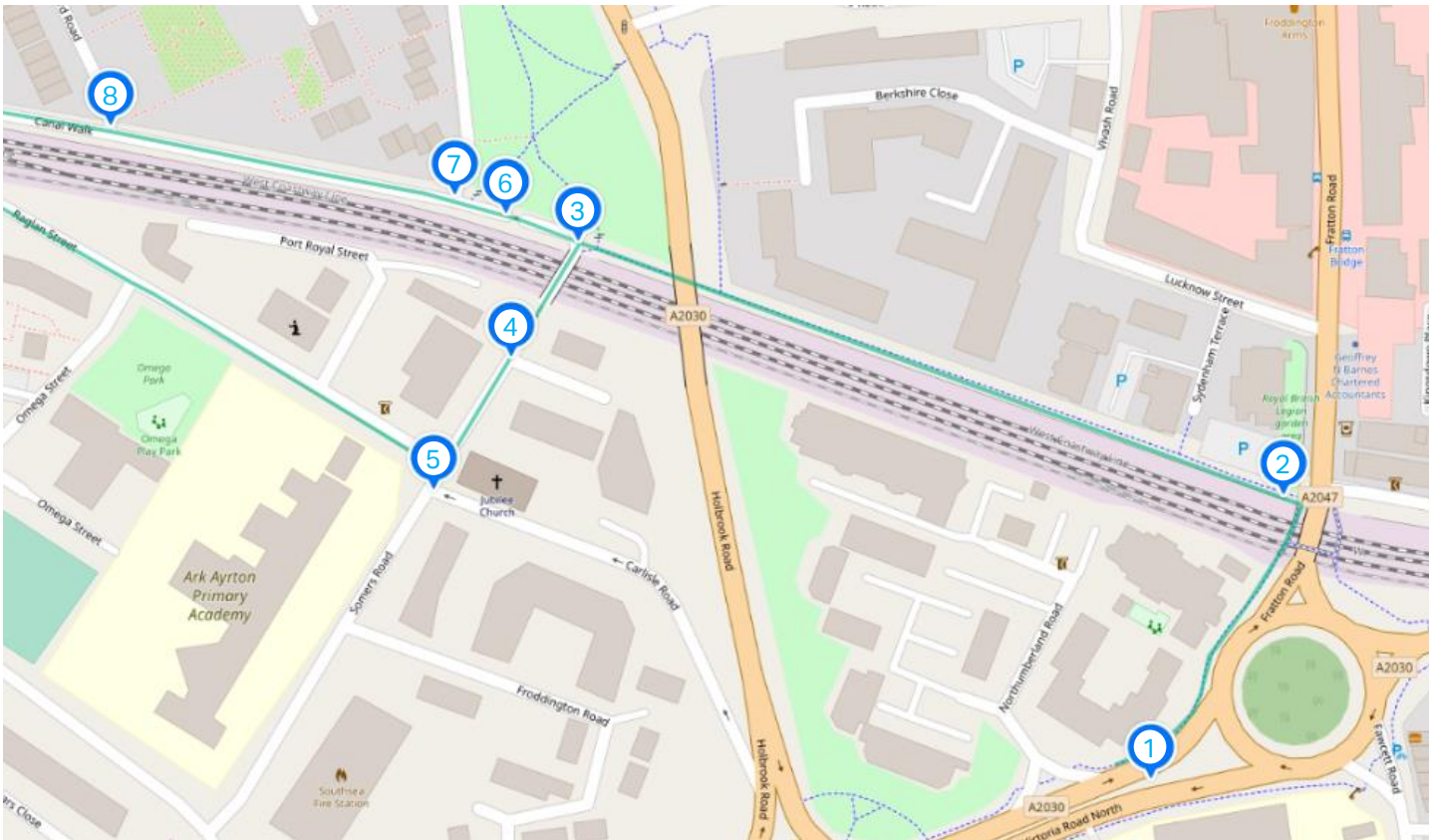
**Canal Walk**  
Make temporary road closure permanent.



**Bridgeside Close**  
Improve pedestrian crossing



**Milford Road**  
Improve pedestrian crossing



# West Section: Canal Walk, Upper Arundel Street, Greetham Street

## Railway View

Improve pedestrian crossing



9

Image capture: Jul 2019 © 2022 Google United Kingdom

## Upper Arundel Street

Add new planters to improve the green environment



10

Image capture: May 2017 © 2022 Google United Kingdom

## East Surrey Street

Improve pedestrian crossing



11

Image capture: May 2017 © 2022 Google United Kingdom

## Greetham Street

Add a 'build out' with planters and an uncontrolled crossing on Greetham Street, next to the railway bridge



12

Image capture: Sept 2020 © 2022 Google United Kingdom

## Dugald Drummond Street

Improve pedestrian crossing



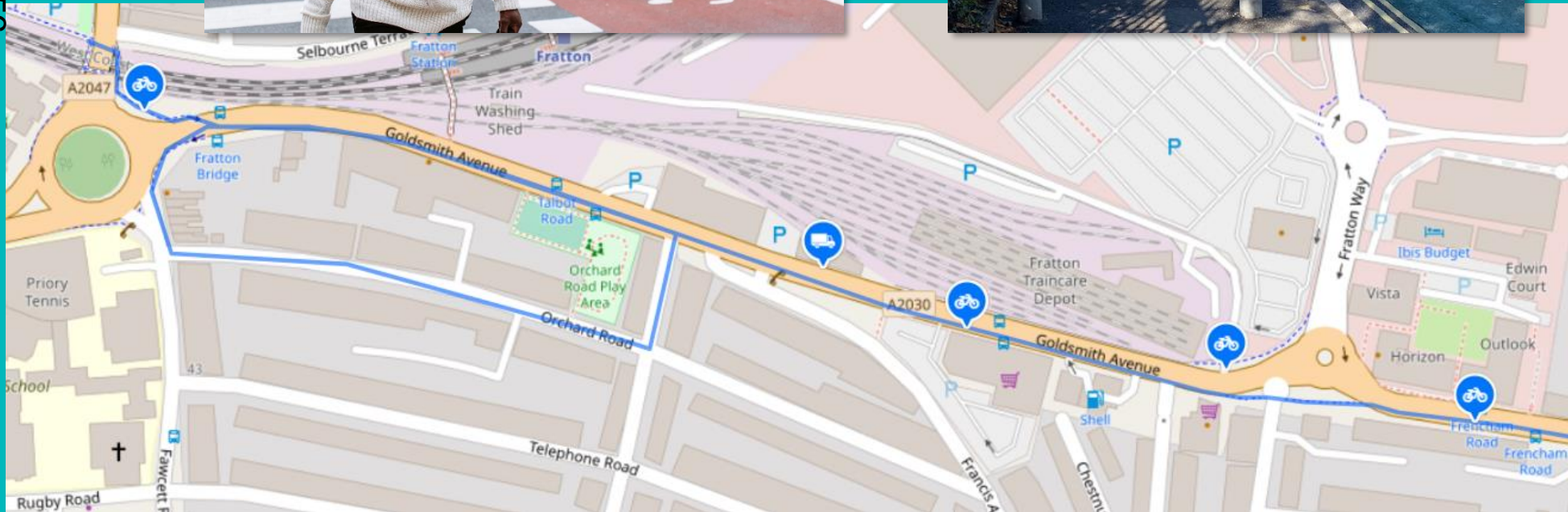
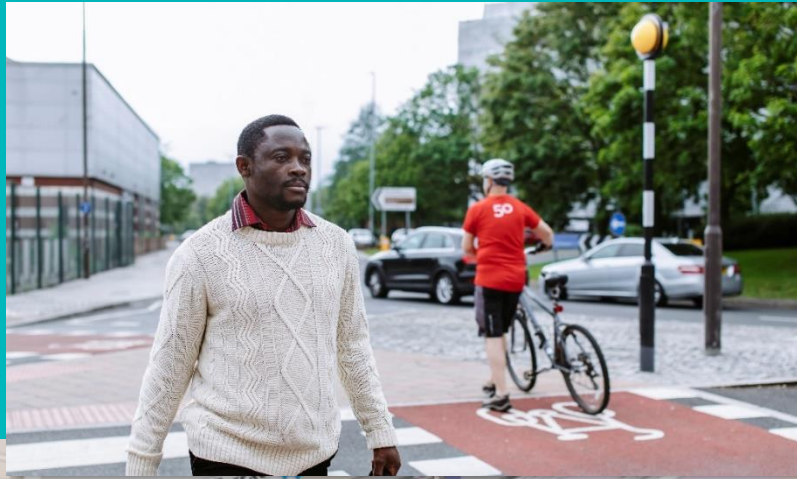
13

Image capture: Sept 2020 © 2022 Google United Kingdom



# Goldsmith Avenue Cycle Route

# Overview: Goldsmith Avenue Cycle Route



# Goldsmith Avenue to Fratton Bridge

## Goldsmith Avenue (East)

Change the existing westbound cycle lane to a segregated mandatory cycle lane between the Pompey Centre roundabout and Haslemere Road



## Goldsmith Avenue

Improve the junction with Southern Railway Depot to make it safer for cyclists and pedestrians



## Goldsmith Avenue West

Improve the existing cycle lane on Goldsmith Avenue with physical cycle segregation



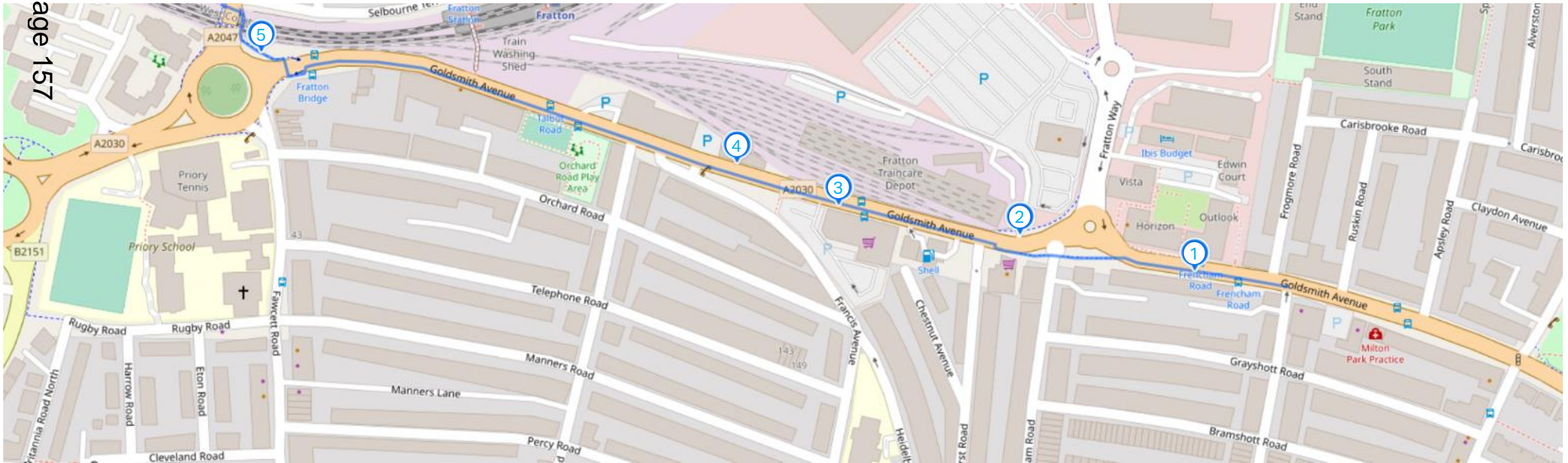
## Goldsmith Avenue

Add a loading bay for large vehicles outside the Rifle Club



## Fratton Road Roundabout

Move the existing cycle lane to the front of the footway, and improve the connection with Selbourne Terrace and Fratton Road



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# Winston Churchill Avenue East-West Active Travel Corridor

# East Section: Winston Churchill Avenue, Bradford Road, Montgomerie Road, River's Street

**Victoria Road North**  
Install a tiger crossing on Victoria Road North, near the Jami Mosque



**Bradford Road and Montgomerie Road**  
Signpost quieter routes for less confident cyclists.



**Winston Churchill Avenue**  
Create an off-road segregated cycle way on the south side of Winston Churchill Avenue between Bradford Road and Somers Road



**Blackfriars Road Junction**  
Raising the road at Blackfriars Road junction so motor vehicles will be slowed as they join Winston Churchill Avenue



**Winston Churchill Avenue**  
Improve the footway so it's easier for cyclists to join the shared path from the road



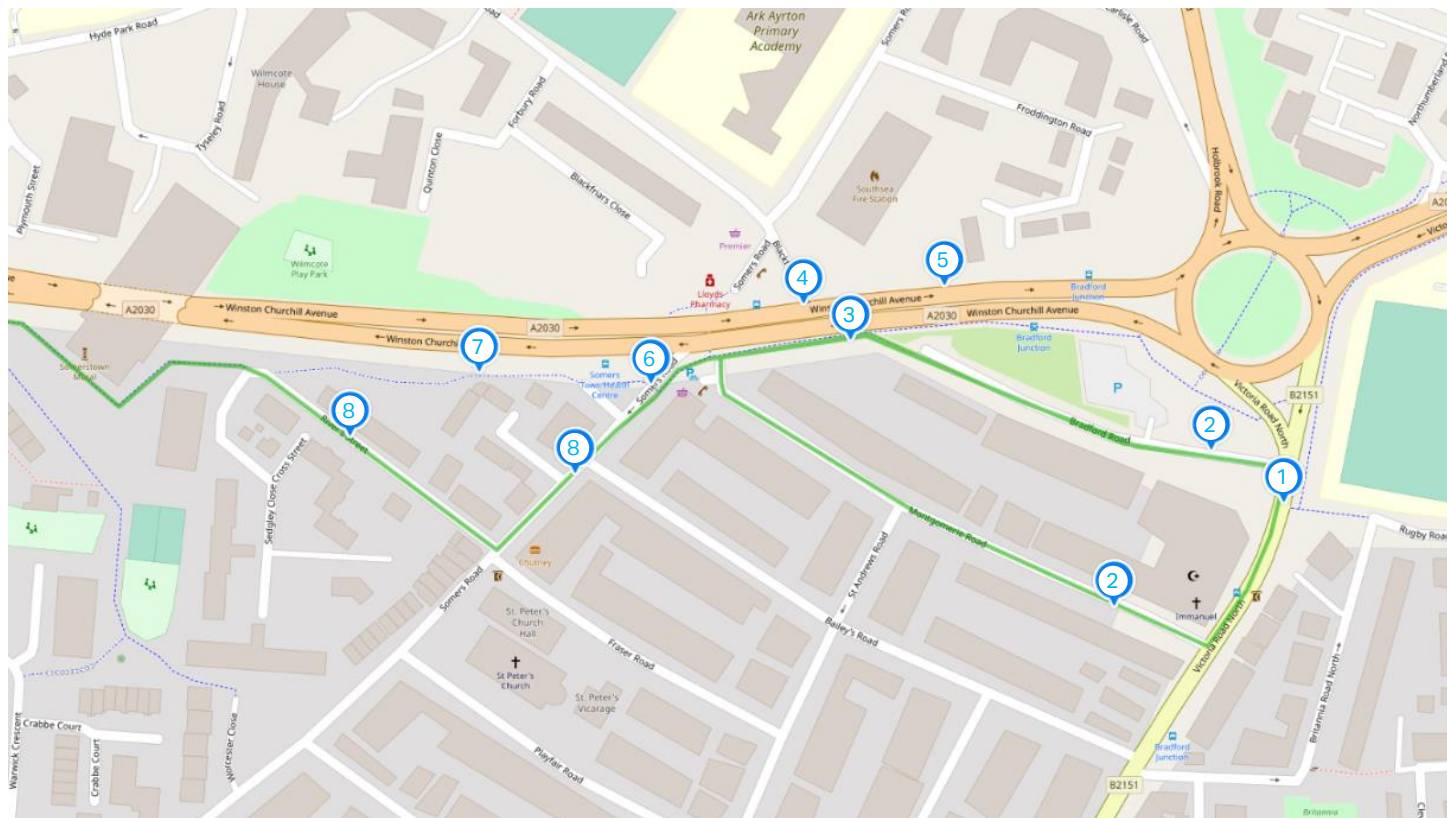
**Somers Road**  
Improve the crossing at the junction between Somers Road and Winston Churchill Avenue



**Aldwell Street**  
Change the alleyway at Aldwell Street from a shared cycle and footpath to one for pedestrians only



**Somers Road, River's Street and Wellington Street**  
Signpost quieter route for cyclists along Somers Road, River's Street and Wellington Street, passing the Somerstown Community Hub



# West Section: Winston Churchill Avenue and Wellington Street

## Wellington Street

Signposted quieter route for cyclists along Wellington Street, passing the Somerstown Community Hub



9

## St James's Road

Create a new two-way cycle lane from St James's Road to Middle Street.



10

## Middle Street Crossing

Upgrade the crossing outside Portsmouth Court to a Toucan crossing



11

## Middle Street

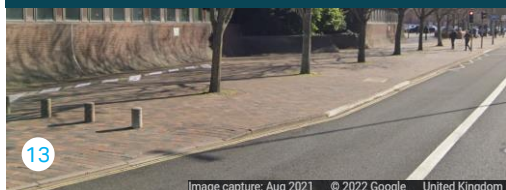
Install a new crossing on Middle Street junction with Winston Churchill Avenue



12

## Winston Churchill Avenue

Create a new off-road two-way cycle lane on the north side of Winston Churchill Avenue from Portsmouth Crown Court to The Astoria nightclub



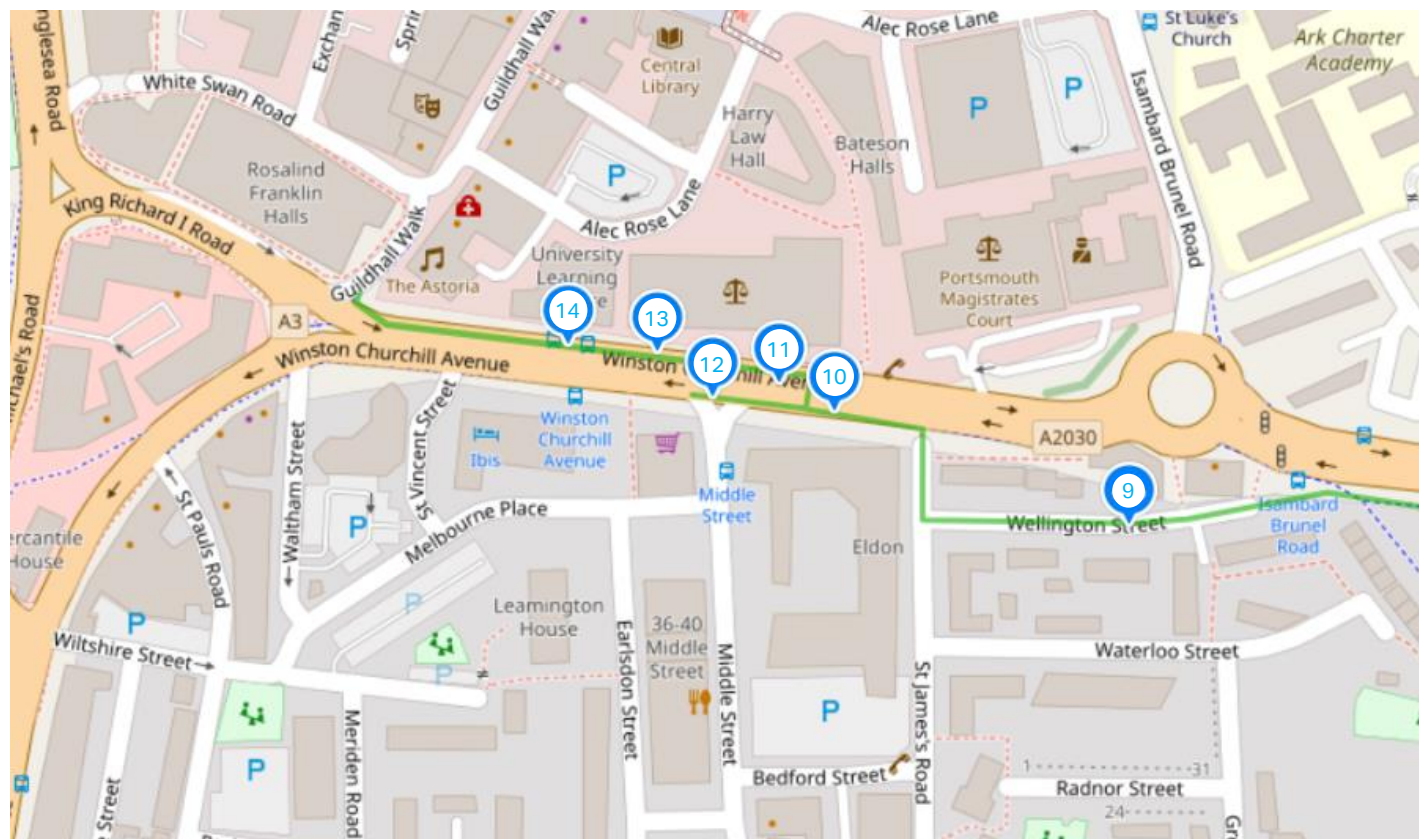
13

## University Learning Centre

Relocate the bus stops outside the University Learning Centre to form a "floating bus stop". This allows for a cycle lane on the path behind the bus stops



14





# Greening

- Environmental concerns are considered throughout this project
  - Improvement to air quality
  - Urban environment improvement
- **Fratton Walking Route:** new shrub beds, enhance boundaries to green space
- **Goldsmith Avenue Cycling:** New trees in buildouts in Orchard Road, new shrub beds and climbing vines



# Questions?

Read more about the schemes:

- [www.portsmouth.gov.uk/frattonbridgewalking](http://www.portsmouth.gov.uk/frattonbridgewalking)
- [www.portsmouth.gov.uk/goldsmithavenue](http://www.portsmouth.gov.uk/goldsmithavenue)
- [www.portsmouth.gov.uk/winstonchurchillavenue](http://www.portsmouth.gov.uk/winstonchurchillavenue)

Email us at [sehrt@portsmouthcc.gov.uk](mailto:sehrt@portsmouthcc.gov.uk)

# SEHRT Cycling and Walking Engagement

## Direct engagement

A mixture of face to face and online engagement meetings were arranged with key stakeholders during the public consultation period. These were organised by the Engagement Officer for the schemes and included updates from the Project Managers.

Ref	Stakeholder	Type	Channel(s)	Date(s)
1	Portsmouth Cycle Forum	Campaign group	Email and MS Teams Meeting	<ul style="list-style-type: none"> <li>• 09/03/2021</li> <li>• 10/03/2021</li> <li>• 29/04/2021</li> <li>• 05/08/2021</li> <li>• 10/09/2021</li> <li>• 07/01/2022</li> </ul>
2	Portsmouth Friends of the Earth	Campaign group	Email and MS Teams Meeting	<ul style="list-style-type: none"> <li>• 23/03/2021</li> <li>• 26/03/2021</li> <li>• 5/10/2021</li> <li>• 30/12/2021</li> </ul>
3	Jami Mosque	Local business / organisation	Email, Voicemail	<ul style="list-style-type: none"> <li>• 30/12/2021</li> </ul>
4	Local businesses	31 businesses close to schemes	Door Knocking / Phone Call / Email	<ul style="list-style-type: none"> <li>• 30/12/2021</li> <li>• 07/01/2022</li> </ul>
5	Southsea Fire Station	Local organisation	Email	<ul style="list-style-type: none"> <li>• 30/12/2021</li> </ul>
6	Somerstown Community Hub	Local organisation	Email	<ul style="list-style-type: none"> <li>• 30/12/2021</li> <li>• 31/12/2021</li> </ul>
7	Patch	Local charity	Email	<ul style="list-style-type: none"> <li>• 30/12/2021</li> </ul>
8	Stagecoach	Transport operator	Email	<ul style="list-style-type: none"> <li>• 30/12/2021</li> </ul>
9	Charles Burns	Resident	Email	<ul style="list-style-type: none"> <li>• 30/12/2021</li> <li>• 17/01/2022</li> </ul>
10	University of Portsmouth	Key organisation	Email	<ul style="list-style-type: none"> <li>• 31/12/2021</li> </ul>
11	Hive Portsmouth	Local charity	Email	<ul style="list-style-type: none"> <li>• 31/12/2021</li> </ul>
12	Unite	Student accommodation provider	Email	<ul style="list-style-type: none"> <li>• 04/01/2022</li> </ul>
13	First Bus	Transport operator	MS Teams Meeting	<ul style="list-style-type: none"> <li>• 05/01/2022</li> </ul>
14	Members of the public	Residents	Email and Letters	<ul style="list-style-type: none"> <li>• 05/01/2022</li> </ul>

				<ul style="list-style-type: none"> <li>• 20/01/2022</li> </ul>
15	Portsmouth North End Cycling Club	Transport user group	Email	<ul style="list-style-type: none"> <li>• 07/01/2022</li> </ul>
16	Socials for Seniors	Social club	Email	<ul style="list-style-type: none"> <li>• 07/01/2022</li> </ul>
17	Positive Minds	Local organisation	Phone Call	<ul style="list-style-type: none"> <li>• 07/01/2022</li> </ul>
18	Independence and Wellbeing Team	Internal PCC department	Email	<ul style="list-style-type: none"> <li>• 07/01/2022</li> <li>• 11/01/2022</li> </ul>
19	Clare Rachwal	Adult Services Team Leader (promoted the schemes)	Email	<ul style="list-style-type: none"> <li>• 07/01/2022</li> <li>• 11/01/2022</li> </ul>
20	Zuzanna Okonkwo	Adult Services Community Connector (gave her experience of working with a wheelchair user)	Email	<ul style="list-style-type: none"> <li>• 11/01/2022</li> </ul>

# Agenda Item 9



## **THIS ITEM IS FOR INFORMATION ONLY**

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

<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Decision Meeting
<b>Subject:</b>	Accident and Casualty Report 2020
<b>Date of meeting:</b>	18 March 2022
<b>Report by:</b>	Jo Hamment, Senior Road Safety Officer Michelle Love, Safer Travel Manager
<b>Wards affected:</b>	All wards

---

### **1. Requested by**

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

### **2. Purpose**

The purpose of the report is to introduce the Accident and Casualty Report 2020.

### **3. Background**

- 3.1 The Accident and Casualty Report 2020 has been prepared by the PCC Transport Analytics Team to give an overview of the accident and casualty data for 2020\*, comparing it with data from 2018 and 2019 to understand patterns and trends. The report analyses the impact of the Covid 19 pandemic and associated lockdowns on accident and casualty records in Portsmouth.
- 3.2 The report examines data provided by Hampshire Constabulary within the Stats 19 process, which records key information such as where an accident has taken place, what type of vehicle was involved, time of day etc. Other sources of data, such as traffic volume data, have also been utilised where available.
- 3.3 Covid 19 changed journey patterns in 2020, which consequently had an impact on the number of accidents and casualties. As a result, this report mostly compares 2019 to 2020 to show the effect the pandemic had on the number of incidents. It also includes 2018 to show how the number of accidents can vary year on year.

\*Note: 2020 is the most recent full year of Stats 19 data available. An updated 2021 Accident and Casualty Report will be issued when the full year of data for 2021 is available.

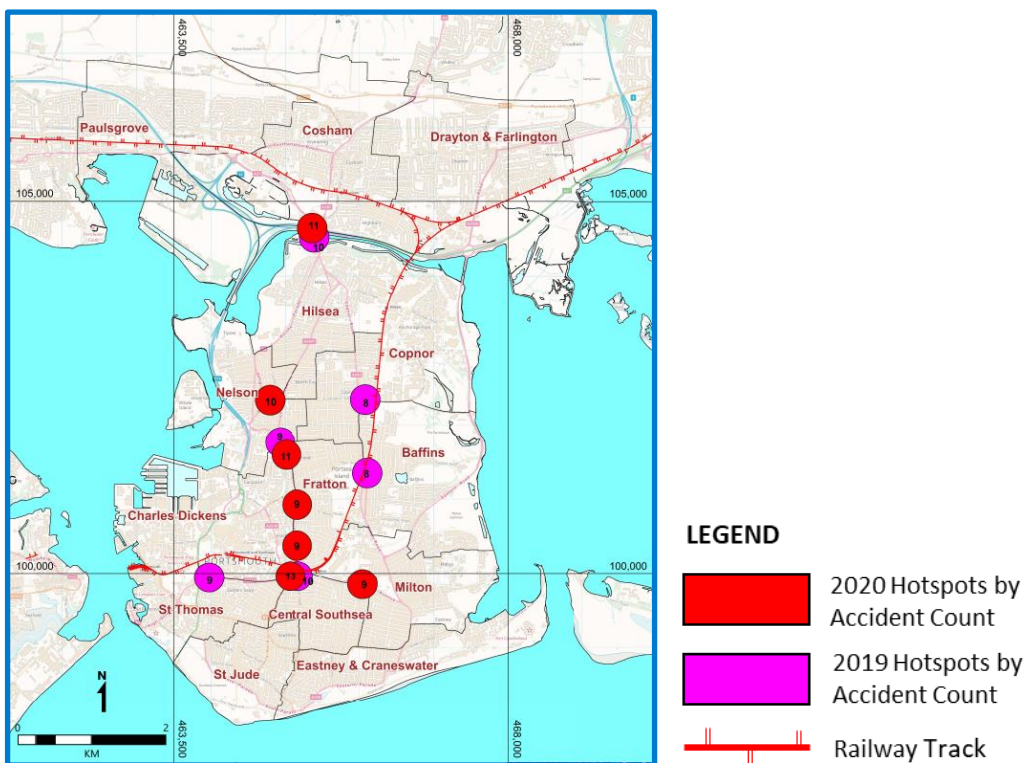
**THIS ITEM IS FOR INFORMATION ONLY**

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**4. Summary of key findings**

- 4.1 Covid 19 resulted in reduced levels of traffic in 2020 compared to 2019. There is a link between traffic counts and the number of accidents occurring; the reduction in traffic has therefore in turn caused a reduction in accidents occurring, particularly between cars and cyclists.
- 4.2 There is a distinct peak in the number of accidents between 16:00 and 19:00 in 2019; in 2020 this peak drops much more rapidly. This is likely to be an effect of more flexible working practices leading to fewer vehicles on the road at traditional commuting times. There are more accidents in 2020 outside commuting times, including a peak at 14:00.
- 4.3 The 6 hotspots in 2019 are made up of 8+ accidents per 100m2 and the 7 hot spots in 2020 are made of 9 or more accidents per 100m2 (see Figure I below). The hot spots include all severity types (slight, serious and fatal). In 2020 the 7 key hotspots generally had a greater amount of accidents compared to the 6 key hotspot locations in 2019. Three overlapping hotspot areas can be seen between 2019 and 2020, these are:
  - M27 Eastbound and A3 Portsbridge roundabout
  - A2047 Kingston Road
  - A2030 Victoria Road and A2030 Goldsmith Avenue

Figure I: 2019/20 hotspots by accident count



**THIS ITEM IS FOR INFORMATION ONLY**

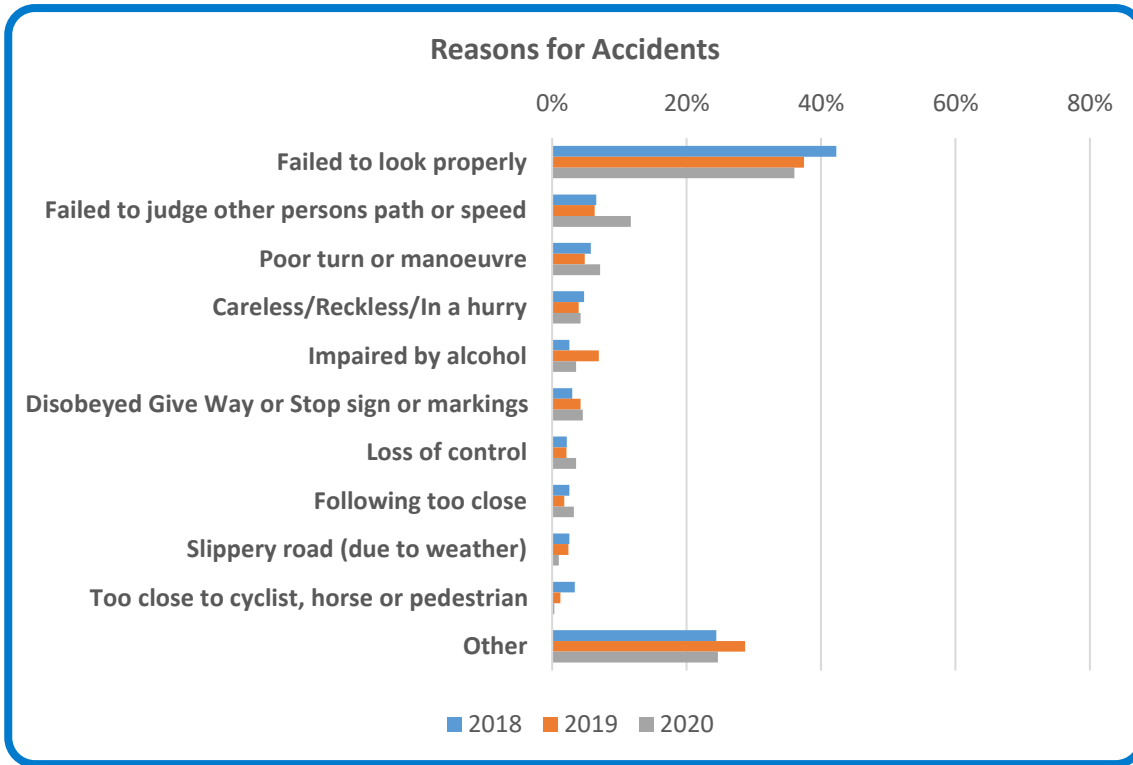
**(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)**

4.4 There were 5 key themes noted for the accident hotspots for 2020, these were:

- Failed to look properly
- Failure to stop on time
- Disobeyed Give Way or Stop sign or markings
- Careless/reckless/in a hurry
- Failed to judge other persons path or speed

4.5 Failure to look properly is by far the main cause for an accident in 2018, 2019 and 2020 (see Figure II below).

Figure II: Reason for accidents 2018, 2019 & 2020



4.6 The report considers the role of deprivation in casualty analysis. Of 72 accidents within identified hotspots for 2020, 31 (43%) occurred in the most deprived areas of Portsmouth. Of these 72 accidents, 18 (25%) occurred in Charles Dickens ward and 12 (17%) occurred in Fratton.

**THIS ITEM IS FOR INFORMATION ONLY**

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

**5. Conclusions**

- 5.1 The level of traffic within the city is strongly linked to the number of accidents. This is particularly true for the commuter periods. To reduce the number of accidents and therefore casualties it is vital to minimise the levels of traffic by:
  - Using public transport for journeys.
  - Using other modes of transport such as cycling or walking.
  - Encouraging flexible working wherever possible to smooth the traffic demand away from peak periods.
- 5.2 Covid-19 has had a clear impact on travel patterns, resulting in a reduction in accidents for the year of 2020.
- 5.3 Portsmouth City Council will continue to monitor travel behaviours post lockdown to minimise accidents where possible.
- 5.4 Data from this report will be used to evaluate where road safety projects are required and to prioritise funding for engineered interventions.

Signed by

Tristan Samuels - Director

**Appendices:**

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

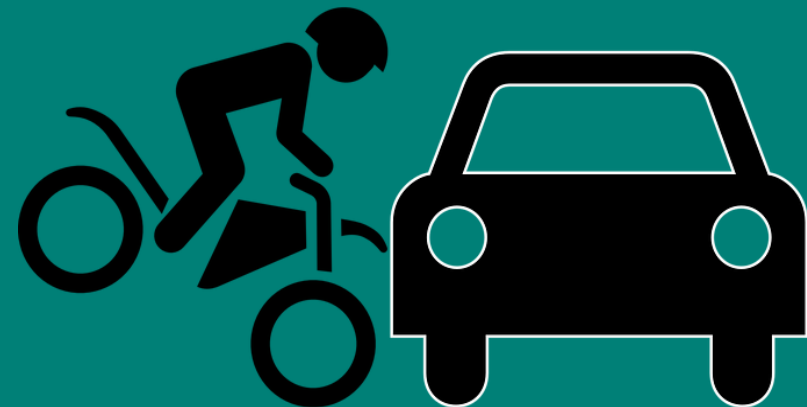
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Accident and Casualty Report 2020	W:\TES\COMMON\Traffic and Transportation Reports\2021-22 T&T meetings\March 2022\Drafts\Accident and Casualty Report 2020



# Accident and Casualty Report 2020

Page 169  
Written by: PCC Transport department,  
Analytics team



This report uses a wide range of colours to visually display information.

Our aim has been to make these visuals accessible to everybody, however in some cases it is possible that some visuals are not very clear.

If this is the case, please do not hesitate to contact Sunil Parmar at [sunil.parmar@portsmouthcc.gov.uk](mailto:sunil.parmar@portsmouthcc.gov.uk)

- › [Definitions](#) (Pages 4-5)
- › [Introduction](#) (Pages 6)
  - › [Assumptions and Caveats](#) (Page 7)
  - › [Results Summary – Portsmouth](#) (Page 8)
  - › [PCC - Vs. Other Districts/Authorities Summary](#) (Page 9)
- › [Accidents - Overview Findings](#) (Pages 10-25)
  - › [Accidents by Year, Month, Week-day & hour](#) (Pages 11-15)
  - › [Hotspot Analysis – All Accident Types](#) (Pages 16)
  - › [Accident - Causal Factors](#) (Pages 17-47)
  - › [Accident Causal Factors](#) (Pages 19)
  - › [Journey type, Traffic, Accidents/Day & Hour](#) (Pages 20-24)
  - › [Hotspot & deprivation Analysis](#) (Pages 25-26)
- › [Casualties – Overview Findings](#) (Pages 27-48)
  - › [Casualty by Year, Month, Week-Day & Hour](#) (Pages 28-33)
  - › [Detailed Findings](#) (Pages 34-48)
- › [Severity](#) (Pages 36-38)
- › [Severity & Deprivation](#) (Pages 39)
- › [Pedestrian Casualties – 2019/2020](#) (Pages 40)
- › [Casualty & Vehicle Type/Speed](#) (Pages 41-44)
- › [Casualty and Age](#) (Pages 45-48)
- › [PCC Vs. Other Districts/Authorities](#) (Pages 49-52)
- › [Conclusion](#) (Pages 53-54)
- › [Appendix](#) (Pages 55-66)
  - › [Covid Restrictions Timeline](#) (Page 56)
  - › [Traffic Counts](#) (Page 57)
  - › [Data Tables](#) (Pages 58-63)
  - › [Roads and Speed Limits](#) (Page 64)
  - › [Deprivation & hotspot Analysis](#) (Page 65-66)
  - › [References](#) (Page 67)

- › **Accident:** Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. One accident may give rise to several casualties. “Damage-only” accidents are not included in this publication
  - › **Casualty:** A person killed or injured in an accident. Casualties are sub-divided into fatal, seriously injured and slightly injured.
- Page 172
- › **Fatal:** An accident in which at least one person is killed.
  - › **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, crushing's, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.
  - › **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

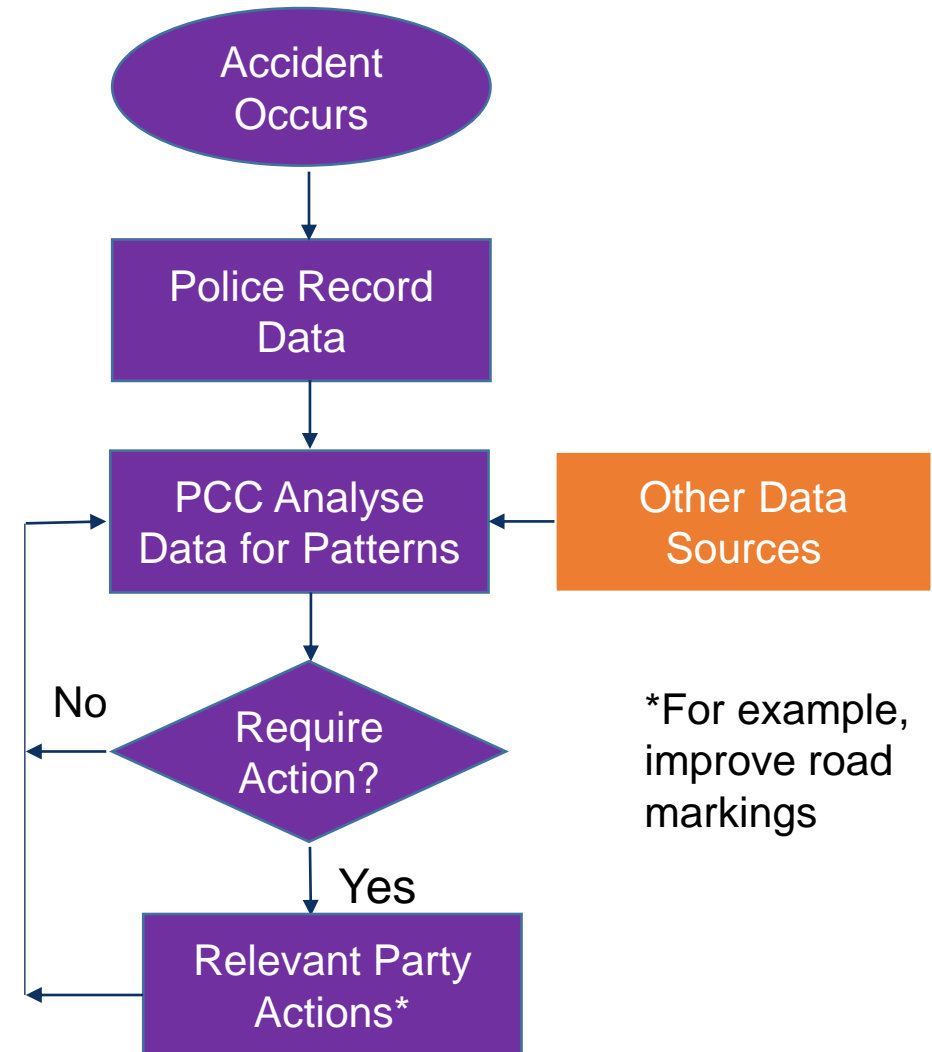
- › **Index of Multiple Deprivation (IMD):** The domains are combined using the following weights: Income Deprivation (22.5%), Employment Deprivation (22.5%), Education, Skills and Training Deprivation (13.5%), Health Deprivation and Disability (13.5%), Crime (9.3%), Barriers to Housing and Services (9.3%), Living Environment Deprivation (9.3%). The weights have been derived from consideration of the academic literature on poverty and deprivation, as well as consideration of the levels of robustness of the indicators. A fuller account is given in section 3.7 and Appendix G of the Technical Report.
- › **LSOA:** Lower Layer Super Output Areas (LSOA) are population area divisions from the 2011 census data. They typically contain ~625 households or a mean population of ~1500, with a minimum population of 1000. There are 34,378 LSOA in England and Wales (32,482 in England, 1896 in Wales).

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- › This report focuses on accident and casualty data for the city of Portsmouth as of 2020, evaluating the years 2018, 2019 and 2020.
- › When an accident occurs, the police record key information such as where the incident occurred, time, number of people involved etc.

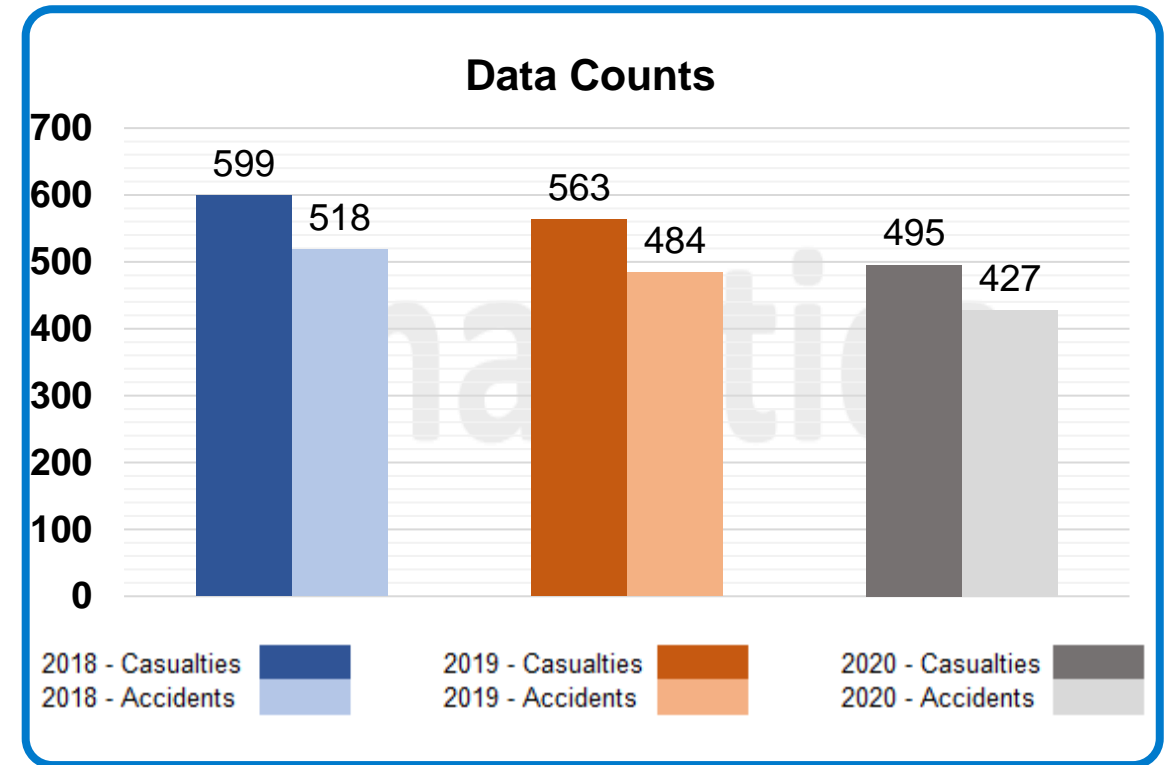
Page 174  
By analysing this data, patterns can be drawn and proactively used by the council to prevent future incidents from occurring.

- › To further help with the analysis, other data sources have been used. For instance we have reviewed traffic volume data for available sites on the network.
- › Covid-19 has changed peoples journey patterns in 2020, consequently impacted the number of accident and casualties.
  - › As a result, this report will mostly compare 2019 to 2020 to show the effect the pandemic has had on the number of incidents.
  - › 2018 has been included to show how the number of accidents can vary year on year.



- › The data period for these results is 01/01/2018 - 31/12/2020. The counts for each year can be seen in the chart, with casualties in the darker colour and accidents in the lighter colour.
- › This report will refer to accidents and casualties.
  - › Each incident is equal to 1 accident and at least one casualty, however there maybe multiple casualties for each accident.
  - › For example, if there is a collision between 2 cyclists, this will result in 1 accident and either 1 or 2 casualties.
- › Other factors outside of Covid-19 will result in changes to accidents and casualties, where possible these have been highlighted within the report.
- › Some variables within the data are subjective (such as cause of accident).
- › “Damage-only” accidents and those unreported to the police are not included in this publication. Consequently the total number of accidents is likely to be greater.

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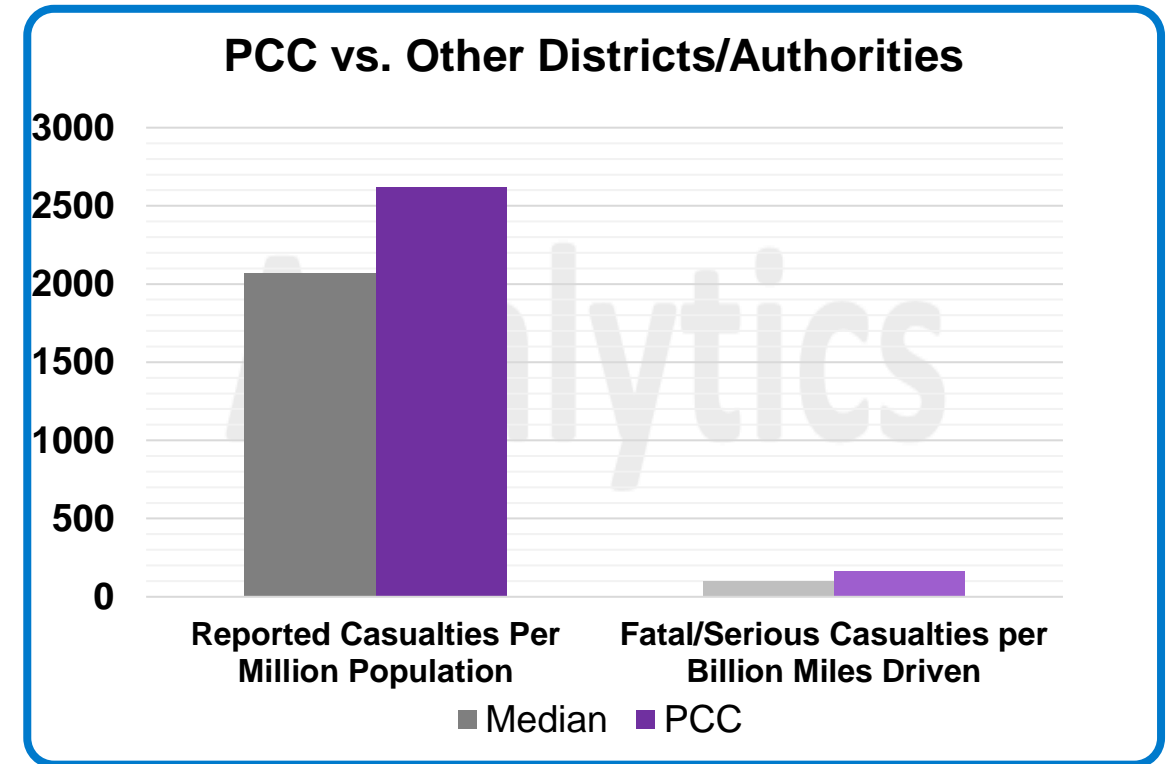
- › Covid has resulted in changes to people's commuting habits. This has resulted in a reduced number of traffic in 2020 when compared to 2019.
  - › There is a link between traffic counts and the number of accidents occurring, particularly during the commuter periods on working days.
  - › Increased flexible working and the close of businesses as a result of lockdowns and restrictions has likely caused the reduction in traffic.
  - › The number of accidents involving cars and cyclists saw the biggest decrease.
- › Despite the number of accidents and casualties decreasing in 2020, the number of fatal accidents increased from 1 in 2019 to 4 in 2020.
- › The reduction in the number of casualties in 2020 were mainly on roads with a 30MPH speed limit. It is important to note the majority of roads in Portsmouth are 30MPH.
- › In 2020, 21% of serious accidents occurred in the most deprived (decile 1) areas of Portsmouth. 64% of serious accidents occurred in deciles 1 – 4, highlighting most serious accidents in Portsmouth for 2020 occurred in areas of considerable deprivation.



# PCC Vs. Other Districts/Authorities Summary Analytics

- › The chart shows a comparison between Portsmouth City Council and the median average for all districts/authorities in Great Britain used in the DfT figures for the following metrics:
  - › Number of reported casualties per million population
  - › Number of fatal/serious accidents per billion miles driven
- › Portsmouth City Council finished within the top third for both metrics. This suggests that accidents occur more frequently in Portsmouth than most places in Great Britain.
- › These figures look to show how the accident/casualty figures compared to other locations in Great Britain. Factors outside of the local government's control maybe the biggest cause, such as geography and climate.
- › For more information see pages 47-49.

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	PCC Position (out of 204)	Difference from Median
Reported Casualties Per Million Population	56	550 (+27%)
Fatal/Serious Casualties per Billion Miles Driven	60	62 (+60%)

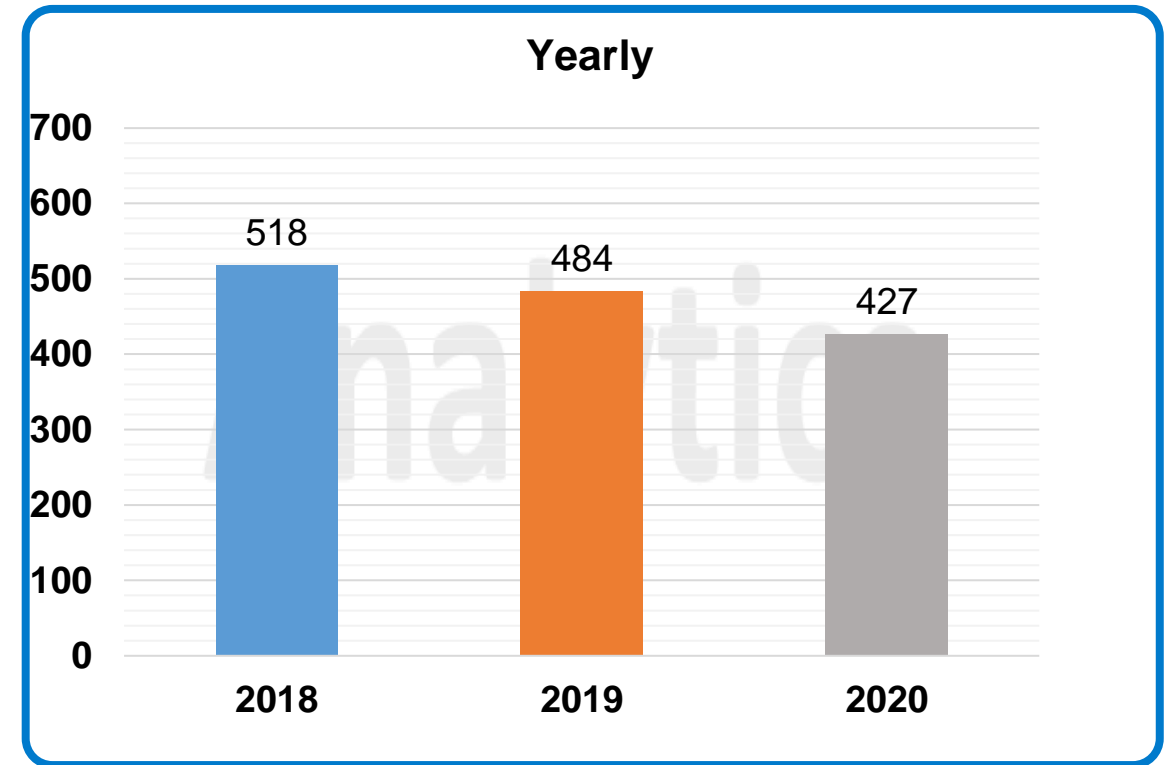
[1] Source: Casualties involved in reported road accidents (RAS30) - GOV.UK ([www.gov.uk](http://www.gov.uk))

# Accidents – Overview Findings

# Accident Counts – by Year

- › The chart shows the total number of accidents each year.
- › Changes to peoples travel patterns (due to Covid-19 restrictions) has likely resulted in a 12% drop in the number of accidents in 2020 when compared to 2019.

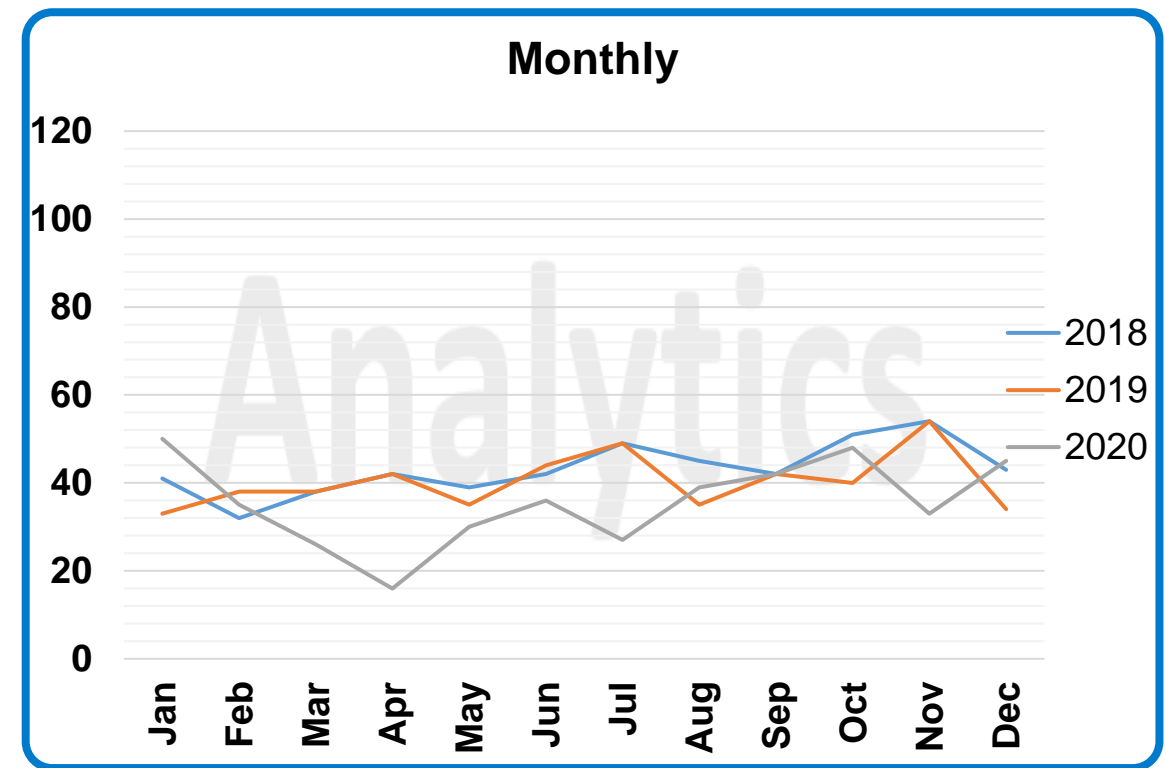
Page 179  
There was a small drop in the number of accidents in 2019 when compared to 2018.



	Count	Percentage
Change (2019-2020)	-57	-12%

- › The chart shows the total number of accidents each month.
- › The largest drop was seen in April 2020, likely due to lockdown restrictions reducing the amount of traffic on the road.
- › Difference between 2019 and 2020 reduces as lockdown restrictions ease until the values are comparable in August.
- › A further small drop in 2020 was observed in November when another lockdown started.
- › October-January generally saw the highest number of accidents, likely due to adverse weather affecting traffic conditions.
  - › As well as an increased chance of dangerous conditions such as ice/snow, people may avoid cycling and walking and drive instead.

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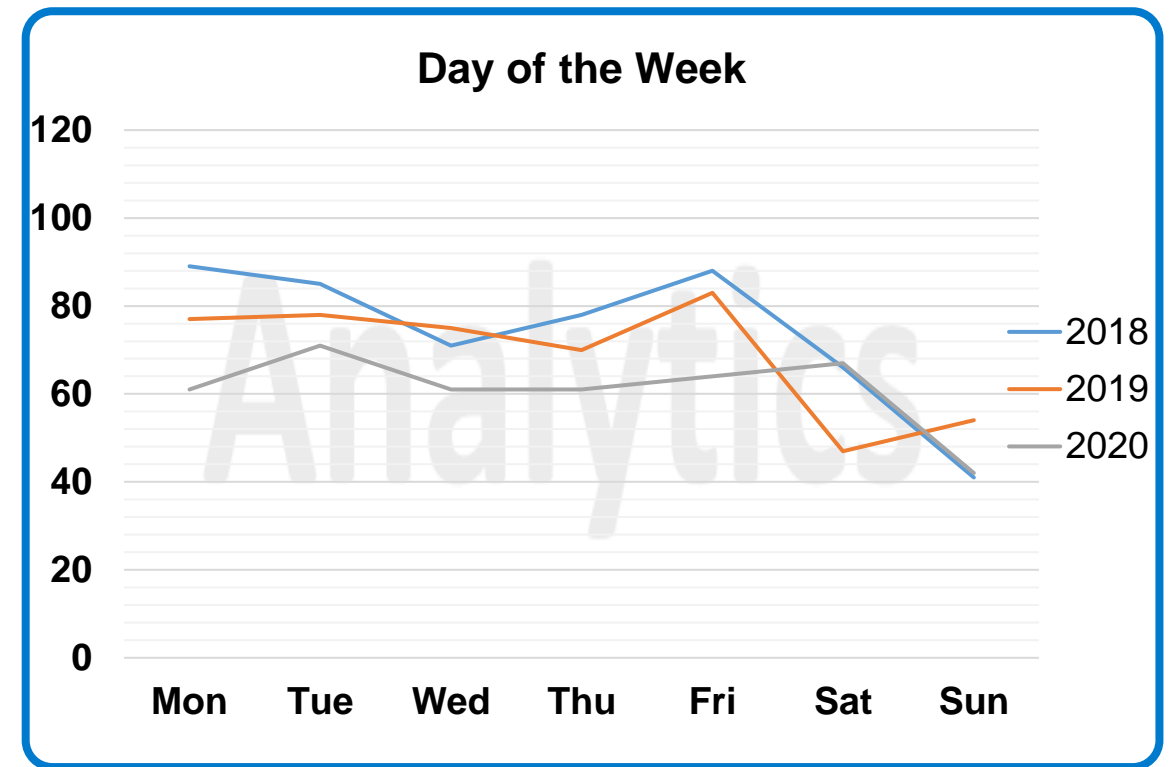


	2019	2020
Peak (Month)	54 (Nov)	50 (Jan)

- › The chart shows the total number of accidents each day of the week.
- › In 2019, the number of accidents was higher on weekdays than on weekends. This was likely due to traffic being higher during the week as a result of work commuting habits.

Page 1 of 1  
 Changes to people’s commuting habits as a result of Covid-19 restrictions resulted in a proportional decrease in the number of accidents on every day of the week except Tuesday’s and Saturday’s.

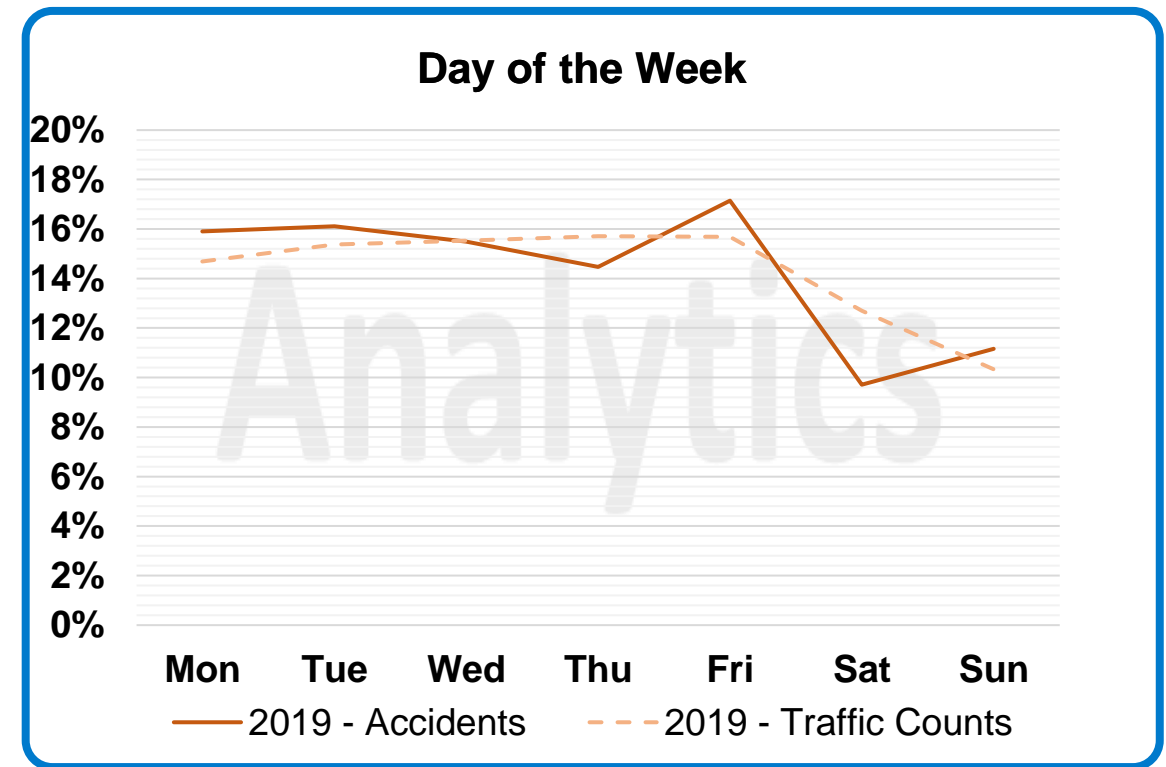
- › Despite fewer accidents overall for the year, Saturday saw an increase in the number of accidents in 2020 compared to 2019. This is now a comparable level of accidents to the weekdays.
- › Tuesday only saw a small reduction in the number of accidents and is now the day of the week with the highest number.



	2019	2020
<b>Peak (Day of the week)</b>	83 (Fri)	71 (Tue)

- › The chart shows the proportion of accidents for each day of the week compared to the proportion of traffic in 2019.
- › There is a correlation between the proportion of traffic and the number of accidents.
  - › There is a higher volume of traffic between the weekdays (Monday-Friday) and lower on the weekend.
  - › This profile is somewhat matched by the accident volumes.
  - › Saturday has fewer accidents relative to the amount of traffic compared to other days.
- › Monday-Friday has a consistent proportion of traffic for the entire week.
- › 2020 has a varied traffic and accident profile to 2019.

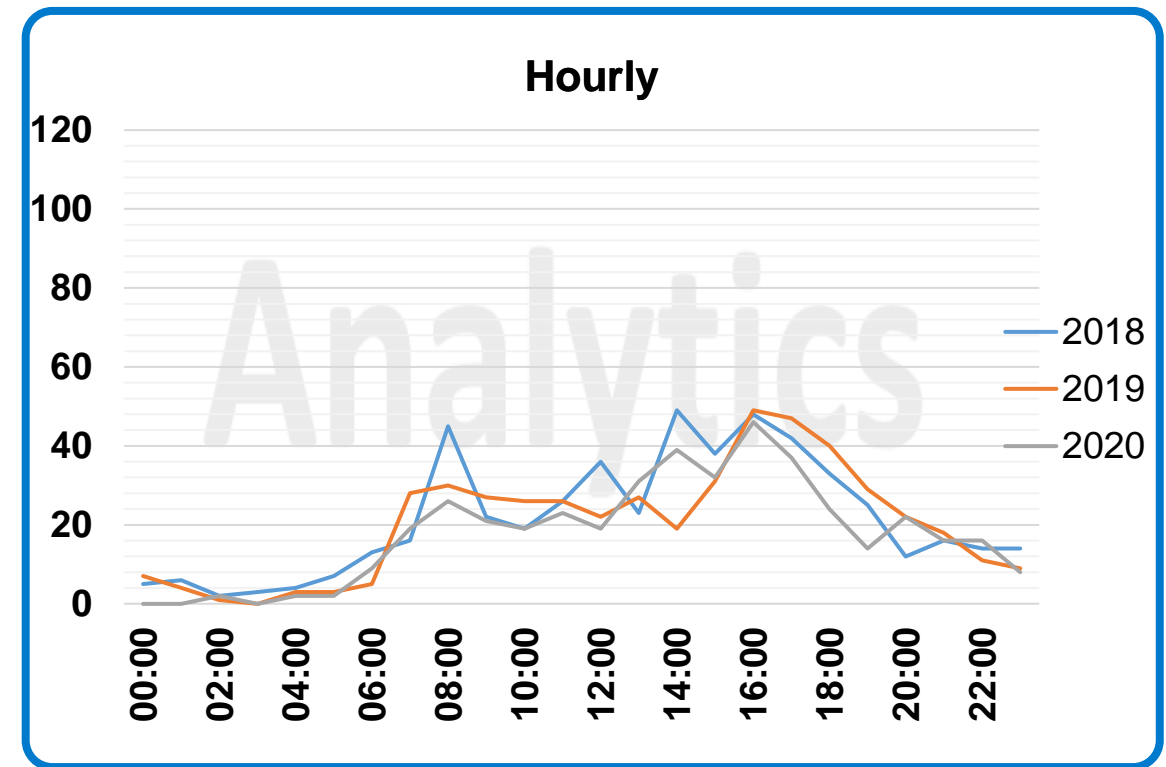
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	Proportion of Accidents	Proportion of Traffic
<b>Peak (Day of the week)</b>	17.1% (Fri)	15.7% (Thu & Fri)

- › The chart shows the total number of accidents by hour.
- › There is a distinct peak in the number of accidents between the hours of 16:00-18:00 in 2019. This is likely due to the spike in traffic in commuter hours.
- › In 2020 the peak is still at 16:00, however drops much more rapidly. There is also a peak at 14:00.
  - › The pandemic has resulted in changes to commuting patterns with more people working flexibly. This results in less traffic during commuter times, likely resulting in fewer accidents.
  - › There are more accidents outside of commuting times, resulting in the spike in accidents at 14:00.

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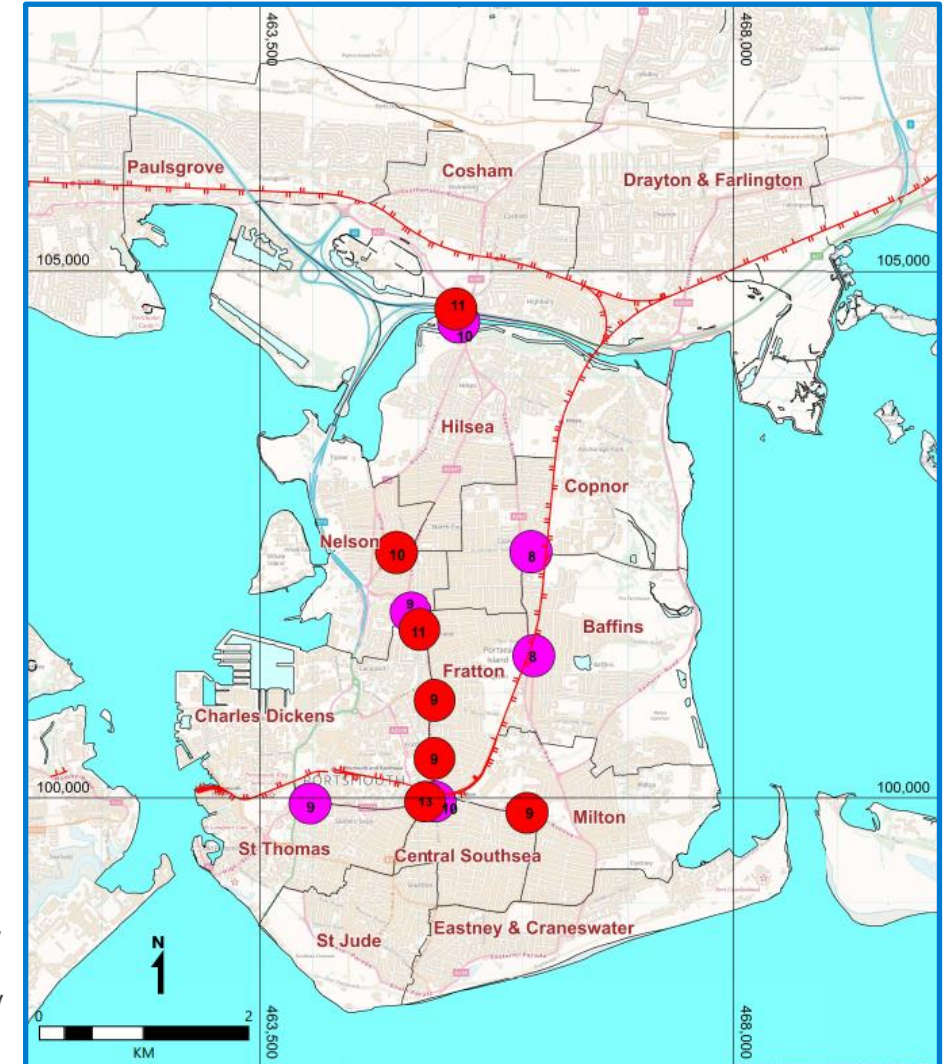
	2019	2020
Peak (Hour)	49 (16:00)	46 (16:00)

- › The 6 hotspots in 2019 are made up of 8+ accidents per 100m<sup>2</sup> and the 7 hot spots in 2020 are made of 9 or more accidents per 100m<sup>2</sup>. The hot spots include all severity types (slight, serious and fatal).
- › In 2020 the 7 key hotspots generally had a greater amount of accidents compared to the 6 key hotspot locations in 2019.
- › Three overlapping hotspot areas can be seen between 2019 and 2020, these are:
  - › M27 Eastbound and A3 Portsbridge roundabout
  - › A2047 Kingston Road
  - › A2030 Victoria Road and A2030 Goldsmith Avenue

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### LEGEND

-  2020 Hotspots by Accident Count
-  2019 Hotspots by Accident Count
-  Railway Track



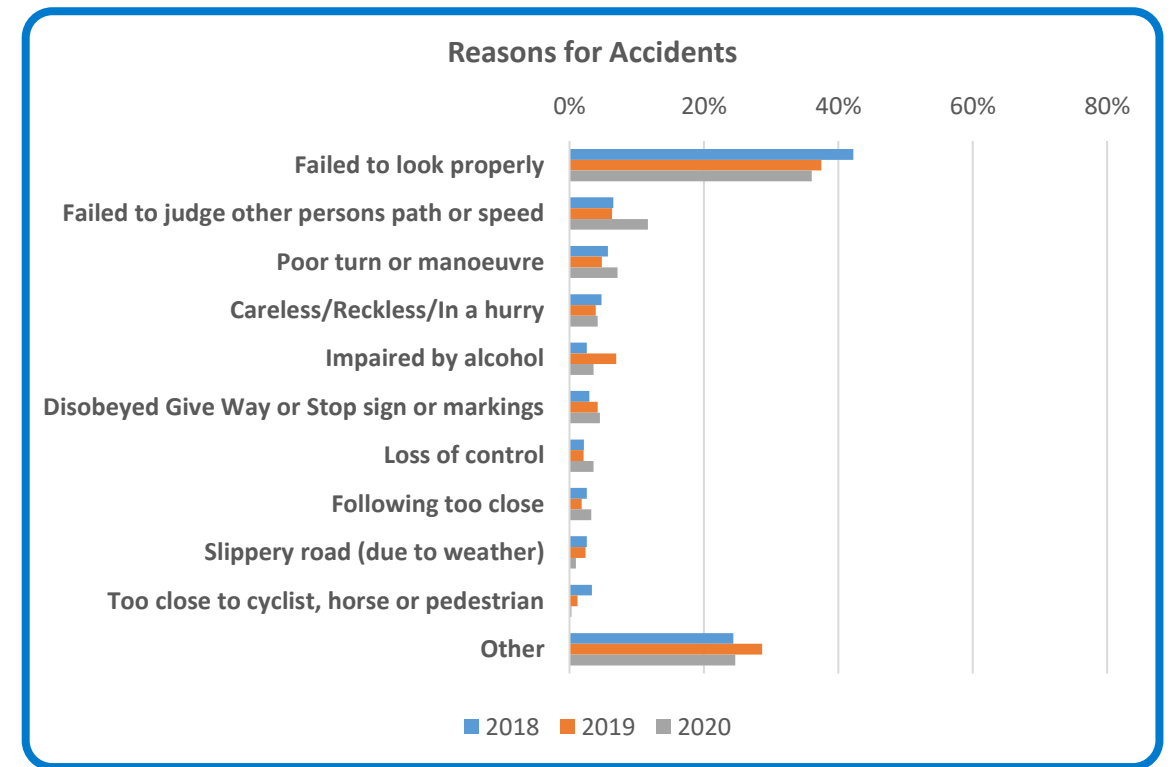


# Accidents – Causal Factors

- › This section will look at the breakdown of the suspected causes of the accidents
- › Key factors to note:
  - › Accidents can be complex and involve many factors. This section only shows what has been reported.
  - › The factors are based on the police's best assumption and may not have been verified as true.
- › Accidents and casualties are directly linked, consequently can be assumed to follow similar trends. As a result this means the analysis has not been repeated for casualties.

- › The chart shows the percentage breakdown for the cause of accidents for each year (if a cause was given).
- › Failed to look properly is by far the main cause for an accident. This reduced slightly in 2020 compared to 2019.
- › There was a 5% increase in the number of accidents caused by a person failing to judge other persons path or speed.
- › The proportion of accidents as a result of the driver being impaired by alcohol reduced in 2020 when compared to 2019 by 3%. This is likely due to pubs/bars being closed during lockdown, resulting in fewer drink driving offences.

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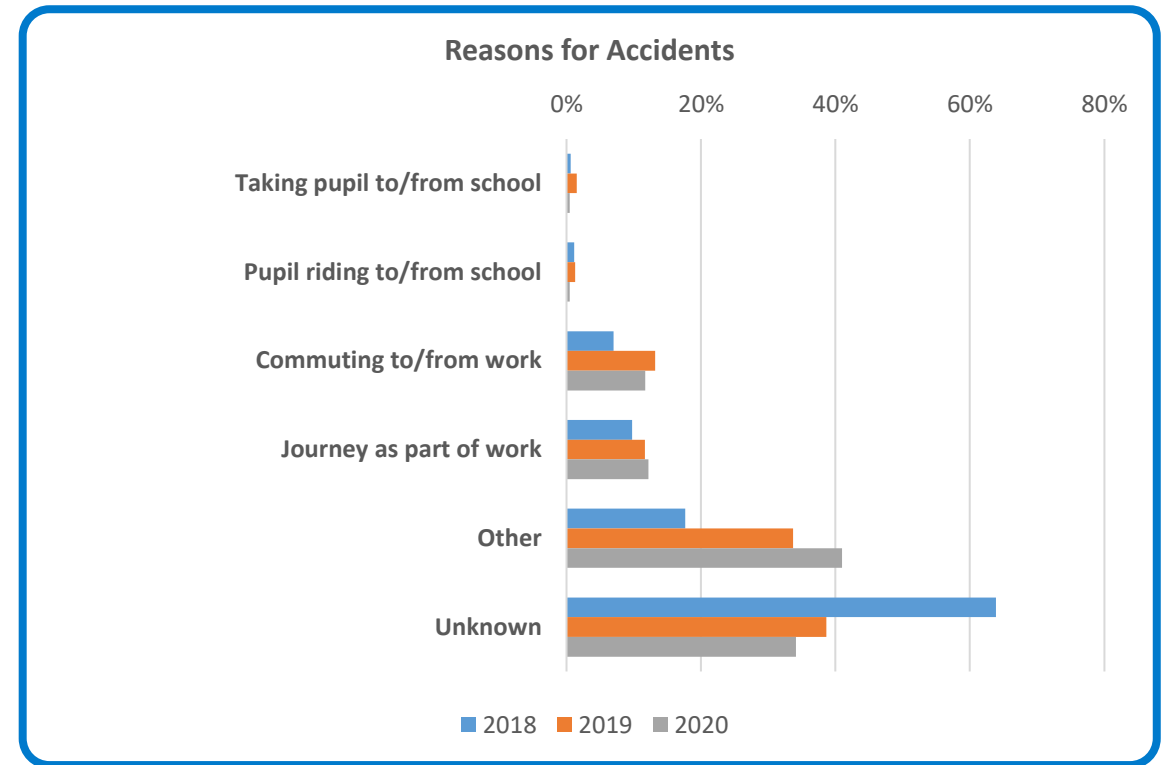


- › The chart shows the percentage breakdown for the journey type for each year.
- › Most of the time, the type of journey the vehicle was taking was not recorded, therefore could not be grouped.

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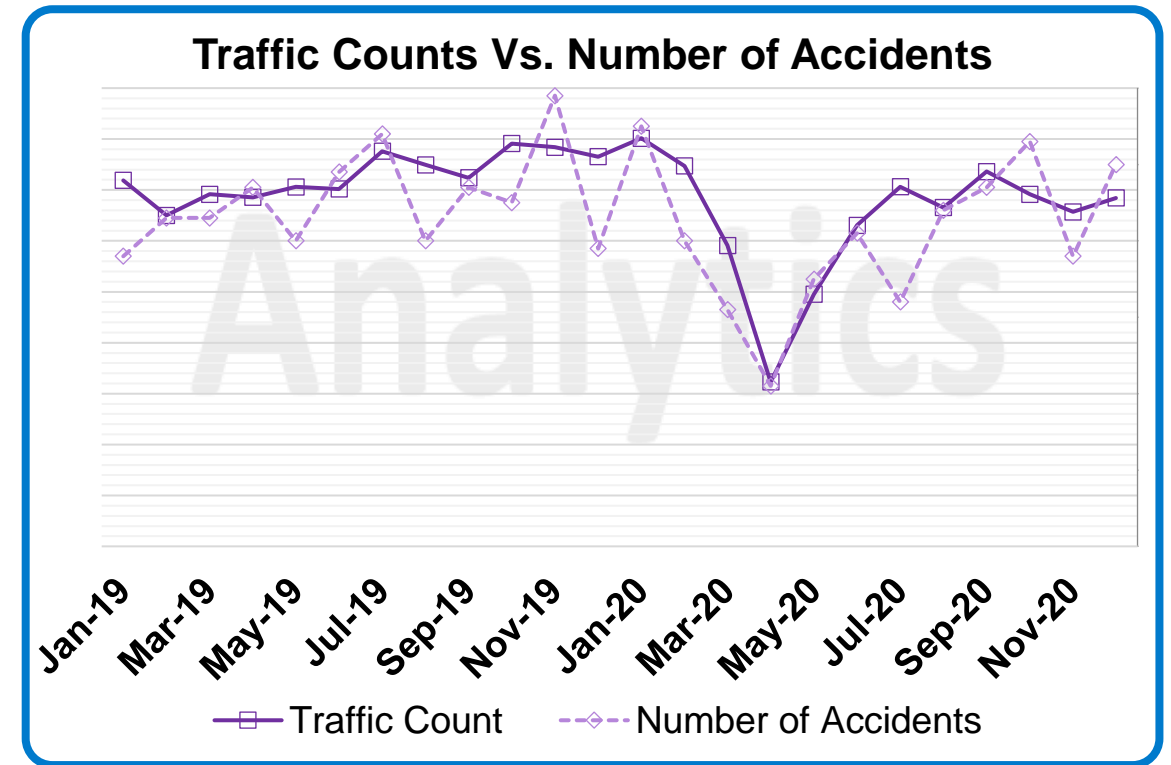
Journeys that were work related make up around a quarter of all accidents.

- › This figure is likely much higher as the unknown category likely contains a number of work-related driving.



- > The chart shows the number of accidents vs. the traffic counts.
- > Chart scales have been removed for a comparison of the trends. It's important to note the traffic counts far exceeds the number of accidents.
- > There is a clear relationship between the traffic counts and the number of accidents.
- > Both traffic and the number of accidents reduce by 12% in 2020 when compared to 2019.

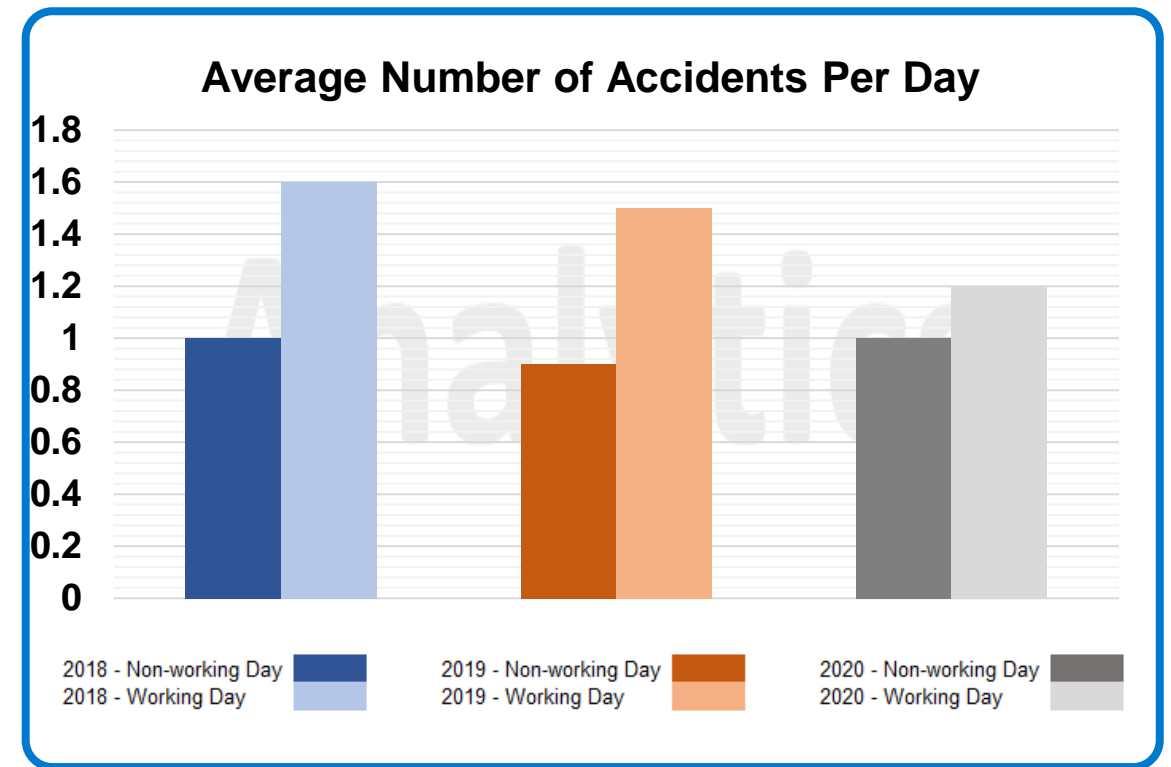
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	Traffic	Number of Accidents
Change (2019-2020)	-12%	-12%

# Average Accidents Per Day Split by Day Type Analytics

- › The chart shows the average number of accidents per day split by year and whether the day is a working day (weekday) or non-working day (public holiday or weekend).
- › The darker shade represents non-working days and the lighter shade is the working days.
- › The average number of accidents per day is higher on working days than non-working days due to the increase in traffic on the network during commuter times.
- › In 2020, the average number of accidents increased on non-working days, but decreased on working days when compared to 2019. This reduces the gap between the number of accidents on a non-working day compared to a working day.
- › There are far more working days than non-working in a year, therefore the decrease of accidents on working days has greater significance.



	2018	2019	2020	Change (2019-2020)
<b>Non-working Day</b>	1.0	0.9	1.0	<b>+9%</b>
<b>Working Day</b>	1.6	1.5	1.2	<b>-18%</b>

# Accidents Per Hour vs. Traffic (Working Day) Analytics

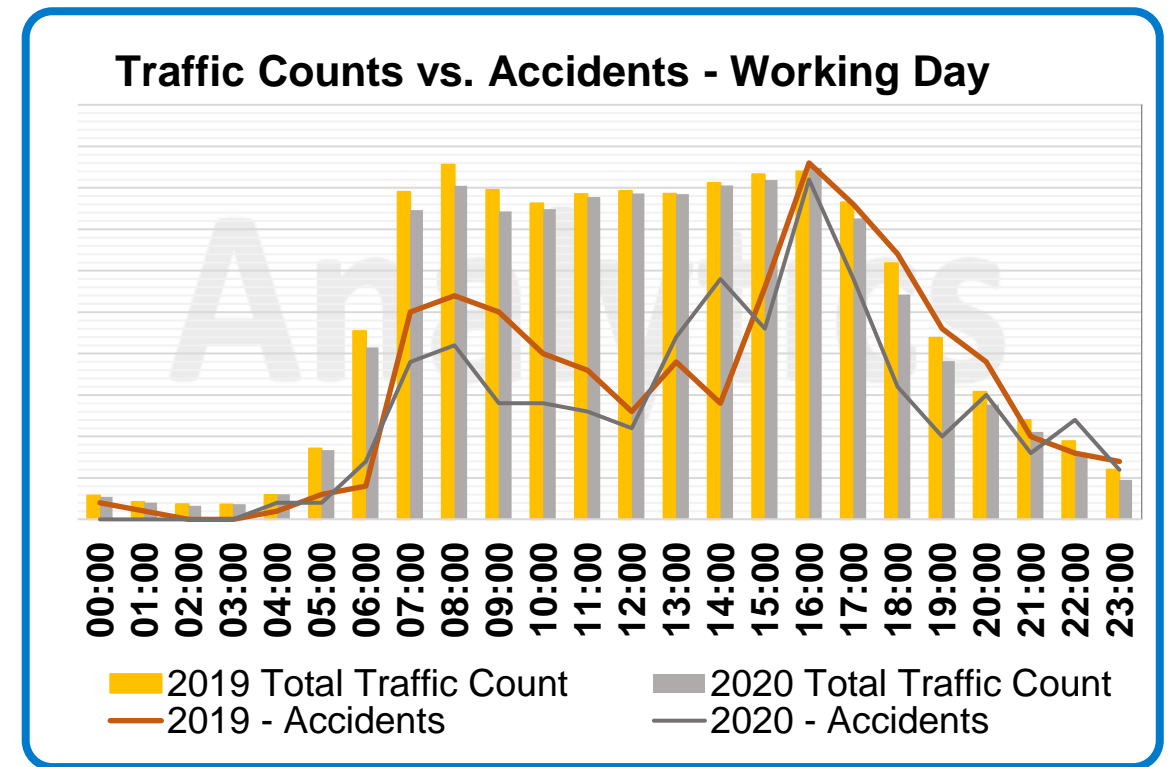
› The chart shows the traffic volumes by hour (bars) plotted against the number of accidents (lines) filtered for working days only. The scales have been removed for simplicity.

› Peak traffic occurs in commuter times, approximately between 07:00-10:00 and 15:00-17:00.

› The morning commuter period saw an overall decrease in traffic and accidents in 2020 compared to 2019.

› At 16:00 the traffic values are similar in 2019 and 2020, the number of accidents is also similar in this hour.

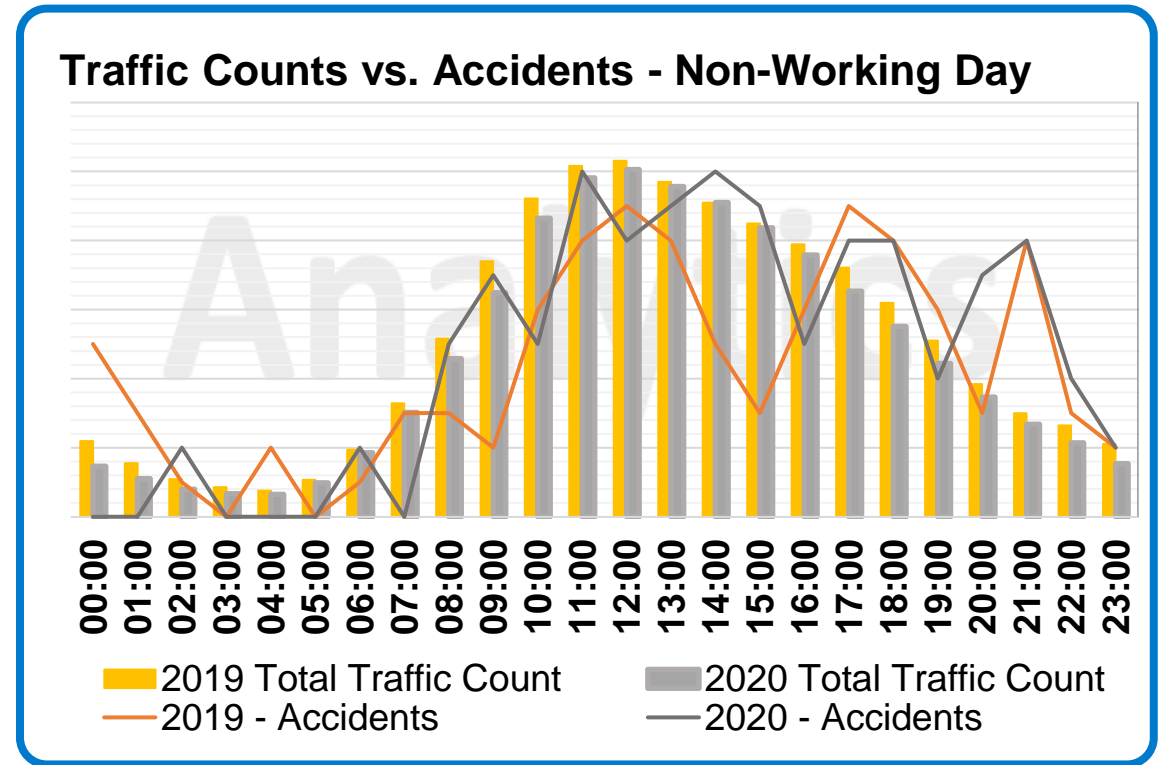
› In the subsequent hours (17:00-21:00) the amount of traffic is lower in 2020 when compared to 2019, resulting in comparatively fewer accidents in these hours.



	2019	2020
Peak Traffic Hour	08:00	16:00
Peak Accident Hour	16:00	16:00

# Accidents Per Hour vs. Traffic (Non-working Day)

- › The chart shows the traffic volumes by hour (bars) plotted against the number of accidents (lines) filtered for non-working days only. The scales have been removed for simplicity.
- › Traffic is at it's lowest at 04:00 and builds throughout the day until peaking at 12:00. The traffic then drops off slowly for the rest of the day.
- › The average number of accidents per hour on non-working days is low, resulting in a varying number of accidents per hour.
- › Peak number of accidents occurs around the peak of 12:00, however despite relatively low traffic numbers between 17:00 and 22:00 there is a proportionately higher number of accidents.






	2019	2020
Peak Traffic Hour	12:00	12:00
Peak Accident Hour	12:00 and 17:00	11:00 and 14:00

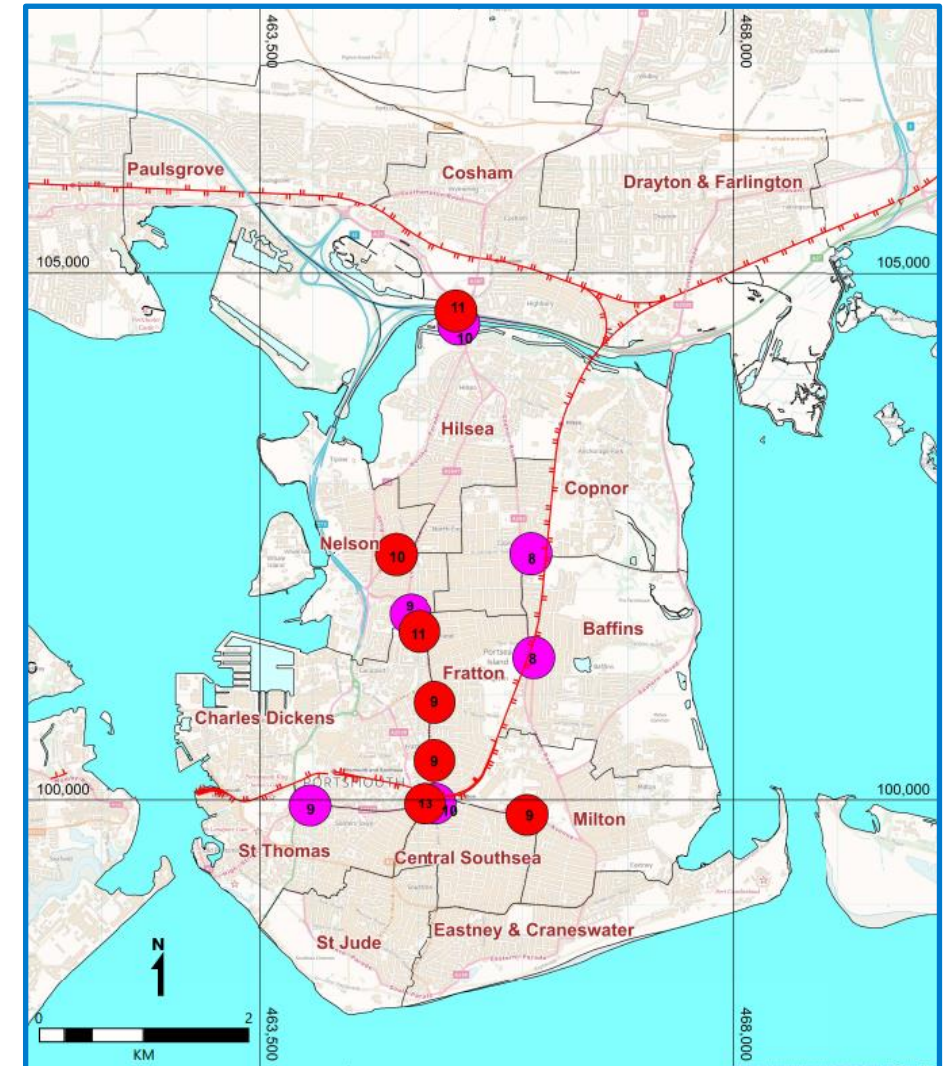


- › There were 5 key themes noted for the accident hotspots for 2020, these were:
  - › Failed to look properly
  - › Failure to stop on time
  - › Disobeyed Give Way or Stop sign or markings
  - › Careless/reckless/in a hurry
  - › Failed to judge other persons path or speed

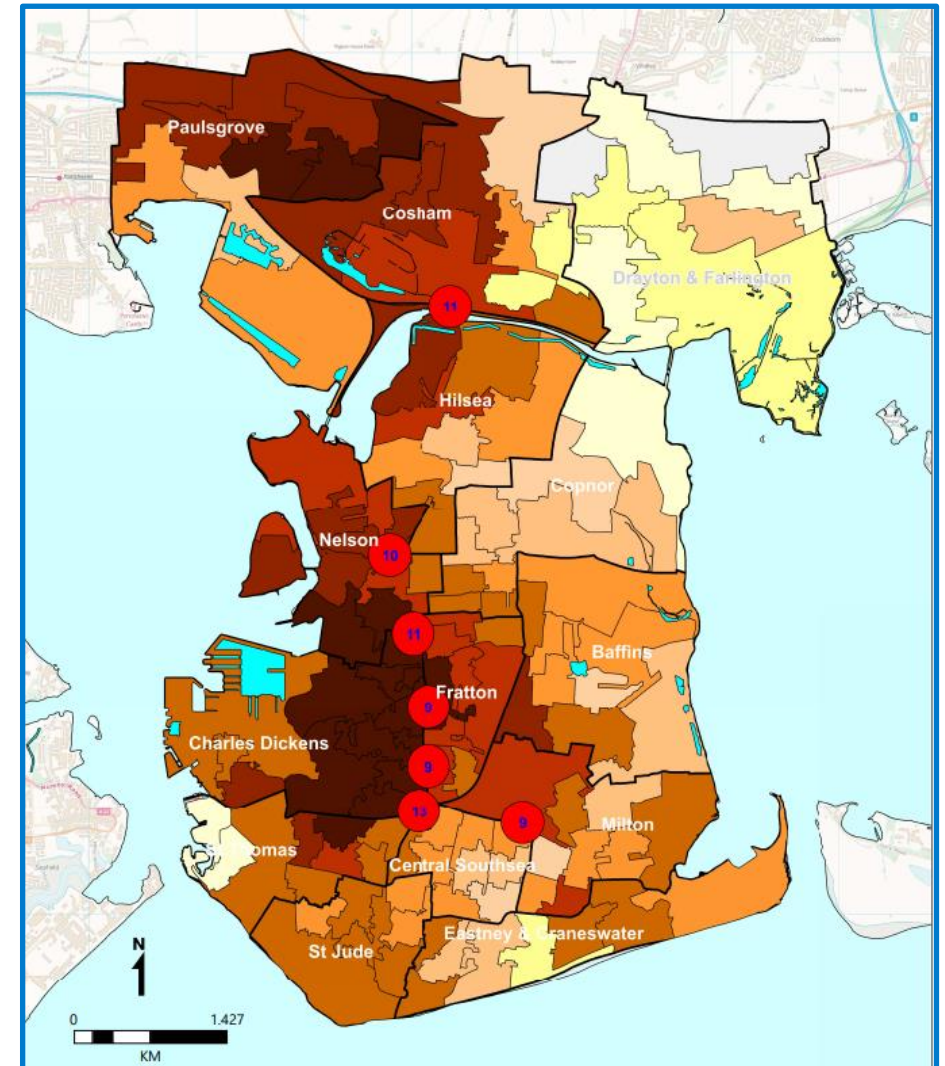
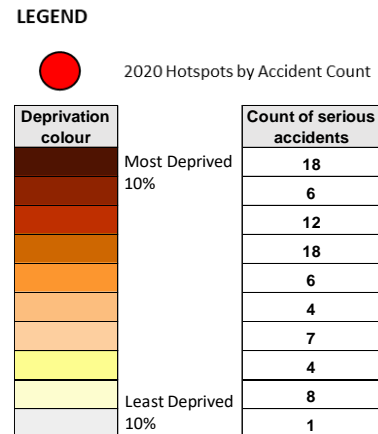
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### LEGEND

-  2020 Hotspots by Accident Count
-  2019 Hotspots by Accident Count
-  Railway Track



- › The map shows the England rank of Index of Multiple Deprivation (IMD) 2019 score in deciles by 2011 Census Lower Super Output Areas (LSOAs). Additionally, the map has been overlaid with the ward and hotspots for accidents in 2020.
- › When looking at overall deprivation 15 out of 125 small areas in Portsmouth are within 10% most deprived small areas in England.
- › There are 72 accidents within the hotspots for 2020
  - › 31 (43%) occur in the most deprived areas of Portsmouth.
  - › Out of the 72 accidents in hotspots, 18 (25%) occur in Charles Dickens.
  - › Out of the 72 accidents in hotspots, 12 (17%) occur in Fratton.

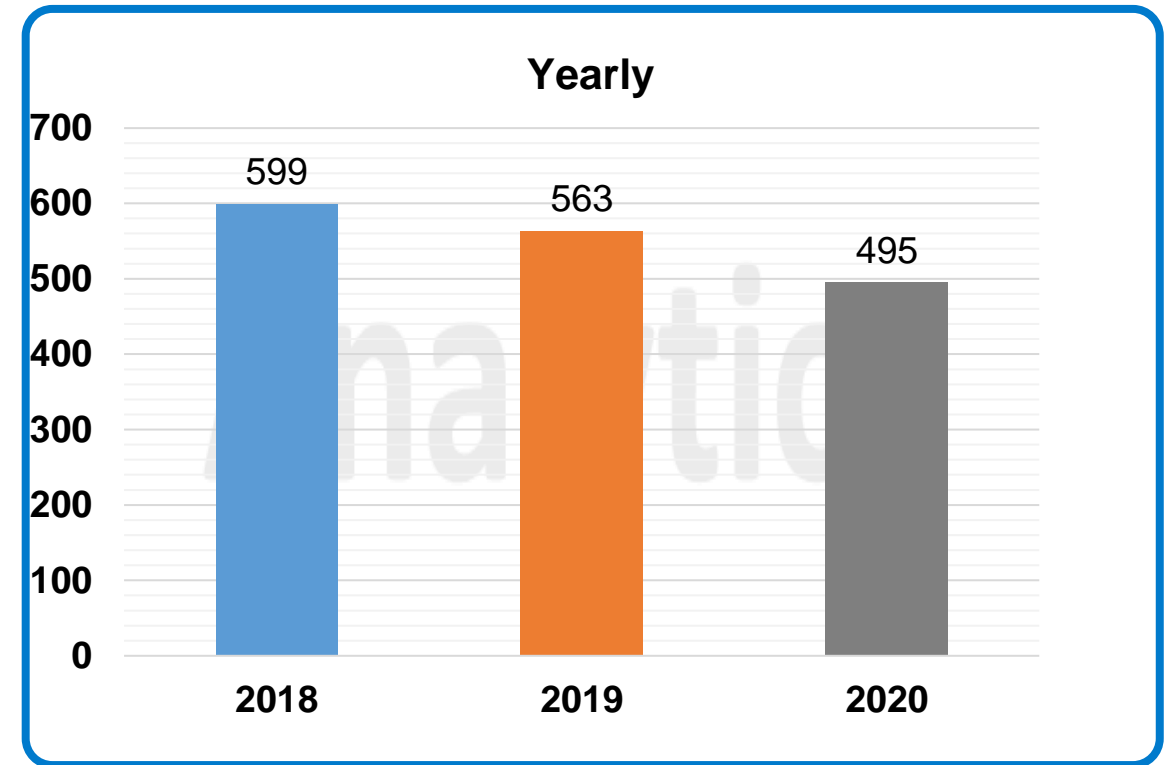


# Casualties – Overview Findings

# Casualty Counts – by Year

- › The chart shows the total number of casualties each year.
- › Changes to peoples travel patterns has likely resulted in a 12% drop in the number of casualties in 2020 when compared to 2019.
- › There was a small drop in the number of casualties in 2019 when compared to 2018.

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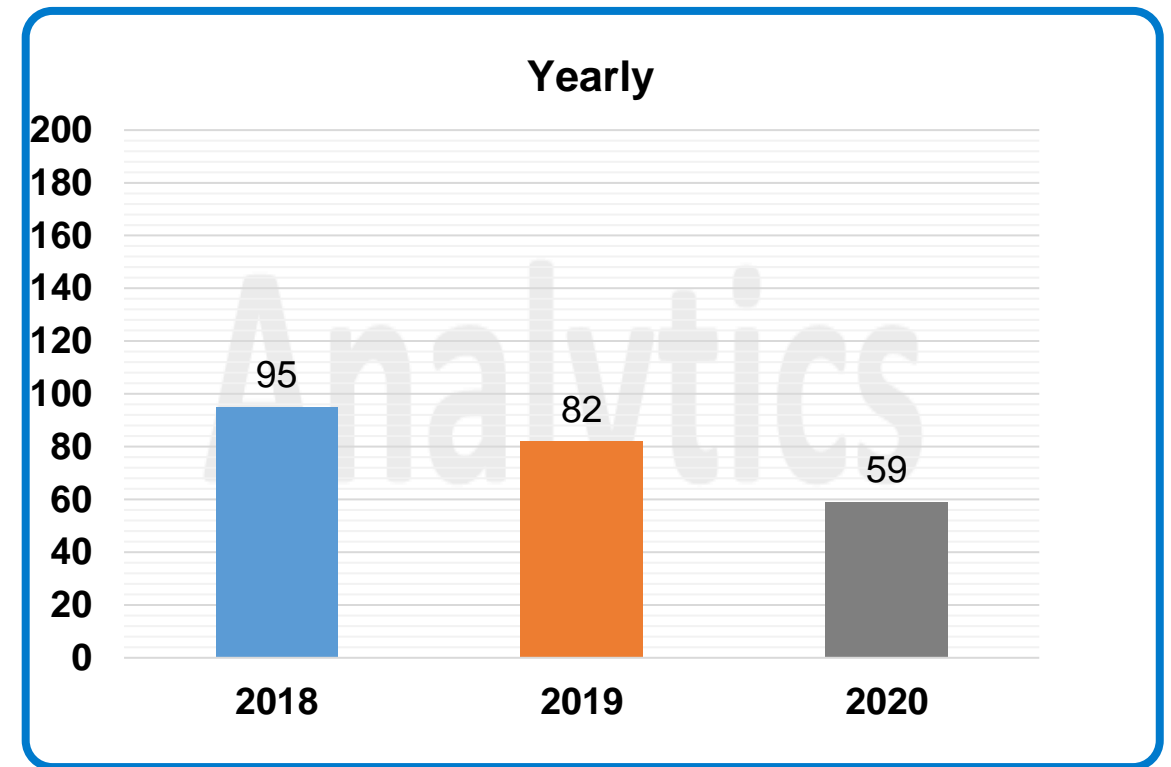
	Count	Percentage
Change (2019-2020)	-68	-12%

# Casualty Counts – by Year (Pedestrians)

- › The chart shows the total number of pedestrian casualties each year.
- › Changes to peoples travel patterns has likely resulted in a 28% drop in the number of pedestrian casualties in 2020 when compared to 2019. Possibly due to the reduced amount of traffic on the road.

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› There was a decrease in the number of casualties in 2019 when compared to 2018.

› As the number of pedestrian casualties is relatively low, time analysis has not been included as no conclusions could be drawn.

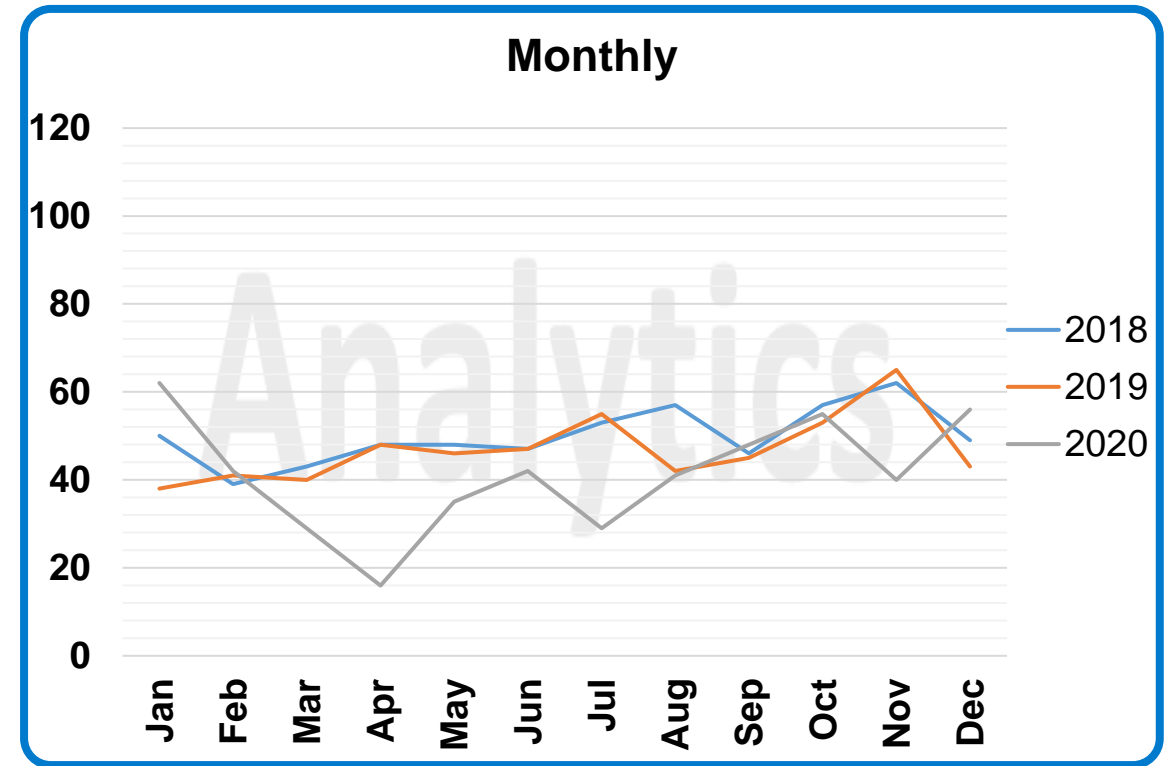


	Count	Percentage
Change (2019-2020)	-23	-28%

# Casualty Counts – by Month

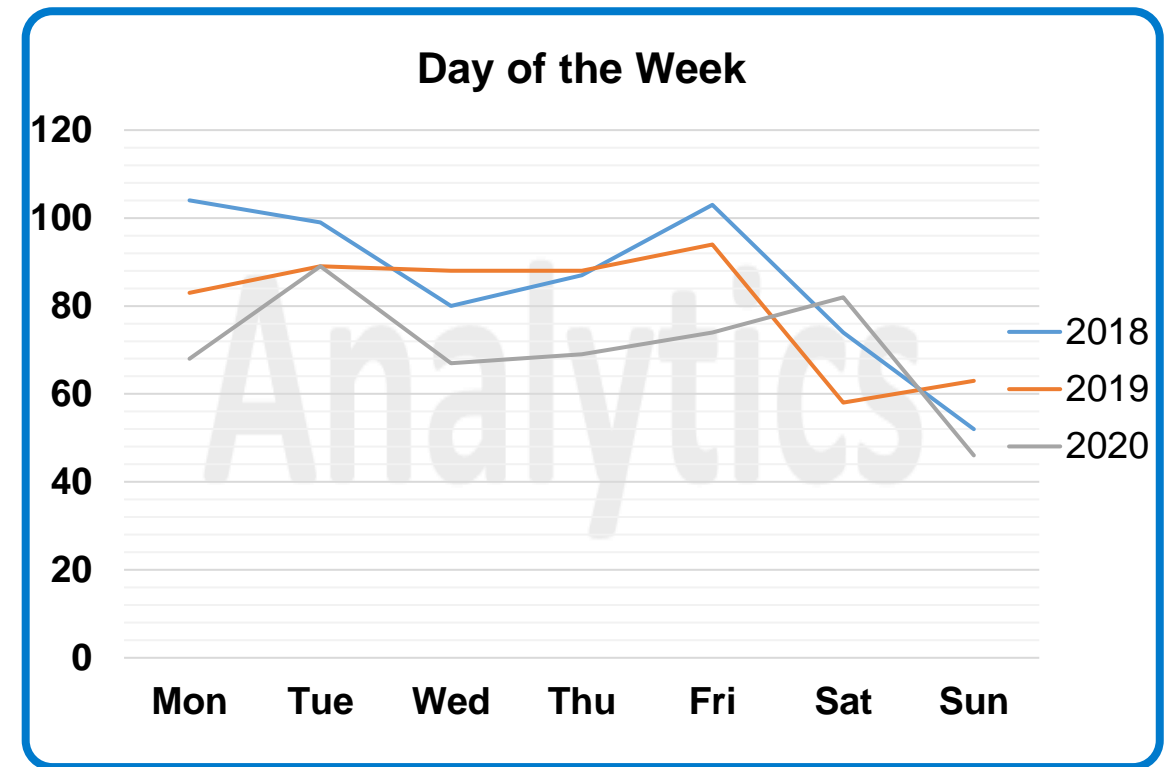
- › The chart shows the total number of casualties each month.
- › The largest drop was seen in April 2020, likely due to lockdown restrictions reducing the amount of traffic on the road.
- › The difference between 2019 and 2020 reduces as lockdown restrictions ease until the values are comparable in August.
- › A further small drop in 2020 was observed in November when another lockdown started.
- › October-January generally saw the highest number of casualties, likely due to adverse weather affecting traffic conditions.
  - › As well as an increased chance of dangerous conditions such as ice/snow, people may avoid cycling and walking and drive instead.

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	2019	2020
Peak (Month)	65 (Nov)	62 (Jan)

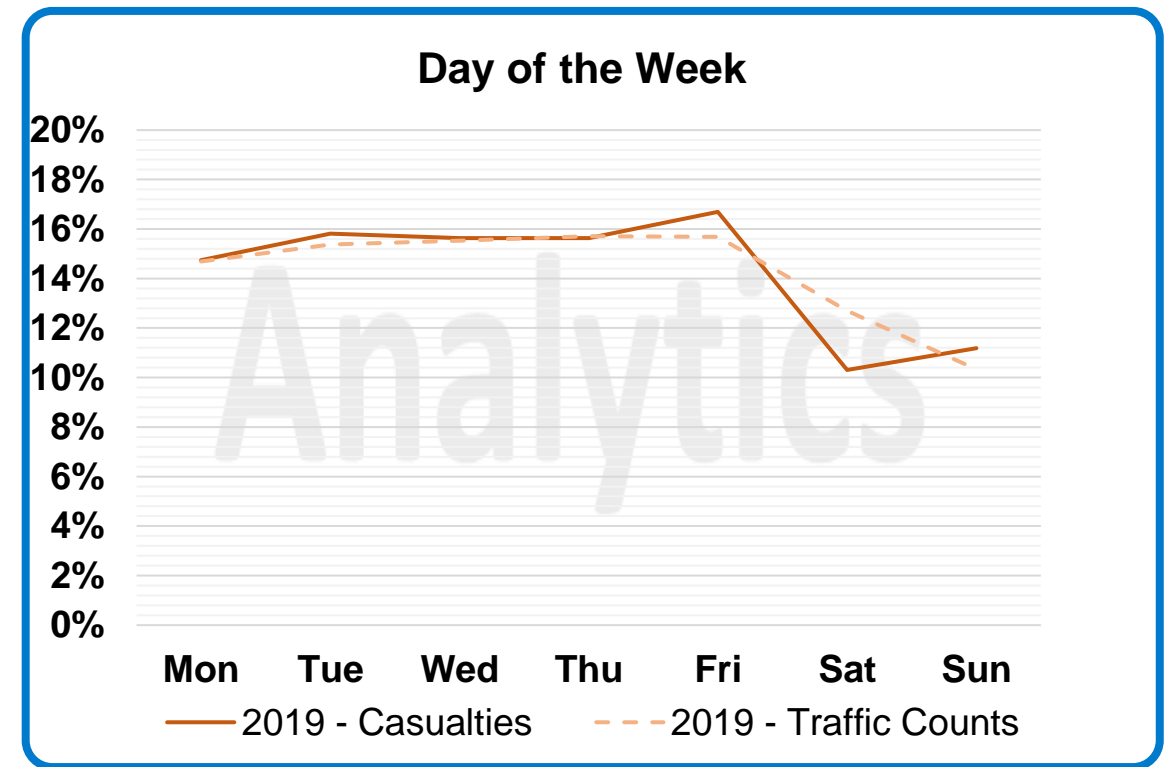
- › The chart shows the total number of casualties each day of the week.
- › In 2019, the number of casualties were higher on weekdays than on weekends. This was likely due to traffic being higher during the week as a result of work commuting habits.
- › Changes to people’s commuting habits as a result of Covid-19 restrictions resulted in a proportional decrease in the number of casualties on every day of the week except Tuesday’s and Saturday’s.
- › Despite fewer casualties overall for the year, Saturday saw an increase in the number of casualties in 2020 compared to 2019. This is now a comparable level of casualties to the weekdays.
- › Tuesday saw no reduction in the number of casualties in 2020 when compared to 2019. This is now the day of the week with the highest number of casualties.



	2019	2020
<b>Peak (Day of the week)</b>	94 (Fri)	89 (Tues)

- › The chart shows the proportion of casualties for each day of the week compared to the proportion of traffic in 2019.
- › There is a correlation between the proportion of traffic and the number of casualties
  - › Friday and Sunday have a slightly higher proportion of casualties compared to the volume of traffic
  - › Conversely, Saturday has a lower proportion of casualties when compared to the traffic counts
- › Monday-Friday has a consistent proportion of traffic for the entire week.
- › 2020 has a varied traffic and accident profile to 2019.

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	Proportion of Accidents	Proportion of Traffic
<b>Peak (Day of the week)</b>	16.7% (Fri)	15.7% (Thu & Fri)



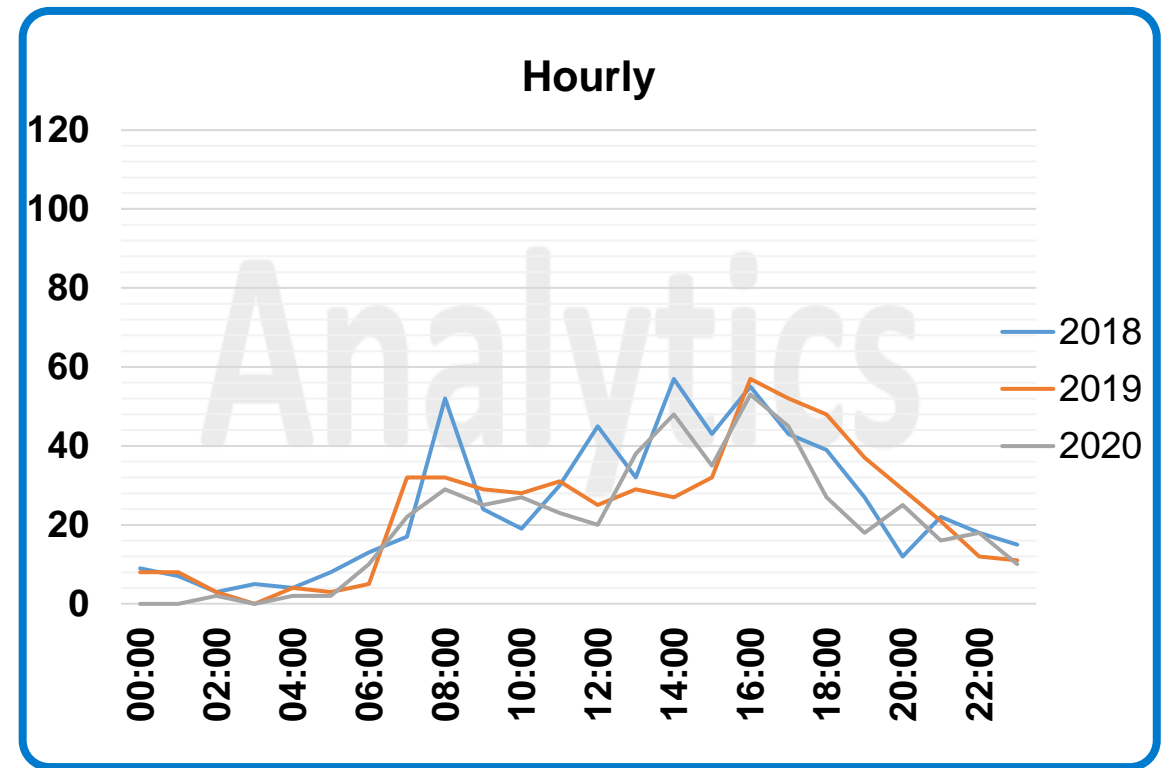
# Casualty Counts – by Hour

- › The chart shows the total number of casualties each hour of the day.
- › There is a distinct peak in the number of casualties between the hours of 16:00-18:00 in 2019. This is likely due to the spike in traffic during commuter hours.

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In 2020 the peak is still at 16:00, however drops much more rapidly. There is also a peak at 14:00.

- › The pandemic has resulted in changes to commuting patterns with more people working flexibly. This results in less traffic during commuter times, hence results in fewer accidents.
- › There are more casualties outside of commuting times, resulting in the spike in casualties at 14:00.



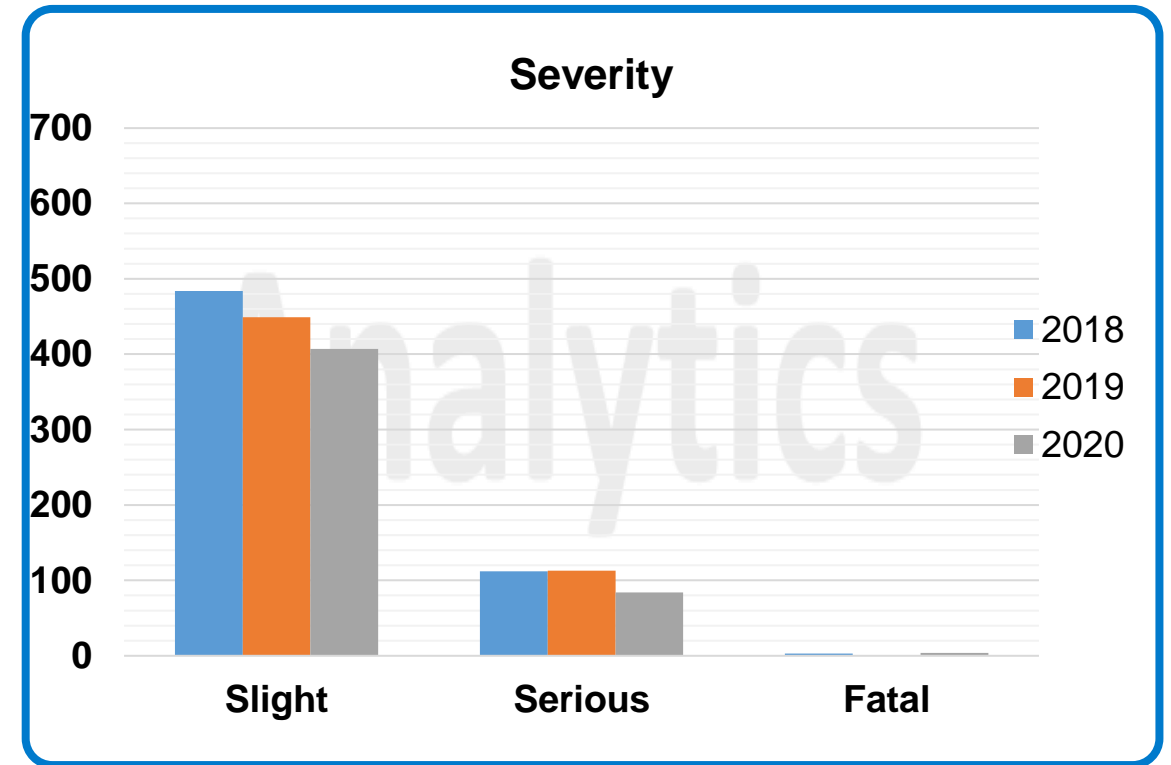
	2019	2020
Peak (Hour)	57 (16:00)	53 (16:00)

# Casualties – Detailed Findings

- › This next section will look at the age demographics for the casualties as well as the location (including the speed limit in place) and vehicles involved. Where possible, pedestrians have been provided separately.
- › Important caveats for this section:
  - › Drawing patterns from this data is to help put in infrastructure or procedures to reduce the number of accidents. This is not looking to put blame on a certain demographic.
  - › A casualty of an incident may not necessarily be the person at fault.
  - › It's important to note that just because a demographic has a higher number of casualties, this may be in line with the proportion of the population on the road.
  - › Not all who are involved in an accident may be a casualty.
- › Any number of casualties is too many, particularly if it is fatal or serious. When talking about significance it is purely from a statistical stand point.

- › The chart shows the breakdown of the severity for each casualty each year.
- › The number of casualties reported as 'slight' and 'serious' has dropped in 2020 when compared to 2019.
  - › This is particularly true for casualties in the 'serious' category which saw a 27% decrease in cases.
  - › The change is likely due to fewer cars on the road.
- › Fatal casualties has increased by 300%. Although this is a significant change, there was only 1 casualty in 2019 so any change would cause a big percentage change.
  - › A possible cause for this is the number of occurrence of accidents is less often, however the lower traffic numbers allow for higher speeds to be achieved. Thus, causing more fatalities when an accident does occur.

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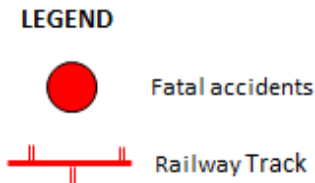


	2019	2020	Change
Slight	449	407	-9%
Serious	113	84	-26%
Fatal	1	4	+300%

# Severity – Fatalities, 2020

- › There were 4 fatalities that occurred in 2020.
- › The map shows the area in which these fatalities occurred.
- › The speed limits for the roads were 30mph, 40mph, 60mph and 70mph.
- › 1 fatality was a cyclist and 3 fatalities were car drivers.
- › There isn't a strong correlation between where the fatal accidents occurred and the serious accidents.

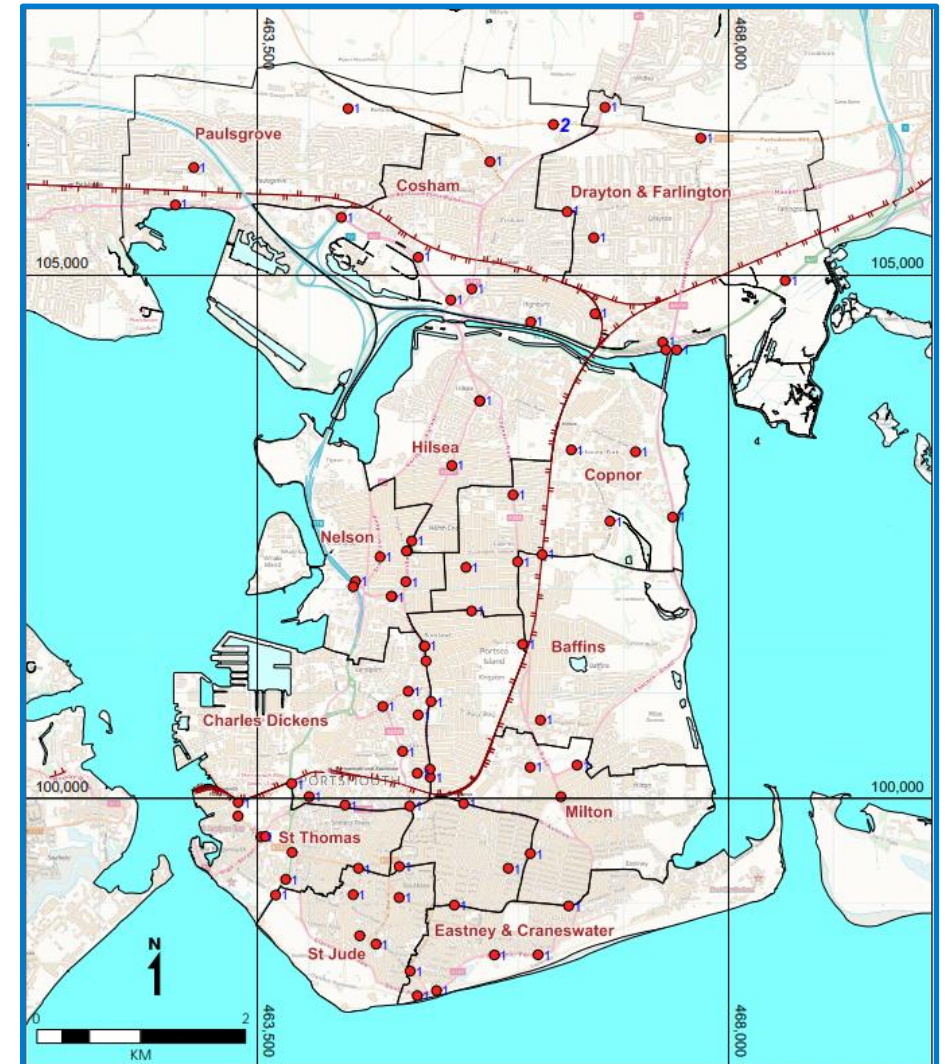
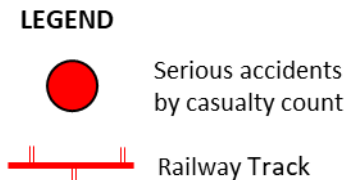
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# Severity – Serious, 2020

- › The map shows the serious casualties that took place in Portsmouth in 2020. Furthermore, it shows the number of serious casualties by accident location.
- › The top three wards for serious accidents in 2020 were:
  - › Charles Dickens, 12 serious accidents (15%)
  - › Cosham, 9 serious accidents (11%)
  - › Nelson, 9 serious accidents (11%)
- › There were 3 key themes noted for the reason the casualties occurred, these were:
  - › Failed to look properly, 37 serious accidents (45%)
  - › Poor turn or manoeuvre, 7 serious accidents (9%)
  - › Careless/Reckless/In a hurry, 5 serious accidents (6%)

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- › The map shows the England rank of Index of Multiple Deprivation (IMD) 2019 score in deciles by 2011 Census Lower Super Output Areas (LSOAs). Additionally, the map has been overlaid with the ward and the points identified for accidents in 2020 with “serious” casualty occurrences.

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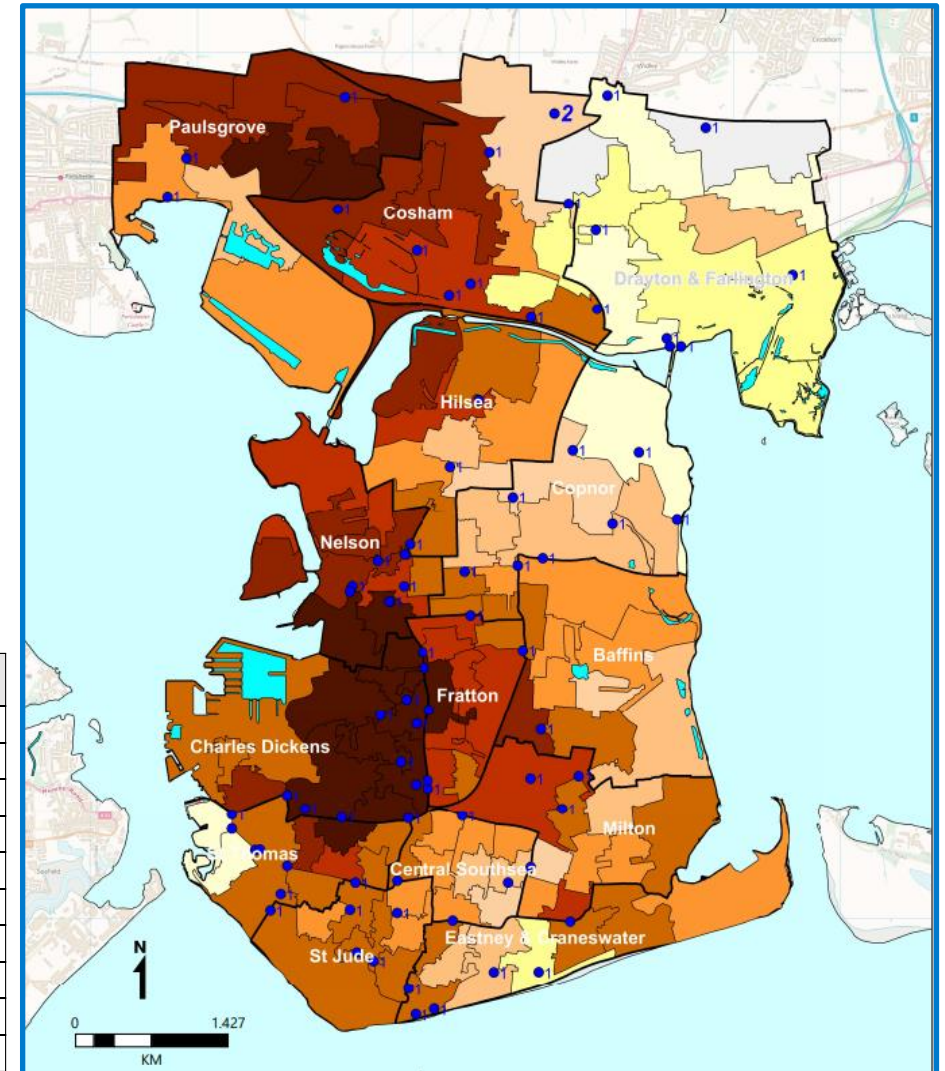
When looking at overall deprivation 15 out of 125 small areas in Portsmouth are within 10% most deprived small areas in England.

- › A greater proportion of “serious” accidents occur within areas of considerable deprivation. 18 (21%) accidents occurred in the most deprived 10%.

LEGEND

● Serious accidents by casualty count

Deprivation colour	Count of serious accidents
Most Deprived 10%	18
	6
	12
	18
	6
	4
	6
	4
Least Deprived 10%	8
	0

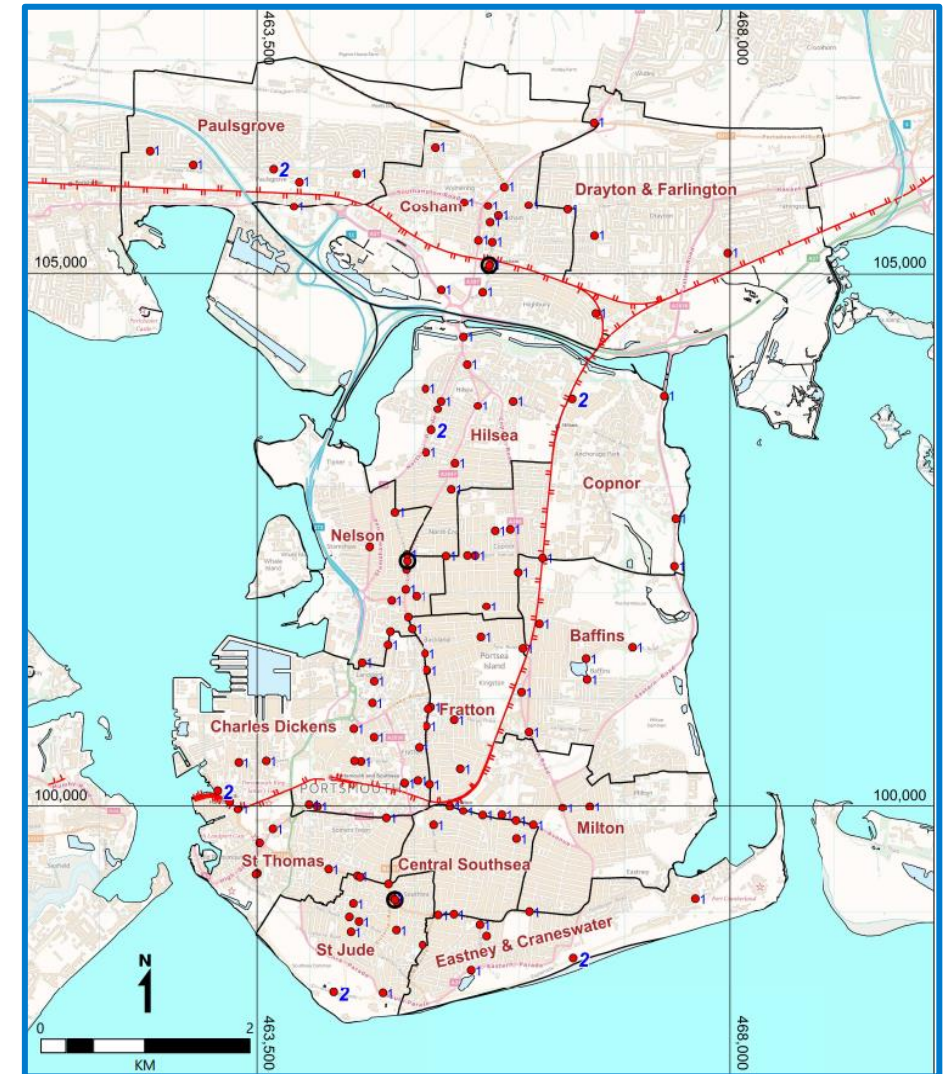
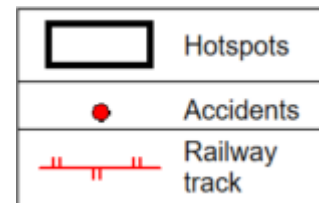


- › Among the 911 accidents that occurred between 01/01/2019 and 30/12/2020, 137 of them involved pedestrians resulting to 143 casualties. None of the accidents were fatal, 34 were serious and 103 were slightly severe.

› The maximum number of casualties per accident were two.

› Three hotspots were identified where 3 or more accidents occurred within 70m radius . These were:

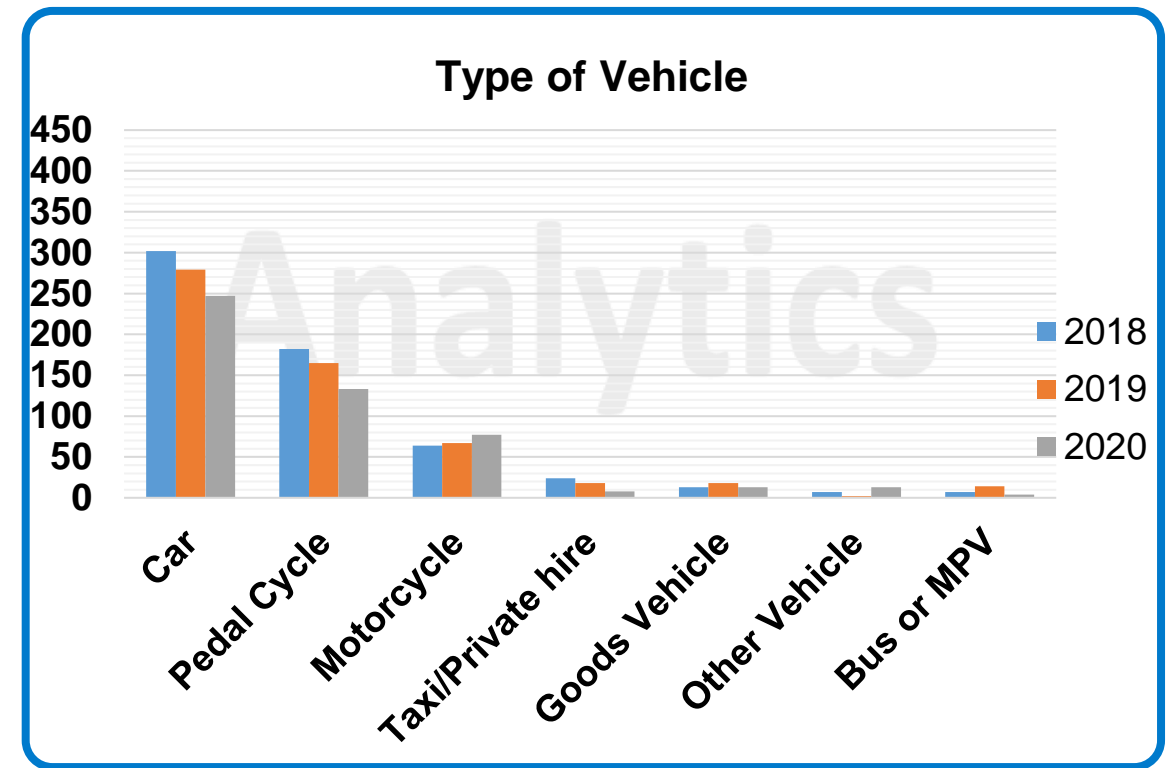
1. A2047 London Road Outside No 103
2. Windsor Road Junction with Portsmouth Road
3. B2154 Albert Road at Junction with Albert Road





- › The chart shows the type of vehicle the casualty was travelling in. In cases where the casualty is a pedestrian, the vehicle involved is displayed.
- › Generally the number of casualties are lower in 2020 when compared to 2019.
- › Cars had the biggest number of casualties, followed by Pedal Cycles (cyclists)
  - › Both saw a significant drop in the number of casualties in 2020 compared to 2019, likely due to reduced non-cyclist traffic numbers in the city.
  - › There is an increase in the total number of cyclists within the city (according to PCC cycling counter data), therefore the number of accidents per cyclists has dropped more significantly.
- › Motorcycle and 'Other Vehicle' casualties are higher in 2020 compared to 2019.

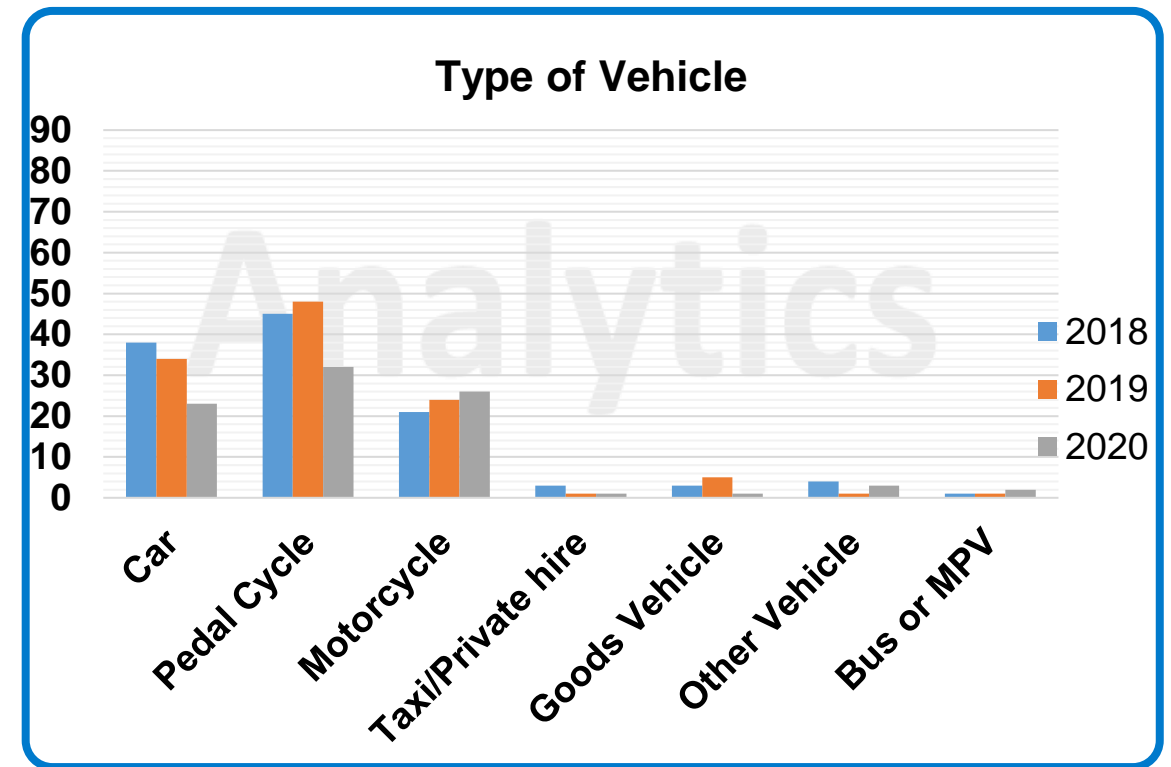
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	Car	Pedal Cycle	Motor-cycle	Taxi/Private hire	Goods Vehicle	Other Vehicle	Bus or MPV
<b>Change (2019-2020)</b>	-11%	-19%	+15%	-56%	-28%	+550%	-71%

# Casualty and Vehicle Type (Fatal and Serious) Analytics

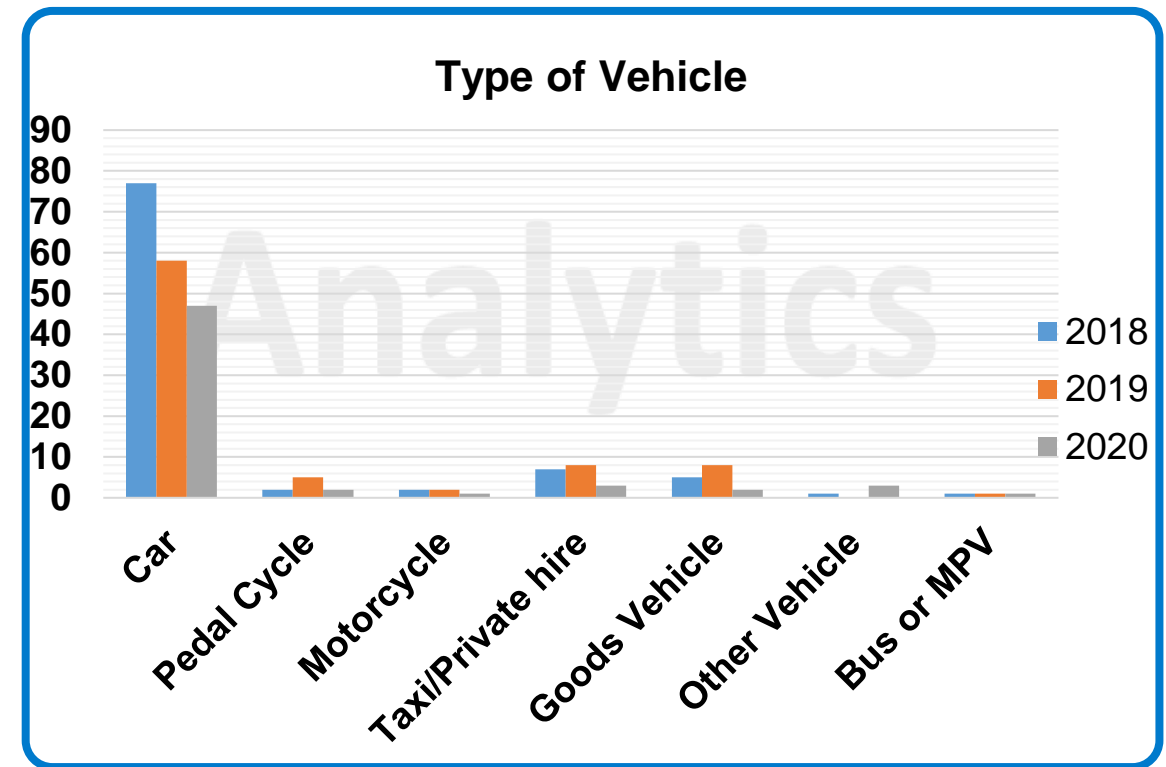
- › The chart shows the type of vehicle the casualty was travelling in if the casualty was injured seriously or fatally. In cases where the casualty is a pedestrian, the vehicle involved is displayed.
- › Despite not being the most frequent casualty type, the number of cyclists involved in accidents that resulted in fatal or serious casualties is the most frequent.
  - › The number of fatal and serious casualties involving cyclists has reduced from 2019 to 2020, however.
- › Motorcyclists are a much smaller percentage of the total traffic than cars, however make up a larger number of the fatal and serious casualties.
  - › This has increased slightly between 2019 and 2020.
- › The number of other vehicles involved in fatal and serious accidents are too small to draw any meaningful conclusions.



	Car	Pedal Cycle	Motor-cycle	Taxi/Private hire	Goods Vehicle	Other Vehicle	Bus or MPV
<b>Change (2019-2020)</b>	-32%	-33%	+8%	0%	-80%	+200%	+100%

- › The chart shows the type of vehicle involved, when the casualty involved was a pedestrian.
- › Cars are involved in incidents involving pedestrian casualties disproportionately higher than other vehicle groups.
  - › Cars saw the smallest decrease from 2019 to 2020 compared to other vehicle groups.
  - › The other vehicle groups are so low, no meaningful conclusion can be drawn between the two years .

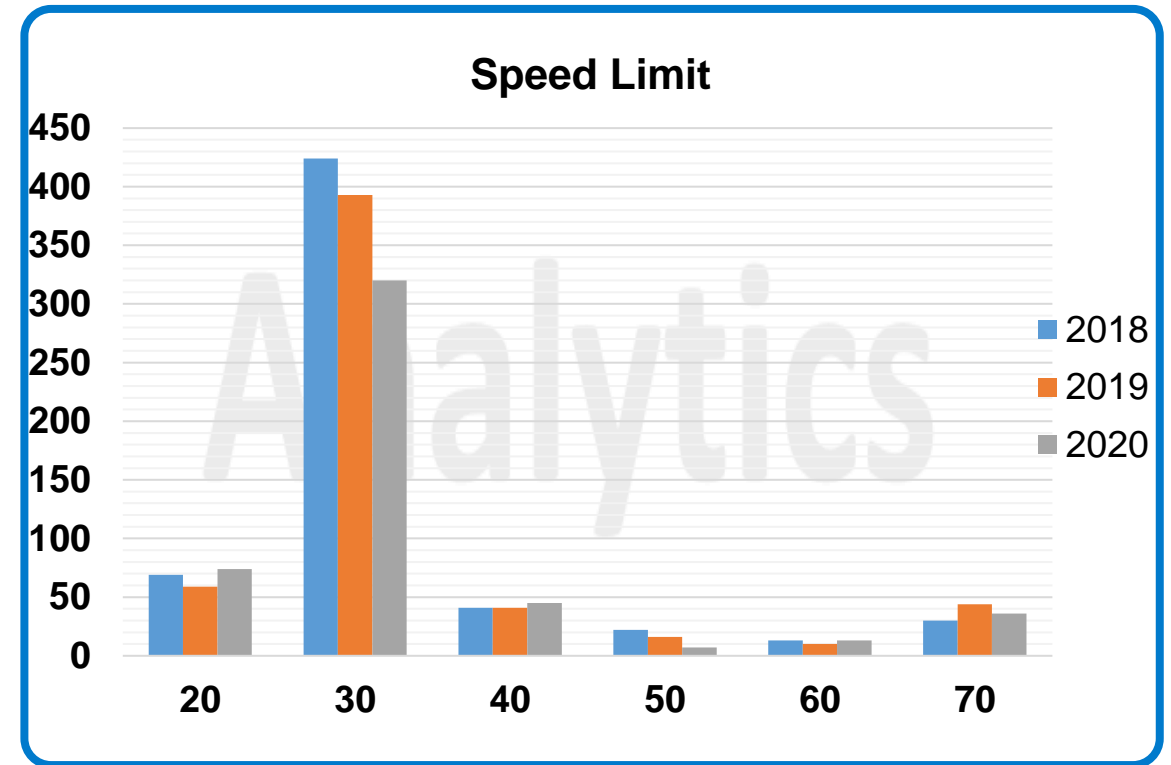
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	Car	Pedal Cycle	Motor-cycle	Taxi/Private hire	Goods Vehicle	Other Vehicle	Bus or MPV
<b>Change (2019-2020)</b>	-19%	-60%	-50%	-63%	-75%	N/A	0%

- › The chart shows the counts of the speed limit of the road the casualty occurred on.
- › Most casualties occur on roads with a speed limit of 30MPH.
  - › This is likely due to the Portsmouth being predominantly restricted to 30MPH in most areas.
  - › Between 65%-70% of casualties occur at roads with 30MPH speed limit.
  - › There is a significant drop in the number of casualties in 2020 when compared to 2019.
- › There is fluctuation in the number of casualties on roads with different speed limits between 2019 and 2020, however the counts are relatively low.

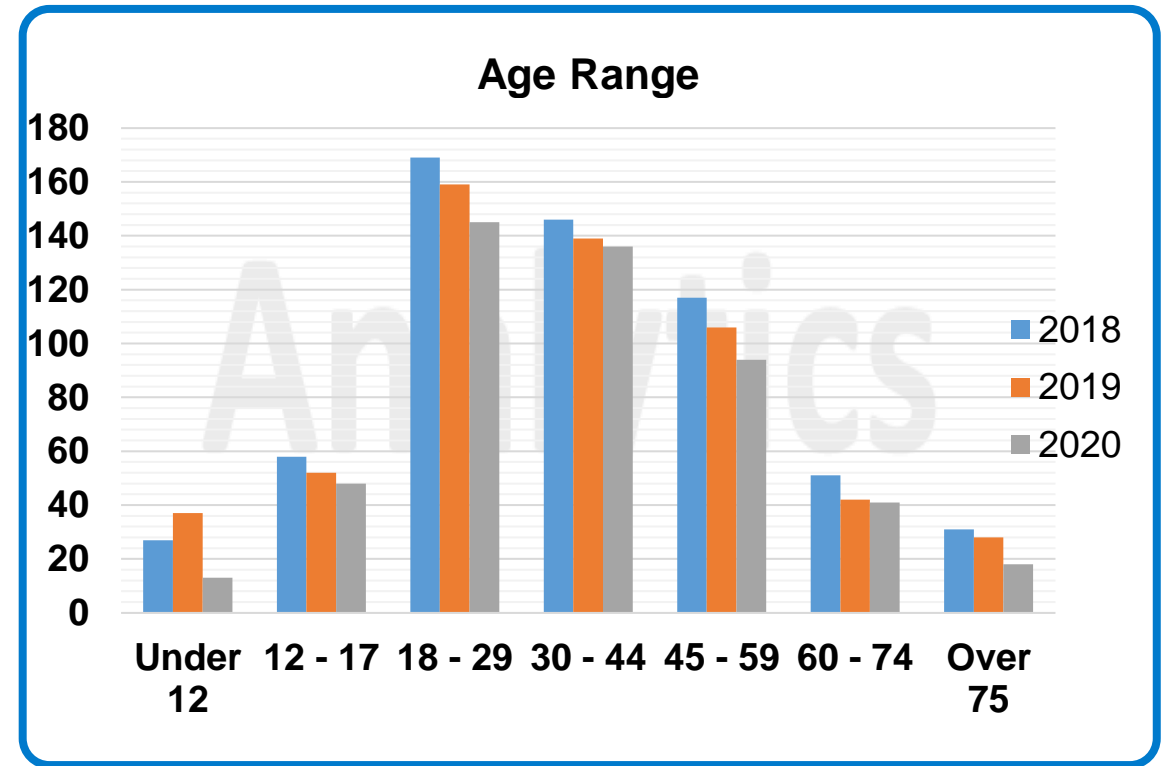
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	20	30	40	50	60	70
Change (2019-2020)	25%	-19%	+10%	-56%	+30%	-18%

- › The chart shows the counts of the age of the casualty.
- › All age groups saw a decrease in the number of casualties in 2019 to 2020.
  - › The decrease was not as significant for the 30-44 and 60-74 age groups.
  - › Under 12's saw the biggest decrease likely due to fewer days at school.
- › Age groups between 18-29 were previously much more likely to be a casualty than other age groups. However, in 2020 the 30-44 age group is now almost equally as frequent.

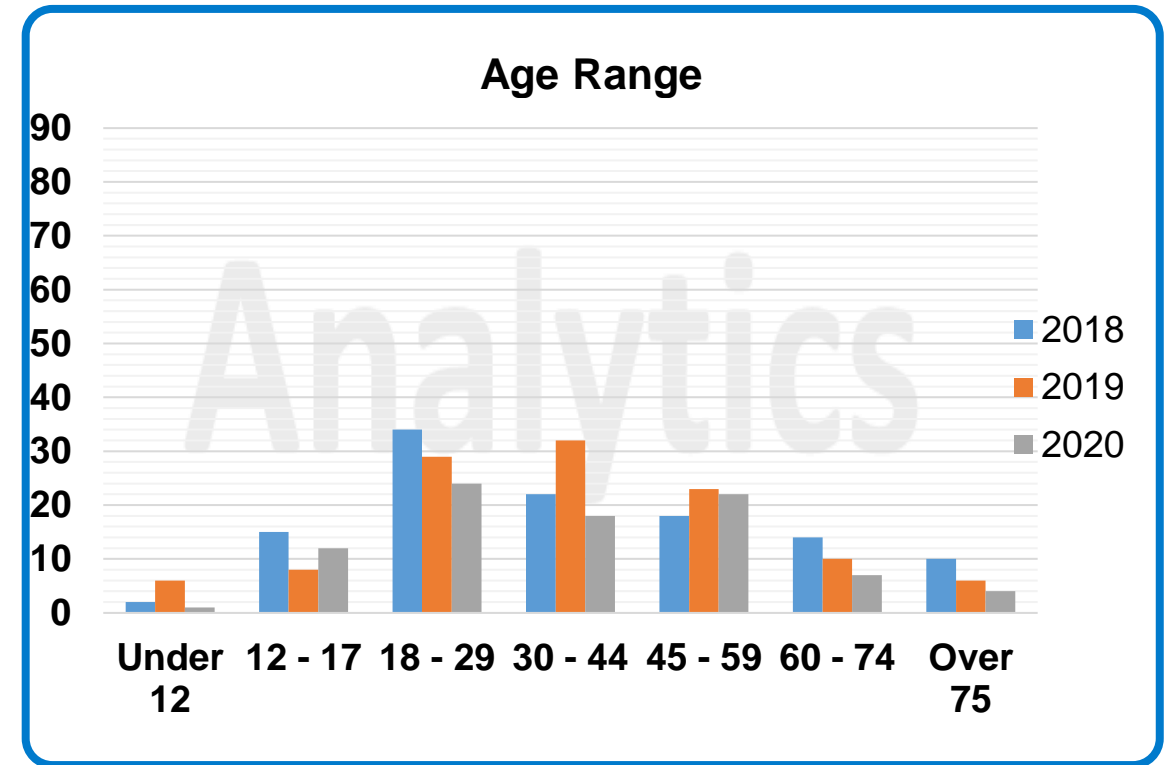
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	U12	12 - 17	18 - 29	30 - 44	45 - 59	60 - 74	75+
<b>Change (2019-2020)</b>	-65%	-8%	-9%	-2%	-11%	-2%	-36%

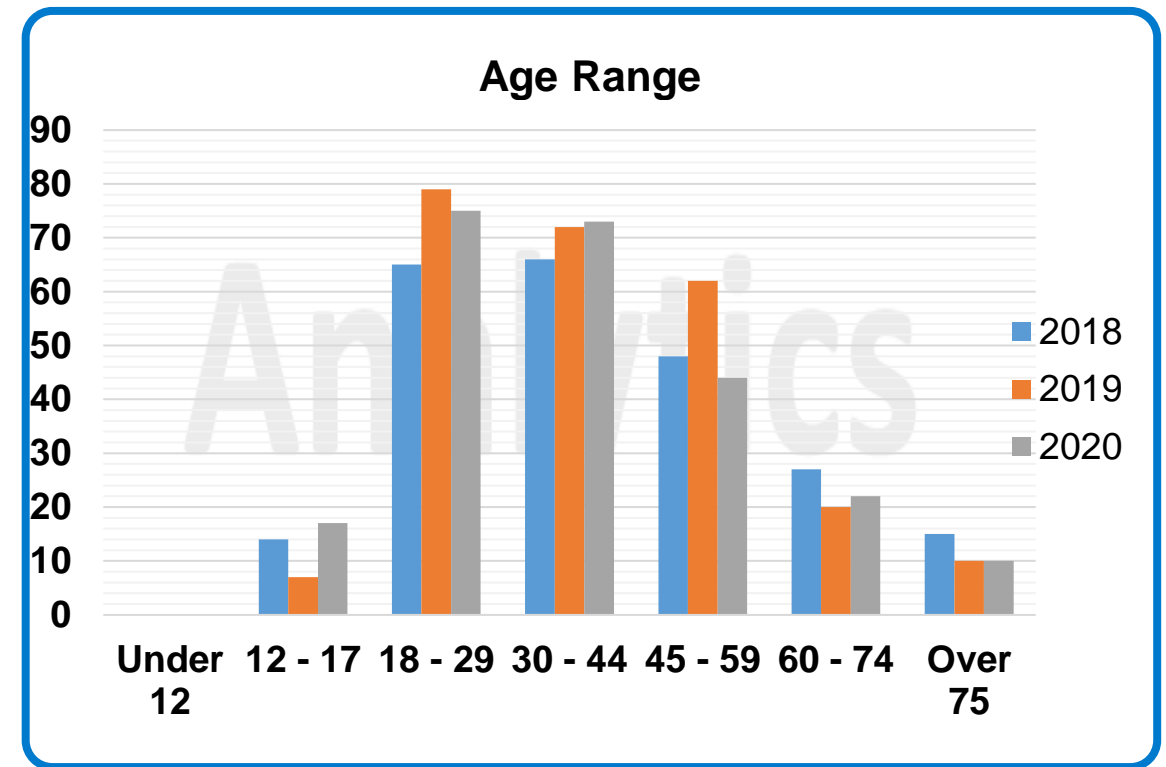
- › The chart shows the counts of the age of the casualty if they were injured seriously or fatally .
- › Despite the number of casualties decreased for all age groups, this didn't necessarily result in a proportional drop in fatal or serious casualties.
- › People in the 12-17 age group saw a 50% increase in the number of fatal/severe casualties despite an 8% drop in all casualties.
- › Those in the 30-44 age group only saw a 3% drop in all casualty types, but saw a significantly larger drop in fatal/serious accidents.
  - › People aged 18-29 also saw a larger decrease in fatal/serious accidents.
- › People over 60 saw a significant decrease in fatal and serious accidents.

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	U12	12 - 17	18 - 29	30 - 44	45 - 59	60 - 74	75+
<b>Change [All] (2019-2020)</b>	-65%	-8%	-9%	-2%	-11%	-2%	-36%
<b>Change [Fatal/Serious] (2019-2020)</b>	-83%	+50%	-17%	-44%	-4%	-30%	-33%

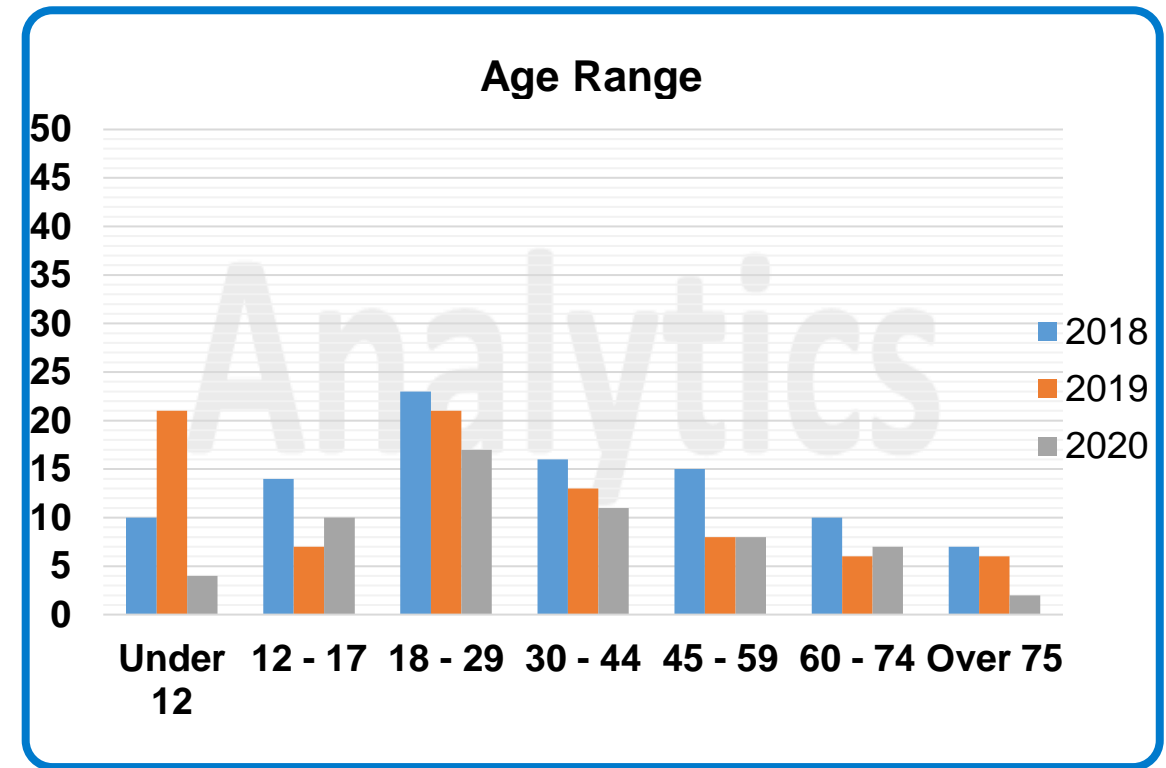
- › The chart shows the counts of the age of the casualties where they were the operator of a vehicle during the accident. They may or may not be at fault. Cyclists have been removed from the totals (only shows drivers of a motor vehicle).
- › Accidents involving 12-17 year old as the operator of a motor vehicle have more than doubled (from 7 to 17). Although remain relatively low.
- › Ages 18-29 remain the age group with most drivers involved in accidents although is closely followed by the age groups 30-44.
- › There was a significant drop in the number of accidents involving 45-59 age group drivers, and an increase in those aged 60-74.



	U12	12 - 17	18 - 29	30 - 44	45 - 59	60 - 74	75+
Change (2019-2020)	N/A	+143%	-5%	1%	-29%	+10%	0%

- › The chart shows the counts of the age of the casualties if they were a pedestrian.
- › Under 12's were the joint highest pedestrian casualties in 2019. This dropped dramatically in 2020 to become the 2<sup>nd</sup> lowest casualty group.
- › Ages 12-17 were the only age group to see an increase in 2020 compared to 2019, however the counts remain relatively low.
- › Ages 18-29 saw the highest number of pedestrian casualties in 2020.
- › Over 75's saw the biggest decrease, possibly due to the age group being more likely to shield.

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	U12	12 - 17	18 - 29	30 - 44	45 - 59	60 - 74	75+
<b>Change (2019-2020)</b>	-81%	43%	-19%	-15%	0%	17%	-67%



# PCC Vs. Other Districts/Authorities

- › This next section will look at comparing the number of casualties against other districts and local authorities.
- › Two different metrics will be looked at:
  - › Number of reported casualties per million population
  - › Number of fatal and serious accidents per billion miles driven

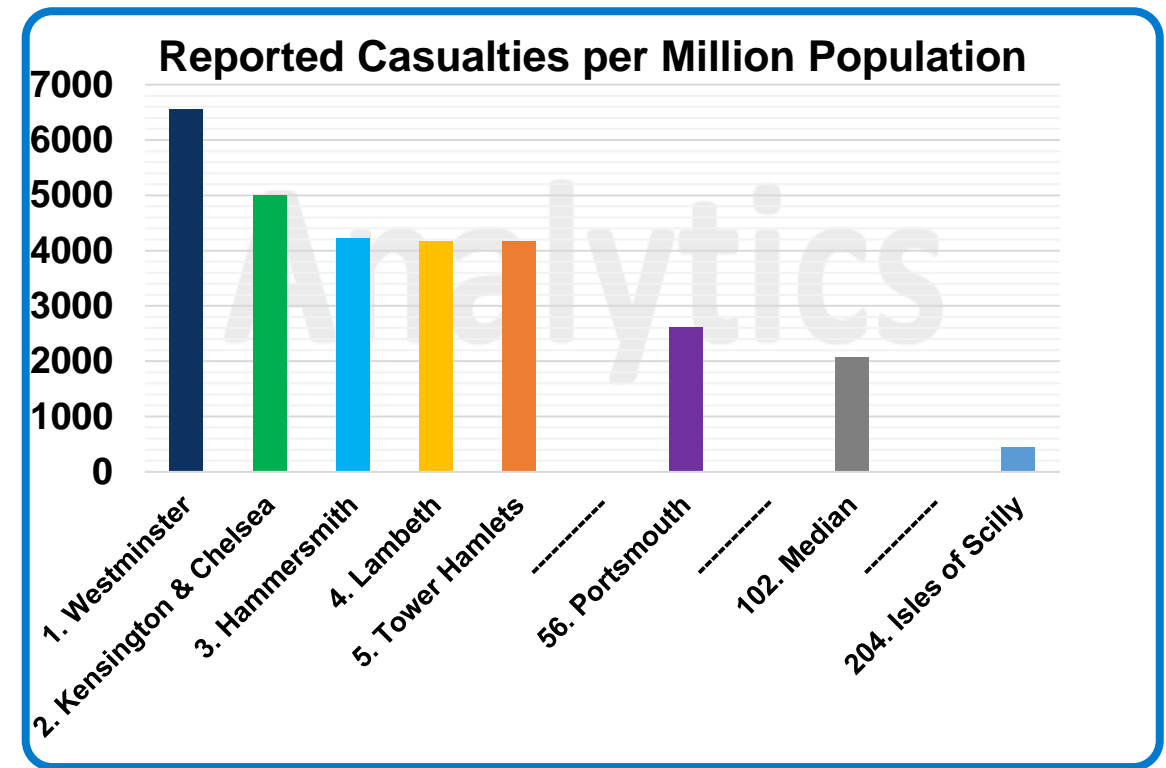
Page 218  
› Included is the data from all districts and local authorities in Great Britain for the year of 2019. The 2020 data will be released in September 2021.

› Important caveats for this section:

- › This section is to compare Portsmouth against other areas in the country. The report is not looking to judge other local authorities. Factors such as the geography and climate play a huge factor in casualties, hence this is not a reflection of the local government.
- › Estimates for the number of miles driven are estimates, based on models from the Department for Transport (DfT)
- › Not all casualties are reported, some further estimations around scaling this number have been made.

- › The chart shows the number of reported casualties per million population split by districts/local authorities. Included are the following districts:
  - › Top 5 highest
  - › Portsmouth
  - › Median
  - › Lowest
  - › Numbers next to the authority represent the placing out of all authorities (out of 204).
- › The top 5 highest are all London boroughs. Portsmouth is significantly below these number of casualties.
- › However Portsmouth is above the national average and well above the lowest (Isle of Scilly).

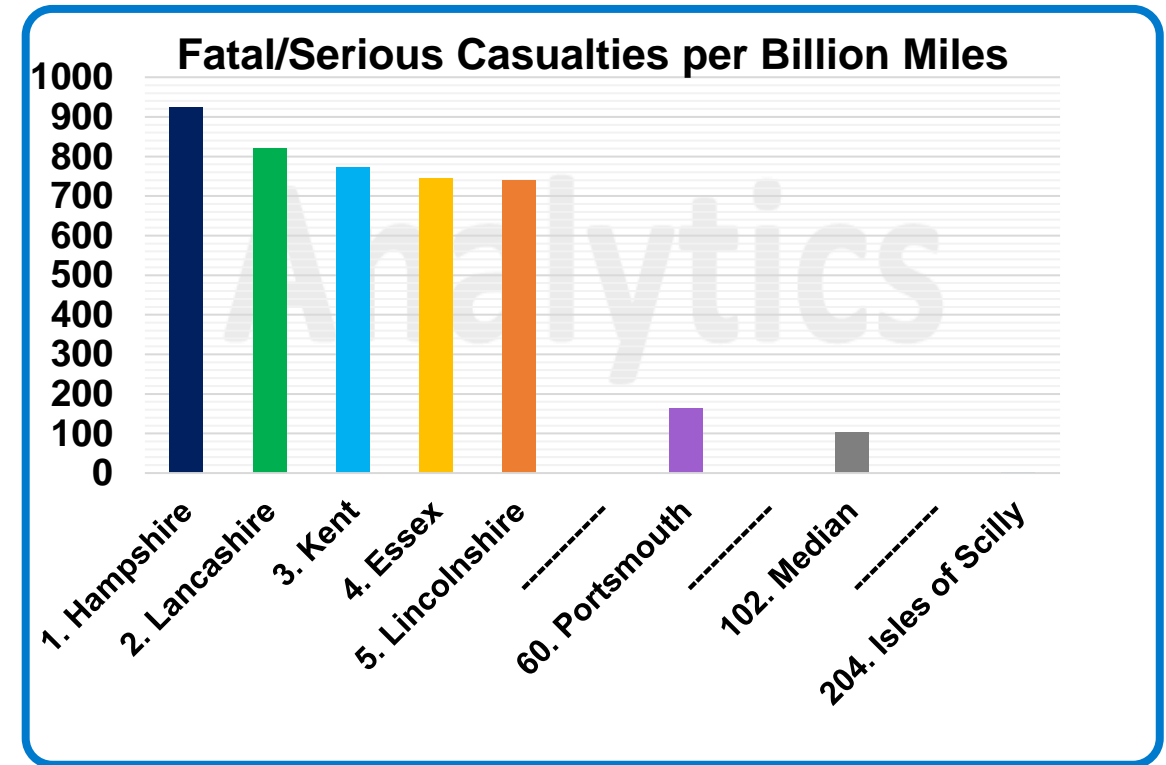
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	Highest	Median	Lowest	PCC
Reported Casualties Per Million Population	6,563	2,149	449	2,619

- › The chart shows the number of fatal/serious casualties per billion miles driven split by districts/local authorities. Included are the following districts:
  - › Top 5 highest
  - › Portsmouth
  - › Median
  - › Lowest
  - › Numbers next to the authority represent the placing out of all authorities (out of 204).
- › The top 5 highest are districts made up of multiple towns/cities. Portsmouth is significantly below these number of casualties.
- › However, Portsmouth is above the national average and well above the lowest (Isle of Scilly).

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	Highest	Median	Lowest	PCC
Fatal/Serious Casualties per Billion Miles Driven	925	102	1	164

# Conclusions

- › The levels of traffic within the city is strongly linked to the number of accidents. This is particularly true for the commuter periods.
  - › To reduce the number of accidents and therefore casualties it is vital to minimise the levels of traffic by:
    - › Using public transport for journeys.
    - › Using other modes of transport such as cycling or walking.
    - › Encouraging flexible working wherever possible to smooth the traffic demand away from peak periods.
- › Covid-19 has had a clear impact on peoples travel patterns, resulting in a reduction in accidents for the year of 2020.
- › Portsmouth City Council will continue to monitor peoples travel behaviours post lockdown to minimise accidents where possible.
  - › Data will be used to evaluate where road safety projects are required.

# Appendix

- › 16<sup>th</sup> March 2019 - PM says “now is the time for everyone to stop non-essential contact and travel”
- › 26<sup>th</sup> March 2019 - Lockdown measures legally come into force
- › 01<sup>st</sup> June 2019 - Phased re-opening of schools in England
- › 15<sup>th</sup> June 2019 - Non-essential shops reopen in England
- › 23<sup>rd</sup> June 2019 - PM says UK’s “national hibernation” coming to an end – announces relaxing of restrictions and 2m social distancing rule
- › 14<sup>th</sup> August 2019 - Lockdown restrictions eased further, including reopening indoor theatres, bowling alleys and soft play
- › 22<sup>nd</sup> September 2019 - PM announces new restrictions in England, including a return to working from home and 10pm curfew for hospitality sector
- › 14<sup>th</sup> October 2019 - A new three-tier system of Covid-19 restrictions starts in England
- › 31<sup>st</sup> October 2019 - Second national lockdown comes into force in England
- › 2<sup>nd</sup> December 2019 - Second lockdown ends after four weeks and England returns to a stricter three-tier system of restriction

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- › This report references traffic counts either in the text or within the charts.
- › Portsmouth City Council have 2 different traffic counters on the network:
  - › Loops – These are placed along roads or cycle paths. When a vehicle drives/rides over it, then a count is recorded if the distance between the front and back wheels are within a certain criteria.
  - › Bluetooth – Pick up a Bluetooth signal from a mobile device and encrypts it. If the same device is picked up at multiple locations, assumptions about the journey time and counts can be made.

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- As loop counters give an exact count number, these would have been a preferred data source, however has not been used in this report due to:
- › Only 2 traffic counters have historical data. The low sample size mean they may not be representative traffic around the city as a whole.
  - › Currently, data at an hourly level has not been made available.
- › As a result of the above, the Bluetooth data has been used as a comparison. Important to note that not all vehicles will have a Bluetooth device, or multiple vehicles be detected at multiple detectors, the exact counts are unknown. Therefore the numbers are not included within this report.
  - › The relative volumes should still give a good indication of traffic within each hour. As the proportion of traffic being detected each hour should remain relatively consistent.

**Table 1: Accident Counts by month**

	2018	2019	2020
Jan	41	33	50
Feb	32	38	35
Mar	38	38	26
Apr	42	42	16
May	39	35	30
Jun	42	44	36
Jul	49	49	27
Aug	45	35	39
Sep	42	42	42
Oct	51	40	48
Nov	54	54	33
Dec	43	34	45

**Table 2: Accident Counts by day of the week**

	2018	2019	2020
Mon	89	77	61
Tue	85	78	71
Wed	71	75	61
Thu	78	70	62
Fri	88	83	64
Sat	66	47	66
Sun	41	54	42

**Table 3: Accident vs. Traffic Counts by day of the week (2019) %**

	Accidents	Traffic Counts
Mon	15%	15%
Tue	16%	15%
Wed	16%	16%
Thu	16%	16%
Fri	17%	16%
Sat	10%	13%
Sun	11%	10%

**Table 4: Accident Counts by hour**

	2018	2019	2020
00:00	5	7	0
01:00	6	4	0
02:00	2	1	2
03:00	3	0	0
04:00	4	3	2
05:00	7	3	2
06:00	13	5	9
07:00	16	28	19
08:00	45	30	26
09:00	22	27	21
10:00	19	26	19
11:00	26	26	23
12:00	36	22	19
13:00	23	27	31
14:00	49	19	39
15:00	38	31	32
16:00	48	49	46
17:00	42	47	37
18:00	33	40	24
19:00	25	29	14
20:00	12	22	22
21:00	16	18	16
22:00	14	11	16
23:00	14	9	8

**Table 5: Accident Counts by hour (Working Day)\***

	2019 - Accidents	2020 - Accidents
00:00	2	0
01:00	1	0
02:00	0	0
03:00	0	0
04:00	1	2
05:00	3	2
06:00	4	7
07:00	25	19
08:00	27	21
09:00	25	14
10:00	20	14
11:00	18	13
12:00	13	11
13:00	19	22
14:00	14	29
15:00	28	23
16:00	43	41
17:00	38	29
18:00	32	16
19:00	23	10
20:00	19	15
21:00	10	8
22:00	8	12
23:00	7	6

**Table 6: Accident Counts by hour (Non-working Day)\***

	2019 - Accidents	2020 - Accidents
00:00	5	0
01:00	3	0
02:00	1	2
03:00	0	0
04:00	2	0
05:00	0	0
06:00	1	2
07:00	3	0
08:00	3	5
09:00	2	7
10:00	6	5
11:00	8	10
12:00	9	8
13:00	8	9
14:00	5	10
15:00	3	9
16:00	6	5
17:00	9	8
18:00	8	8
19:00	6	4
20:00	3	7
21:00	8	8
22:00	3	4
23:00	2	2

**Table 7: Accident Causal Factor**

	2018	2019	2020
Failed to look properly	42%	37%	36%
Failed to judge other persons path or speed	7%	6%	12%
Poor turn or manoeuvre	6%	5%	7%
Careless/Reckless/In a hurry	5%	4%	4%
Impaired by alcohol	3%	7%	4%
Disobeyed Give Way or Stop sign or markings	3%	4%	5%
Loss of control	2%	2%	4%
Following too close	3%	2%	3%
Slippery road (due to weather)	3%	2%	1%
Too close to cyclist, horse or pedestrian	3%	1%	0%
Other	24%	29%	25%

\*Data for traffic counts is not available (see page 50)

**Table 8: Accident Journey Type**

	2018	2019	2020
Taking pupil to/from school	1%	2%	0%
Pupil riding to/from school	1%	1%	0%
Commuting to/from work	7%	13%	12%
Journey as part of work	10%	12%	12%
Other	18%	34%	41%
Unknown	64%	39%	34%

**Table 9: Casualty Counts by month**

	2018	2019	2020
Jan	50	38	62
Feb	39	41	42
Mar	43	40	29
Apr	48	48	16
May	48	46	35
Jun	47	47	42
Jul	53	55	29
Aug	57	42	41
Sep	46	45	48
Oct	57	53	55
Nov	62	65	40
Dec	49	43	56

**Table 10: Casualty Counts by day of the week**

	2018	2019	2020
Mon	104	83	68
Tue	99	89	89
Wed	80	88	67
Thu	87	88	69
Fri	103	94	74
Sat	74	58	82
Sun	52	63	46

**Table 11: Casualties vs. Traffic Counts by day of the week (2019) %**

	Casualties	Traffic Counts
Mon	15%	15%
Tue	16%	15%
Wed	16%	16%
Thu	16%	16%
Fri	17%	16%
Sat	10%	13%
Sun	11%	10%

**Table 12: Casualty Counts by hour**

	2018	2019	2020
00:00	9	8	0
01:00	7	8	0
02:00	3	3	2
03:00	5	0	-
04:00	4	4	2
05:00	8	3	2
06:00	13	5	10
07:00	17	32	22
08:00	52	32	29
09:00	24	29	25
10:00	19	28	27
11:00	30	31	23
12:00	45	25	20
13:00	32	29	38
14:00	57	27	48
15:00	43	32	35
16:00	55	57	53
17:00	43	52	45
18:00	39	48	27
19:00	27	37	18
20:00	12	29	25
21:00	22	21	16
22:00	18	12	18
23:00	15	11	10

**Table 13: Casualty Counts by Vehicle Type**

	2018	2019	2020
Car	302	279	247
Pedal Cycle	182	165	133
Motorcycle	64	67	77
Taxi/Private hire	24	18	8
Goods Vehicle	13	18	13
Other Vehicle	7	2	13
Bus or MPV	7	14	4

**Table 14: Casualty Counts by Vehicle Type (Fatal and Serious)**

	2018	2019	2020
Car	38	34	23
Pedal Cycle	45	48	32
Motorcycle	21	24	26
Taxi/Private hire	3	1	1
Goods Vehicle	3	5	1
Other Vehicle	4	1	3
Bus or MPV	1	1	2

**Table 15: Casualty Counts by Vehicle Type (Pedestrian)**

	2018	2019	2020
Car	77	58	47
Pedal Cycle	2	5	2
Motorcycle	2	2	1
Taxi/Private hire	7	8	3
Goods Vehicle	5	8	2
Other Vehicle	1	0	3
Bus or MPV	1	1	1

Table 16: Casualty Counts by Road Speed Limit

	2018	2019	2020
20	69	59	74
30	424	393	320
40	41	41	45
50	22	16	7
60	13	10	13
70	30	44	36

Table 18: Casualty Counts by Age of Casualty (Fatal/Serious)

	2018	2019	2020
Under 12	2	6	1
12 - 17	15	8	12
18 - 29	34	29	24
30 - 44	22	32	18
45 - 59	18	23	22
60 - 74	14	10	7
Over 75	10	6	4

Table 20: Casualty Counts by Age of Casualty (Pedestrian)

	2018	2019	2020
Under 12	10	21	4
12 - 17	14	7	10
18 - 29	23	21	17
30 - 44	16	13	11
45 - 59	15	8	8
60 - 74	10	6	7
Over 75	7	6	2

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Table 17: Casualty Counts by Age of Casualty

	2018	2019	2020
Under 12	27	37	13
12 - 17	58	52	48
18 - 29	169	159	145
30 - 44	146	139	136
45 - 59	117	106	94
60 - 74	51	42	41
Over 75	31	28	18

Table 19: Casualty Counts by Age of Casualty (Rider/Driver)

	2018	2019	2020
Under 12	-	-	-
12 - 17	14	7	17
18 - 29	65	79	75
30 - 44	66	72	73
45 - 59	48	62	44
60 - 74	27	20	22
Over 75	15	10	10

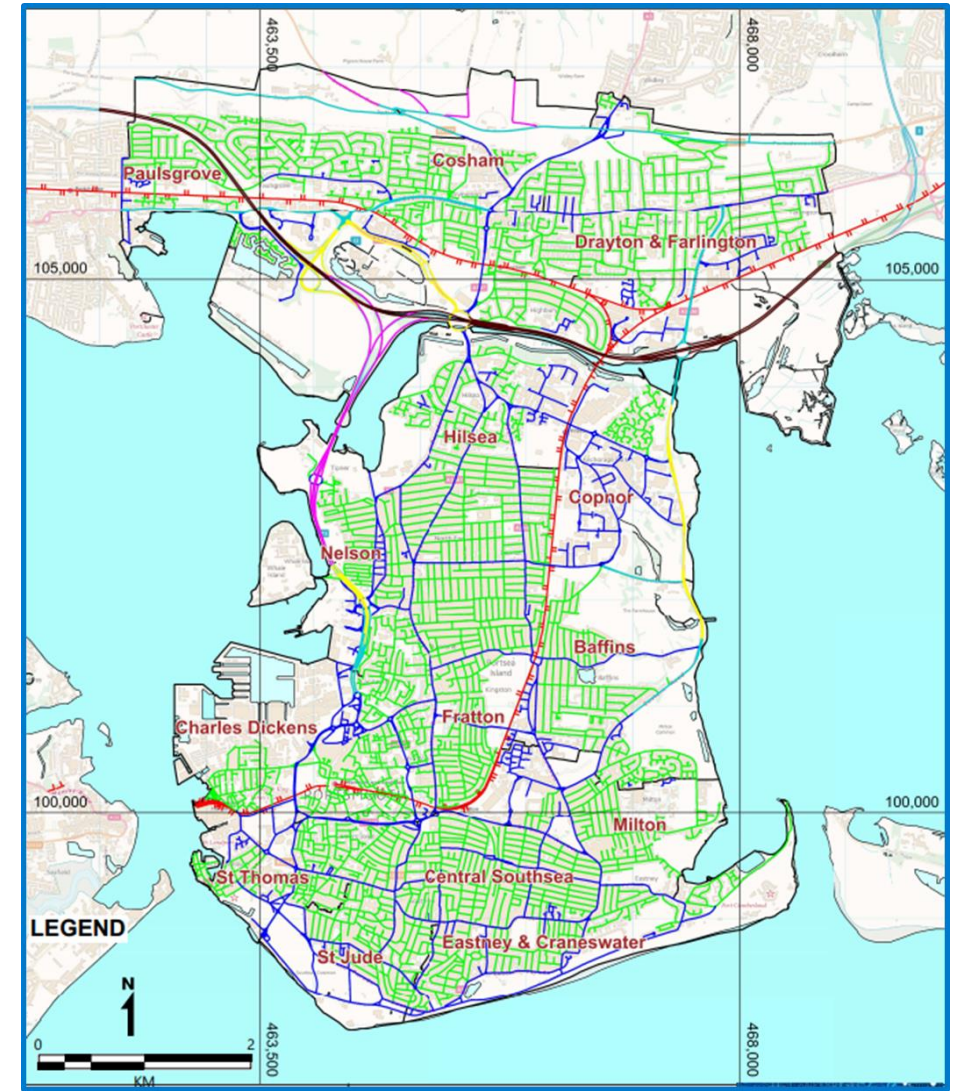
**Table 21: Number of reported casualties per million population split by districts/local authorities**

	Reported Casualties Per Million Population
1. Westminster	6,563
2. Kensington & Chelsea	5,002
3. Hammersmith	4,229
4. Lambeth	4,162
5. Tower Hamlets	4,157
56. Portsmouth	2,620
102. Median	2,069
204. Isles of Scilly	450

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**Table 22: Number of fatal/serious casualties per billion miles driven split by districts/local authorities.**

	Fatal/Serious Casualties per Billion Miles Driven
1. Hampshire	925
2. Lancashire	821
3. Kent	773
4. Essex	745
5. Lincolnshire	741
60. Portsmouth	164
102. Median	102
204. Isles of Scilly	1





# Description of Deprivation and Hotspots Analysis (pg26) – 2020 map [1]

On page 26 there is a map of Portsmouth showing deprivation and accident hotspots in 2020. The map shows the ward areas in Portsea Island and the areas of Paulsgrove, Cosham and Drayton and Farlington, areas in the north of the city. The legend ranks the areas on a scale of one to ten from the 10 per cent most deprived to the 10 per cent least deprived nationally.

The map indicates Charles Dickens, Paulgrove, Nelson and Fratton are the most deprived wards and Drayton and Farlington are the least deprived. Copnor has low deprivation levels. Baffins, St Jude, St Thomas, Eastney and Craneswater and Central Southsea have levels of deprivation but wouldn't be deemed as being considerably deprived areas.

The 7 accident hotspots in 2020 were found in 5 of the 13 wards in Portsmouth. These wards were Fratton, Charles Dickens, Cosham, Nelson and Milton.

- Fratton had the highest number of accident hotspots (3) with 29 accidents and 29 casualties. These hotspots were on A2047 Kingston road at junction with Washington: Penhale road at junction with A2047 Fratton road and on St Mary's road at junction with A2047 Fratton road.
- Charles Dickens had 1 hotspot with 13 accidents and 14 casualties on A2030 Victoria road North at the junction with Northumberland road.
- Cosham had 1 hotspot with 11 accidents and 13 casualties on M27 Eastbound at Markerpost 46.2 road.

# Description of Deprivation and Hotspots Analysis (pg26) – 2020 map [2]

- Nelson ward had 1 hotspot with 10 accidents and 11 casualties on Cardiff road at the crossroads junction with Angerstein road.
- Milton ward had 1 hotspot with 9 accidents and 9 casualties on Ruskin road at junction with A2030 Goldsmith Ave.

To further assess deprivation levels in the city, the wards were classified into three groups, high (1-3), medium (4-7) and low (8-10) based on their IMD Decile Index. The map shows that:

- Charles Dickens, Nelson and Paulsgrove respectively were the Top 3 wards with the highest level of deprivation in Portsmouth. Most Lower Super Output Areas (LSOAs) here had an IMD Decile Index between 1 and 3. Further analysis shows that 8 of the 9 LSOAs in Charles Dickens had an IMD decile index of 1 which is the highest.
- Central Southsea, Baffins, Copnor and Hilsea wards had medium deprivation levels. Most of the LSOAs in these wards had an IMD Decile Index between 4 and 7.
- Drayton & Farlington, St Thomas and Cosham respectively were the least deprived wards as most LSOAs had an IMD Decile Index between 8 and 10. While Charles Dickens was the most deprived, Drayton & Farlington was the least deprived ward with 7 out of 8 LSOAs being between 8 and 10 on the IMD Decile Index.

- › [\[1\] Source: Casualties involved in reported road accidents \(RAS30\) - GOV.UK \(www.gov.uk\)](#)
- › [\[2\] Reported Road Casualties Great Britain: Notes and Definitions - September 2017 \(publishing.service.gov.uk\)](#)
- › [\[3\] timeline-lockdown-social \(instituteforgovernment.org.uk\)](#)
- › [\[4\] The English Indices of Deprivation 2019 \(publishing.service.gov.uk\)](#)
- › [\[5\] 2001-Census\\_geography.pdf \(publishing.service.gov.uk\)](#)

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