



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 28 JULY 2022 AT 4.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Allison Harper 023 9268 8014

Email: allison.harper@portsmouthcc.gov.uk

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

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Graham Heaney, Labour

Councillor Scott Payter-Harris, Conservative

Information with regard to public access due to Covid precautions

- Following the government announcement 'Living with COVID-19' made on 21 February and the end of universal free testing from 1st April, attendees are no longer required to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting however we still encourage attendees to follow the PH precautions we have followed over the last two years to protect themselves and others including vaccination and taking a lateral flow test should they wish.
- 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. Updated government guidance from 1 April advises people with a respiratory infection, a high temperature and who feel unwell, to stay at home and avoid contact with other people, until they feel well enough to resume normal activities and they no longer have a high temperature. From 1 April, anyone with a positive COVID-19 test result is being advised to follow this guidance for five days, which is the period when you are most infectious.
- 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.

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

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

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

A G E N D A

Risk Assessment for Council Chamber

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Portsmouth Rental E-Scooter Trial Traffic Regulation Order (Pages 7 - 44)**

Purpose of report

This report considers responses to the Experimental Traffic Regulation Order (ETRO) in operation since 16 March 2021 for Portsmouth's rental e-scooter trial, and the next steps after the ETRO expiry on 15 September 2022.

Recommendations

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

Notes that in accordance with Department for Transport's guidance, Portsmouth implemented an ETRO ("ETRO 25 2021") when it launched its rental e-scooter trial in March 2021 to allow rental e-scooters in cycle tracks, cycle lanes and bus lanes;

Notes the decision on 18 March 2022, at a meeting of the Cabinet Member for Traffic & Transportation, that the trial should continue until 30 November 2022;

Notes that ETROs can only remain in place for up to 18 months, and that Portsmouth's ETRO is therefore scheduled to expire on 15 September 2022;

Notes the responses received to the ETRO during the six-month consultation period from March to September 2021;

Approves converting the ETRO to a permanent TRO from 15 September 2022;

Notes that a decision to make the ETRO permanent would in no way constitute a decision to permit an e-scooter operation in any form after November 2022, and that a further Cabinet Member decision would be required to enable this and to extend the enabling Vehicle Special Order (VSO) beyond 30 November 2022.

4 Proposed 'Active Pompey Neighbourhoods' Consultation (Pages 45 - 60)

Purpose of report

This report is seeking approval from the Cabinet Member to engage residents and businesses within the Central Southsea ward via consultation to help develop proposals for the first 'Active Pompey Neighbourhoods'.

Recommendations

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

Notes the requirements for consultation to inform the future direction of 'Active Pompey Neighbourhoods'.

Approves both the initial informal consultation and further formal consultation, drawing on feedback received, following this.

5 Review of Stubbington Avenue Rapid Electric Vehicle (EV) Chargepoint for taxi and private hire vehicles (Pages 61 - 76)

Purpose of report

To review the usage of the rapid Electric Vehicle (EV) charger in Stubbington Avenue car park since installation and consider opening it for usage by the general public.

Recommendations

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

Notes the usage of the rapid EV charger in Stubbington Avenue car park;

Approves the opening of the charger for public usage;

Approves delegated authority to the Director of Regeneration to review the usage of each of the taxi and private hire vehicles (PHV) restricted rapid chargers after a period of at least 16 weeks from installation and

open usage to the general public if there is not proven demand from the taxi and private hire trade.

6 District & Town Centres - Guildhall Walk (Pages 77 - 78)

Purpose

For information only. To provide an update on work to make permanent changes to Guildhall Walk.

7 Portsmouth Supported Bus Services (To Follow)

Purpose of Report

The purpose of this paper is to outline Portsmouth City Council's current position on supported bus services and to seek agreement to extend the 5 existing contracts to 31 July 2023 and fund those services subject to urgent arrangements from October 2022 following a network review.

Report to follow

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: 1 April 2022 (based on Living safely with respiratory infections, including COVID-19, 1 April 2022)

Review date: Ongoing

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

Coronavirus Risk Assessment for the Council Chamber, Guildhall

Manager's Name and Job Title completing Risk Assessment:	Lynda Martin Corporate Health and Safety Manager	Risk Assessment Dept:	Corporate Services	Date:	1 April 2022	Signature:	
		Location:	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"> There are no longer capacity limits for the Guildhall Chamber. We encourage all attendees to wear a face covering when moving around crowded areas of the Guildhall and the council chamber. 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. Pedestal fans - positioned in each of the wing areas and along the back wall behind the pillars, maximum speed and modulation setting. 	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"> Face Coverings – as per government guidance, we encourage you to continue to wear a face covering whilst in the venue & crowded places especially when walking around the building. Enhanced Sanitisation & Cleaning – we will carry out enhanced cleaning procedures between meetings and we encourage you to sanitise your hands on entry and regularly throughout your visit at the sanitisation points provided. 	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"> Updated government guidance from 1 April advises people with a respiratory infection, a high temperature and who feel unwell, to stay at home and avoid contact with other people, until they feel well enough to resume normal activities and they no longer have a high temperature. From 1 April, anyone with a positive COVID-19 test result is being advised to follow this guidance for five days, which is the period when you are most infectious. 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. Wash hands for 20 seconds using soap and water or hand sanitiser. Maintain good hygiene particularly when entering or leaving. Hand sanitiser and wipes will be located in the meeting room. No refreshments will be provided. Attendees should bring their own water bottles/drinks. All attendees should bring and use their own pens/stationery. Attendees are no longer required to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting however we still encourage attendees to follow the Public Health precautions we have followed over the last two years to protect themselves and others including vaccination and taking a lateral flow test should they wish. It is strongly recommended that attendees should be double vaccinated and have received a booster. 	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"> 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. Technology in place to move to virtual council meeting if required and permitted by legislation. 	Financial commitments minimised wherever possible.	In place

Agenda Item 3



Title of meeting: Traffic and Transportation Decision meeting

Date of meeting: 28 July 2022

Subject: Portsmouth Rental E-Scooter Trial Traffic Regulation Order

Report by: Tristan Samuels - Director of Regeneration

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

This report considers responses to the Experimental Traffic Regulation Order (ETRO) in operation since 16 March 2021 for Portsmouth's rental e-scooter trial, and the next steps after the ETRO expiry on 15 September 2022.

2. Recommendations

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

- 2.1 **Notes that in accordance with Department for Transport's guidance, Portsmouth implemented an ETRO ("ETRO 25 2021") when it launched its rental e-scooter trial in March 2021 to allow rental e-scooters in cycle tracks, cycle lanes and bus lanes;**
- 2.2 **Notes the decision on 18 March 2022, at a meeting of the Cabinet Member for Traffic & Transportation, that the trial should continue until 30 November 2022;**
- 2.3 **Notes that ETROs can only remain in place for up to 18 months, and that Portsmouth's ETRO is therefore scheduled to expire on 15 September 2022;**
- 2.4 **Notes the responses received to the ETRO during the six-month consultation period from March to September 2021;**

2.5 Approves converting the ETRO to a permanent TRO from 15 September 2022;

2.6 Notes that a decision to make the ETRO permanent would in no way constitute a decision to permit an e-scooter operation in any form after November 2022, and that a further Cabinet Member decision would be required to enable this and to extend the enabling Vehicle Special Order (VSO) beyond 30 November 2022.

3. Background

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 was anticipated that the DfT would 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 The DfT is only permitting the trialling of rental e-scooters. The use of privately owned e-scooters on the public highway remains illegal during the trial period.

3.5 The DfT had originally planned that all trial schemes would end by 31 March 2022, but subsequently invited trial areas to extend them to November 2022.

3.6 On 12 May 2022, the DfT sent an email to all authorities and operators running e-scooter trials, outlining its plans beyond November 2022. The email is included with this report as Appendix A, but an abridged version is as follows:

"The Queen's Speech on Tuesday 10 May 2022 announced the Government's intention to introduce legislation on the future of transport in the parliamentary session as part of a Transport Bill.

In brief, we are now able to confirm that the Government intends to create a new, low-speed, zero-emission vehicle (LZEV) category which is independent from the cycle and motor vehicle categories, covering both new vehicles that are

familiar to us today, such as e-scooters, and vehicles that have yet to be invented.

New powers, to be set out in the Transport Bill, would allow the Government to decide which vehicles fall into this category in future and establish how they should be regulated to make sure that they are safe for users, pedestrians, and other road users, while still facilitating growth and innovation.

We anticipate using the powers within the Bill to subsequently create regulations that will legalise e-scooters, but under new rules. These rules would include robust technical requirements and, most likely, a set of requirements for users.

The Bill will also propose new powers for local transport authorities to shape and manage rental operations, for pedal cycles, e-cycles, and e-scooters. The details of this scheme would again be set out in subsequent regulations.

We will consult publicly before any secondary regulations for e-scooters and the rental schemes are made. In the meantime, the current regulations for e-scooters still apply, and importantly private e-scooters remain illegal to use on public roads. This week's announcement does not mean a change to our rental trials. The trials will continue to run until 30 November 2022. No decision has been made about what will happen to trials after that date."

- 3.7 On 28 June 2022, the DfT sent a further email to all authorities and operators running e-scooter trials, indicating that Ministers had approved an 18-month extension of the current e-scooter trials to 31 May 2024 for existing trial areas that wished to continue. The email is included with this report as Appendix B, but an abridged version is as follows:

"Ministers have approved an 18-month extension of the current e-scooter trials to 31 May 2024. The extension will be restricted to existing trial areas only and will allow us to gather further evidence where gaps are identified, building on the findings of the current evaluation.

The Queen's Speech in May this year announced the Government's intention to introduce legislation on the future of transport in the new parliamentary session as part of a Transport Bill. We anticipate using powers to create a new independent low-speed, zero emission vehicle (LZEV) category, and to subsequently create regulations that will legalise e-scooters under new rules, as well as proposing new powers for local transport authorities to manage rental operations for pedal cycles, e-cycles and e-scooters through a rental permit scheme. We will continue to engage with you while legislation is being developed and will also consult publicly before any secondary regulations for e-scooters and the rental schemes are made.

The move towards a new regime means that the trials continue to have significant value, as well as providing a practical example of how better regulation can encourage responsible use. We continue to gather trip data and monthly incident reports to inform policy development. We are also keen to use the extension to allow local authorities to share lessons learned, amongst themselves and with non-trial areas, in preparation for the introduction of rental permit schemes under the new legal framework. This will be facilitated by the Department and we will be in touch shortly with further details.

Existing VSOs will continue to run until 30 November 2022. Local authorities can choose to withdraw from the trials or continue with an extension to 31 May 2024. As with previous extensions, we hope that all areas will want to continue, but there is no compulsion. The deadline for local authorities to let us know their decisions will be 31 October 2022."

4. ETRO consultation responses

- 4.1 One objection was received to the ETRO during the six-month consultation period. This was made at the outset of the trial, on 29 March 2021, by the Road Traffic Enforcement Advisor/Traffic Management Officer for Hampshire and Isle of Wight Constabulary & Thames Valley Police Joint Operations Unit. An initial question was raised as to whether Hampshire Constabulary had been properly notified, but it was confirmed the ETRO was emailed to traffic.management@hampshire.pnn.police.uk, which is the council's standard police contact email address for statutory traffic consultations. The substantive reasons stated for the objection were as follows:

"The ETRO accepts the definition of a 'Cycle Track' in the Highways Act 1980... [Hampshire Constabulary] have received no evidence that the pavements in the Portsmouth area have been formally designated as 'Cycle Tracks'. If the pavements are not cycle tracks (signing is not sufficient as signs are only permitted to be erected to give effect to a formal designation) then they cannot be re-designated as cycle lanes."

"The local authority do not have the authority to change primary legislation using a local Order. Article 7 attempts to change the definition of a cycle track (defined in the Highways Act) to that of a Cycle Lane (as defined in TSRGD 2016). It is clear that this not legally possible for two reasons, firstly that in all our discussions with Department for Transport (DfT) this simple solution has never been suggested and secondly because DfT has provided the only legal solution in The Traffic Signs (coronavirus)(Amendment)(England) Regulations 2021 (2021 No.75). In their consultation document on this Statutory Instrument DfT state, "An amendment for the definition for a 'cycle lane' is also proposed... and widens the definition to lanes separated by a barrier (instead of a painted road marking). This applies to a way that would be a cycle track, which is adjacent to

the carriageway". Of course the pavement must be legally and correctly made into cycle track in the first place."

"Article 8 of the ETRO has the phrase: The requirements, prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any requirement, prohibition or restriction imposed by any regulations made or having effect as if made under the 1984 Act, or by any other enactment. 'Derogation' means an exemption from or relaxation of a rule or law so the ETRO is saying in the body of the Order that it is altering definitions found in other legislation including the local Orders listed in Schedule 1 and then saying in article 8 that it doesn't."

"This objection is not just on the technicalities of the legal documents. By permitting the use of 'Cycle Tracks' the Council is not only condoning their unlawful use (if indeed the pavements have been legally designated as cycle tracks) but are liable under the 'use, cause, permit' Road Traffic Act offences and manslaughter liabilities."

- 4.2 These grounds for objection were duly considered by the council's Public Highways and Housing Lawyer (and subsequently, by the Future Transport Zone Board), and the council's position on these points is as follows:

Regarding the issue of cycle tracks, there are few designated cycle tracks in Portsmouth. Where the route runs along shared-use pavement, it will fall within the definition of cycle lane as it runs alongside a carriageway. The ETRO does not seek to create any new cycle tracks or cycle lanes within Portsmouth, but simply to change existing orders where otherwise use permitted under the VSO would be prevented, such as bus lanes or Guildhall Square.

If a physical barrier has to be erected to bring a shared-use pavement within the definition of a cycle lane, that is not a matter for the ETRO. It is question of installing the infrastructure. Similarly with the installation of necessary signage.

The ETRO does not authorise the use of e-scooters in the city other than insofar as it removes the restrictions contained in the specified orders. The VSO authorises the use on roads within the city. If part of the route runs along an undesignated cycle track that does not fall within the definition of a road, then it must be on private land. The use of e-scooters on private land with the landowner's permission is not unlawful.

Regarding article 8, this is standard wording and if it is not in derogation then it is not seeking to alter primary legislation. The objection seems to be mainly with regards to article 7 and a perceived attempt to alter primary legislation. If the wording in the consultation document is to be applied, there is no longer the same distinction between cycle lanes and cycle tracks. The amendment in the

2021 regulations only applies in those areas taking part in a trial and is only intended to be temporary. The changes in legislation only apply by the installation of either markings or a barrier, but otherwise the changes are not apparent. Article 7 is consistent with the changes made by the 2021 regulations and is intended as much for information purposes as anything. In any event, this clause could be easily removed without affecting the main part of the order.

If there is an issue with whether the use of e-scooters in certain parts of the city is unlawful, this is not reason to object to the ETRO. The ETRO is not intended to specifically authorise the use of e-scooters. There are not many cycle tracks in its truest definition in Portsmouth. The issue of what constitutes a cycle track is more to do with the issue of lawful use than the validity of the ETRO. Without detailed maps of all possible routes, it is not possible to say whether they use undesignated cycle tracks, but if they are not shown on the definitive map or on adopted highway, the use of e-scooters will not be authorised under the VSO and may be liable to prosecution if the landowner does not give their permission.

5. Reasons for recommendations

- 5.1 As summarised in the March 2022 Decision Report to extend the trial, the performance of Portsmouth's e-scooter trial to date has been encouraging, especially as regards mode shift, with the most recent council survey indicating 60% of e-scooter journeys would otherwise have been made by car and taxi.
- 5.2 Since the decision was taken in March 2022 to extend the trial until November 2022, performance metrics have continued to trend in the right direction, with ridership increasing, fleet tidiness over 90%, and no serious injuries reported.
- 5.3 The reasons to extend the trial that were stated in the March 2022 report all remain valid, notably:
- It 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
 - It will allow further evidence collection during a period of reopening following the COVID-19 lockdowns, which is more representative of how people are likely to travel around the city in the future.
 - 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 for legalising e-scooters in future.
 - 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 levels.

- 5.4 While the primary reason to make the ETRO permanent is to cover the period between its expiry on 15 September 2022 and the trial's scheduled end date of 30 November 2022, this recommendation provides the council with the greatest flexibility to implement the best option for Portsmouth's residents and visitors after November 2022.
- 5.5 As stated above, following careful consideration of the objection received in March 2021, none of the grounds for objection were deemed sufficient to bring the validity of the ETRO into question. Portsmouth City Council has adhered to national government guidance provided by the DfT throughout the trial period to ensure its e-scooter rental scheme has complied with all relevant legislation.
- 5.6 Following discussions with transport officers and legal representatives from across the Solent Transport area, and having contacted other trial areas (e.g. Buckinghamshire, Slough, and Kent) that have recently converted their ETROs to permanent orders, the most suitable approach to continue Portsmouth's trial beyond November 2022 from a legal perspective 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.

6. Integrated impact assessment and Equality Impact Assessment

- 6.1 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. Legal implications

- 7.1 An experimental order is similar to a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, one-way streets, banned turns, bus/cycle lanes, controlled parking, and on-street parking places. Such Orders are made under Sections 9 and 10 of the Road Traffic Regulation Act 1984 and all other enabling powers after consultation with the chief officer of police in accordance with Schedule 9 to the 1984 Act.
- 7.2 Unlike a permanent order, an experimental order can stay in force for a maximum of 18 months while its effects are monitored and the Council decides whether or not to make the provisions permanent. There is no public consultation before the experimental traffic order is brought into effect, but from its commencement date, there is a 6-month period that allows representations to be submitted based on experience of the traffic scheme in operation.
- 7.3 Provided the sole effect of the order is to reproduce and continue in force indefinitely the provisions of an ETRO without modification, an experimental order can be made permanent providing the following requirements are adhered to.

The following statements were included in the notice of making the experimental order:

- that the order making authority will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely
- A person may object to the experimental order continuing for an indefinite period within 6 months of the order beginning on the date the order came into force (or within 6 months beginning on date the order is varied or modified)
- That any objections must be in writing, state the grounds on which it is made and be sent to an address specified in the notice

- 7.4 The following documents were deposited and kept available for inspection beginning from the date on which the advertisement of the experimental order is first published and ending on the date the order ceases to have effect:

- a) a copy of the relevant notice of proposals and, if the order has been made, of the relevant notice of making;
- b) a copy of the order as proposed to be made or as made (as the case may be);
- c) a map which clearly shows the location and effect of the order as proposed to be made or as made (as the case may be) and, where appropriate, alternative routes for diverted traffic;
- d) a statement setting out the reasons why the authority proposed to make the order including, in the case of an experimental order, the reasons for proceeding by way of experiment and a statement as to whether the authority intends to consider making an order having the same effect which is not an experimental order;
- e) if the order varies, revokes, applies or suspends another order, a copy of that other order;
- f) if the order has been made after the holding of a public inquiry, a copy of the report and recommendations (if any) of the inspector; and
- g) where the experimental order has been modified in accordance with section 10(2) RTRA a statement of the effect of each such modification

7.5 If objections are received to an ETRO during the 6 month consultation period, the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.

7.6 If it is decided to make the order permanent any person who objected to the ETRO within the six month period should be notified in writing within 14 days of the making of the order and given reasons for the decision.

8. Director of Finance's comments

8.1 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. The conversion of the ETRO to a permanent order, if approved, will not have any financial implications for the council.

8.2 There will be no cost for the conversion of the ETRO to a permanent order.

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Signed by: Tristan Samuels, Director of Regeneration

Appendices:

Appendix A	DfT email, 12 May 2022
Appendix B	DfT email, 28 June 2022
Appendix C	Integrated Impact Assessment (IIA)
Appendix D	Equality Impact Assessment (EIA)

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
Government guidance on e- scooter trials	https://www.gov.uk/guidance/e-scooter-trials-guidance-for-users
Portsmouth City Council e- scooter webpage	Rental e-scooter trial - Travel Portsmouth
Electric Scooter Trials & Traffic Signs (Coronavirus) Regulations & General Directions 2020	The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (legislation.gov.uk)
Portsmouth E-Scooter Rental Trial Traffic & Transportation Committee Report (September 2020)	https://democracy.portsmouth.gov.uk/documents/s28007/Portsmouth Rental E-scooter Trial.pdf
Portsmouth E-Scooter Rental Trial Traffic & Transportation Committee Report (February 2021)	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 25th February, 2021, 4.00 pm Portsmouth City Council
Portsmouth E-Scooter Rental Trial Traffic & Transportation Committee Report (November 2021)	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 4th November, 2021, 4.00 pm Portsmouth City Council
Portsmouth E-Scooter Rental Trial Traffic & Transportation Committee Report (March 2022)	Agenda for Cabinet Member for Traffic & Transportation on Friday, 18th March, 2022, 4.00 pm Portsmouth City Council

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

.....
Signed by:

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From: micromobility <micromobility@dft.gov.uk>

Sent: 12 May 2022 17:40

To: micromobility <micromobility@dft.gov.uk>

Cc: [REDACTED EMAIL ADDRESS]

Subject: Micromobility Legislation Update

To all local authorities and rental operators holding live trials

The Queen's Speech on Tuesday 10 May 2022 announced the Government's intention to introduce legislation on the future of transport in the new parliamentary session as part of a Transport Bill. As you may have already heard, Baroness Vere of Norbiton added more detail to this in the House of Lords debate yesterday afternoon, outlining that one aim of the Transport Bill will be to create a new regime for regulating micromobility. We wanted to send this update to our key stakeholders to provide more context. Further details will be announced over the coming months.

A new vehicle category

In brief, we are now able to confirm that the Government intends to create a new, low-speed, zero-emission vehicle (LZEV) category which is independent from the cycle and motor vehicle categories, covering both new vehicles that are familiar to us today, such as e-scooters, and vehicles that have yet to be invented.

New powers, to be set out in the Transport Bill, would allow the Government to decide which vehicles fall into this category in future and establish how they should be regulated to make sure that they are safe for users, pedestrians, and other road users, while still facilitating growth and innovation. The primary benefit of this is that the new framework would be more adaptable, enabling regulations to keep up with this fast-moving sector and evolving user behaviours.

What this means for e-scooters

We anticipate using the powers within the Bill to subsequently create regulations that will legalise e-scooters, but under new rules. These rules would include robust technical requirements and, most likely, a set of requirements for users.

The Bill will also propose new powers for local transport authorities to shape and manage rental operations, for pedal cycles, e-cycles, and e-scooters. The details of this scheme would again be set out in subsequent regulations.

We will consult publicly before any secondary regulations for e-scooters and the rental schemes are made. This means that **no final decisions about regulations have been made**, nor will they be until such point that the Transport Bill becomes law. We will be building on the helpful work already shared by PACTS (Parliamentary Advisory Council for Transport Safety), WMG (Warwick Manufacturing Group), the MCIA (Motorcycle Industry Association), UTG (Urban Transport Group) and others, and over the coming months, there will be a clear opportunity for interested parties to shape the new regime.

Further information on how the legislative process works is available here:

www.gov.uk/guidance/legislative-process-taking-a-bill-through-parliament.

In the meantime, the current regulations for e-scooters still apply, and importantly private e-scooters remain illegal to use on public roads.

E-scooter rental trials

This week's announcement does not mean a change to our rental trials. The trials will continue to run until 30 November 2022. No decision has been made about what will happen to trials after that date.

We hope this update is helpful and recognise that, while this week's announcement is a significant milestone, there is still much uncertainty around details and timescales. We are grateful for your understanding and look forward to working with you in the months ahead as we iron out these remaining details, to create a safer, clearer, and more adaptable framework for micromobility in the long term.

From: micromobility <micromobility@dft.gov.uk>

Sent: 28 June 2022 10:26

To: micromobility <micromobility@dft.gov.uk>

Cc: [REDACTED EMAIL ADDRESS]

Subject: E-scooters: Trial Extension

Importance: High

To all local authorities and operators holding live trials

Ministers have approved an 18-month extension of the current e-scooter trials to 31 May 2024.

The extension will be restricted to existing trial areas only and will allow us to gather further evidence where gaps are identified, building on the findings of the current evaluation.

The Queen's Speech in May this year announced the Government's intention to introduce legislation on the future of transport in the new parliamentary session as part of a Transport Bill. We anticipate using powers to create a new independent low-speed, zero emission vehicle (LZEV) category, and to subsequently create regulations that will legalise e-scooters under new rules, as well as proposing new powers for local transport authorities to manage rental operations for pedal cycles, e-cycles and e-scooters through a rental permit scheme. We will continue to engage with you while legislation is being developed and will also consult publicly before any secondary regulations for e-scooters and the rental schemes are made.

The move towards a new regime means that the trials continue to have significant value, as well as providing a practical example of how better regulation can encourage responsible use. We continue to gather trip data and monthly incident reports to inform policy development. We are also keen to use the extension to allow local authorities to share lessons learned, amongst themselves and with non-trial areas, in preparation for the introduction of rental permit schemes under the new legal framework. This will be facilitated by the Department and we will be in touch shortly with further details.

We understand that some local areas may be unable to extend current contracts and may need to carry out new procurements, which could result in new operators joining the trials. We will be contacting local authorities individually over the next two weeks to gauge how many authorities are affected. If we need to open a vehicle approvals window to facilitate new operators joining the trial, it will also be open to existing trial operators who need to deploy new models.

Existing VSOs will continue to run until 30 November 2022. Local authorities can choose to withdraw from the trials or continue with an extension to 31 May 2024. As with previous extensions, we hope that all areas will want to continue, but there is no compulsion. **The deadline for local authorities to let us know their decisions will be 31 October 2022.** This is to give us sufficient time to issue new VSOs.

There will be two meetings next week to discuss the trial extension, one for operators and one for local authorities. I will send out invitations later today. In the meantime, if you have any questions please contact is at micromobility@dft.gov.uk.

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Transport Planning

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

Solent 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 two 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 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 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 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 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 October 2021, with more than 6 months' of data from the trial, Solent Transport is beginning 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 interim report on the trial before the end of 2021.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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 75% 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 E-scooter mileage in the city. As of October 2021, with more than 6 months' of data from the trial, the number of Portsmouth users registered for the low income VoiPass is currently 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.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

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

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

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 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 Drivetechn, 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.

As of October 2021, 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 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 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 survey that closed in September 2021 indicating an even higher figure of 56%. Voi states that 40.2 tonnes of CO2 equivalent has been saved in Portsmouth by the end of September 2021. The calculation process is being reviewed to help verify this, but 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 Tristan.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 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 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 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 56% 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.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

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

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

The scheme 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
- monthly 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 56% 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 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 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 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 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 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 reports that 21 people in its fleet operations and Ambassador team were recruited locally and are based out of the Fareham Warehouse.

Q8 - Who was involved in the Integrated impact assessment?

Hayley Chivers
Gareth James
Felicity Tidbury

This IIA has been approved by:

Contact number:

Date:

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Equality Impact Assessment

Full assessment form 2018

www.portsmouthccg.nhs.uk

www.portsmouth.gov.uk

Directorate:

Regeneration

Service, function:

Transport Planning

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

Solent E-scooter Rental trial, Portsmouth sub-project

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



Existing



New / proposed



Changed

Lead officer

Gareth James

People involved with completing the EIA:

Hayley Chivers
Gareth James
Felicity Tidbury

Introductory information (Optional)

All electric scooters (e-scooters) are illegal to ride on public land in the UK, they are only legal to use on private land.

Enforcement of the law for e-scooters is responsibility of the Police and local transport authorities do not have these powers.

As part of a review into their legalisation the Department for Transport (DfT) are permitting a number of regulated trials of rental e-scooters.

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

Step 1 - Make sure you have clear aims and objectives

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

DfT trials are specifically for rental e-scooters only. Private e-scooter remains illegal even in trial areas. DfT have made changes to legislation to regulate rental e-scooters.

The DfT's intention was for trials for up to 12 months to commence by 31st March 2021.

There are specific requirements for any DfT e-scooter trial in terms of vehicle specification and users who will be required to be registered and hold a valid driving licence. DfT also recommend that providers offer training courses to users (and indicated that proposals around user training may be a factor in their process of decision making/ permitting of trials).

The e-scooters are for the most part treated in a similar way to electrically assisted pedal cycles (e-bikes), travelling at a similar speed. Wearing helmets was not made mandatory and the e-scooters were to be allowed on road, in cycle lanes and tracks. Trial e-scooters were not to be permitted on pedestrian-only pavements. The local transport authority may determine any specifically restricted routes or routes with speed restrictions. Many e-scooters have "geofencing" capabilities preventing them from being ridden in certain areas (if designated) and/or allowing enforcement of lower speed limits in designated areas.

The DfT is engaging with national police bodies and disability groups such as the visually impaired.

The Solent trial was to have up to 4 sub-projects: Portsmouth, Winchester, Isle of Wight and Southampton. The Isle of Wight scheme was the first part of the Solent project to launch in November 2020, triggering the start of the Solent area's 12 month trial period, with Portsmouth's and Southampton's trials launching a few months later in March 2021. The Winchester proposal did not progress, and no scheme currently operates there.

Correspondence received from the DfT, dated 5th October 2021, stated: "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."

The council continues to engage with the Police to inform them about our trial, seek their feedback, and ensure they are clear about which scooters are permitted and which ones remain illegal.

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

The introduction of e-scooters may have a detrimental impact on disabled pedestrians with visual, hearing and / or mobility impairments as e-scooters will be able to travel on shared use paths and do not make much noise to draw attention to them approaching at speeds up to 12.5mph (lower than the UK maximum of 15.5mph).

What outcomes do you want to achieve?

Introduction of an attractive and safe trial of rental e-scooters in the city.

What barriers are there to achieving these outcomes?

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

Step 2 - Collecting your information

What existing information / data do you have? (Local or national data) look at population profiles, JSNA data, surveys and patient and customer public engagement activity locally that will inform your project, national studies and public engagement.

Market testing has been undertaken with e-scooter suppliers to understand their offer and experience. Case studies of schemes across the world. As this is a trial it forms part of overall data gathering to inform future policy decisions.

Using your existing data, what does it tell you?

The council's e-scooter rental survey carried out between 23rd August and 19th September 2021 provides useful insight into the demographic composition of Voi's user base, and the varying attitudes towards e-scooters among Portsmouth residents, notably:

The younger the respondent, the more likely they are to have used the rental scheme – nearly two thirds of 16-24 year olds have used the scheme (64%), whereas only 1% of respondents aged over 65 have used the scheme

Males are more likely than females to have used the scheme (25% compared to 14%)

Those without a disability are more likely to have used the rental trial scheme than those with a disability (21% compared to 11%)

The younger the respondent, the more likely they are to feel positive about the rental e-scooters. 50% of 16-24 year olds feel very positive, whereas 59% of those aged 65+ feel very negative about rental e-scooters

Double the proportion of males compared to females feel very positive about the rental e-scooters (24% compared to 12%)

Respondents with a learning disability feel more positively about rental e-scooters operating in Portsmouth than those with other disabilities (42% positive or very positive)

Respondents who are sight impaired feel least positively about rental e-scooters operating in Portsmouth, with 83% feeling negatively or very negatively, although there is a small base size for this group

Step 3 - Now you need to consult!

Who have you consulted with?

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

Solent Transport has liaised with the regional Police.
PCC has liaised with Local Bus operators, Rail operators, Independent taxi trade and walking and cycling interest groups.
Portsmouth Police Service.
Hampshire Fire Service
Visually Impaired Action Group (VIAG)
Portsmouth Disability Forum representatives
Hospitals - Queen Alexandra / St Mary's / St James's
MAKE Aldingbourne enterprise

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

Through 1:1 meetings. Meetings, workshops, and other engagement activity with these stakeholders is ongoing throughout the trial.

The council continues to encourage and welcome feedback from the public 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 two public surveys at different stages of the trial - the latter of which was referenced above in Step 2 - to inform refinements to the scheme and decision-making around it.

Step 4 - What's the impact?

Is there an impact on some groups in the community? (think about race, gender, disability, age, gender reassignment, religion or belief, sexual orientation, sex, pregnancy and maternity, marriage or civil partnerships and other socially excluded communities or groups)

Generic information that covers all equality strands (Optional)

Ethnicity or race

None known

Gender reassignment

None known

Age

Young children and older people may be more vulnerable to sharing paths with e-scooters due to reduced lack of awareness, and/or ability to move and allow them to pass as required. Under 17s are unable to qualify for a rental e-scooter as the minimum age set by government legislation is 18 with a provisional drivers license.

Disability

It was considered at the outset of the trial that those with visual, hearing or mobility impairments may be impacted through sharing paths with e-scooters through reduced awareness of their presence and/or ability to move and allow them to pass as required. This remains a concern, especially as regards pavement riding, which sometimes generates complaints despite the efforts of the council and Voi to educate e-scooter riders, and the introduction of a "three strikes" system to ban repeat offenders. However, police data from another city in which Voi operates indicates that over 93% of police reports about e-scooters relate to private scooters, which would seem to suggest these education campaigns and controls are proving effective, and a September 2021 meeting with the council's Vision Impairment Officer and a member of its Visually Impaired Action Group was strongly focused on the problems posed by private scooters. It was reported the behaviour of Voi users caused relatively few issues.

Religion or belief

None known

Sexual orientation

None known

Sex

None known

Marriage or civil partnerships

None known

Pregnancy & maternity

There may be a detrimental impact to pregnancy and maternity with e-scooters sharing paths with heavily pregnant individuals who are less able to move and let e-scooters pass as required and those using prams less able to manoeuvre to let e-scooters pass.

Other socially excluded groups or communities

None known.

Note: Other socially excluded groups, examples includes, Homeless, rough sleeper and unpaid carers. Many forms of exclusion are linked to financial disadvantage. How will this change affect people on low incomes, in financial crisis or living in areas of greater deprivation?

Health Impact

Have you referred to the Joint Needs Assessment (www.jsna.portsmouth.gov.uk) to identify any associated health and well-being needs?

☐ Yes

☒ No

What are the health impacts, positive and / or negative? For example, is there a positive impact on enabling healthier lifestyles or promoting positive mental health? Could it prevent spread of infection or disease? Will it reduce any inequalities in health and well-being experienced by some localities, groups, ages etc? On the other hand, could it restrict opportunities for health and well-being?

Health inequalities are strongly associated with deprivation and income inequalities in the city. Have you referred to Portsmouth's Tackling Poverty Needs Assessment and strategy (available on the JSNA website above), which identifies those groups or geographical areas that are vulnerable to poverty? Does this have a disproportionately negative impact, on any of these groups and if so how? Are there any positive impacts?, if so what are they?

For more help on this element of tackling poverty and needs assessment contact Mark Sage: email:mark.sage@portsmouthcc.gov.uk

Step 5 - What are the differences?

Are any groups affected in a different way to others as a result of your policy, service, function, project or strategy?

Please summerise any potential impacts this will have on specific protected characteristics

Age, disability and pregnancy and maternity are the specific protected characteristics known to be affected through being more vulnerable when sharing paths with e-scooters.

Does your policy, service, function, project or strategy either directly or indirectly discriminate?

☒ **Yes**

☐ **No**

If you are either directly or indirectly discriminating, how are you going to change this or mitigate the negative impact?

Ongoing engagement with relevant stakeholders will help to inform how to mitigate this.

Geo-fencing routes, restricting speeds in certain locations, use of horns/bells, lights/indicators/hand signals and ensuring users undertake training forms part of the strategy to mitigate impacts.

Our supplier Voi is conducting a 12 month 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 behavior (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 deployed over the trial by PCC.

Voi and the RNIB will work in partnership to run a campaign to raise awareness and educate users about parking safely/considerately for others. Indeed, Portsmouth is one of the first Local Authorities in the UK to integrate physical parking racks as part of the scheme (and is one of the only authorities in the UK that maintains a 100% racked service) and Voi worked collaboratively with the Royal National Institute for the Blind (RNIB) to develop the design of its parking racks.

On-board sensors detect fallen scooters, thus allowing field operatives to quickly rectify the situation and prevent safety risks to the public.

All e-scooters are equipped with unique registration numbers, enabling easy reporting and improving accountability for those that misuse the scooters and pose risks to vulnerable/disability groups.

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

Voi also holds monthly safety training events, including helmet giveaways, in Guildhall Square, and its team of field operatives (called "Ambassadors") addresses problems with abandoned / incorrectly parked e-scooters and misuse of vehicles.

Step 6 - Make a recommendation based on steps 2 - 5

If you are in a position to make a recommendation to change or introduce the policy, service, project or strategy clearly show how it was decided on and how any engagement shapes your recommendations.

We are not in a position to make a long-term recommendation until the e-scooter rental trial has been completed. However, based on data and feedback received during the first 6 months of the trial (which form the extended consultation period under an experimental traffic order), it is recommended to continue the trial until March 2022 to gather a full year of data including for equalities impacts. This will help inform subsequent council decisions around e-scooters, in particular one that would need to be

taken in early 2022 as to whether to further extend the trial to November 2022 (as is encouraged by the Department for Transport).

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

Stakeholder engagement was undertaken as part of the development of the trial and has been ongoing throughout the trial, informing the operational changes outlined above along with rider education. The council continues to encourage feedback to help improve the scheme, and consultation is carried out on every site proposed for a new e-scooter parking rack, which sometimes leads to relocations informed by equality considerations. The council's Insights team has also carried out two public surveys at different stages of the trial to inform refinements to the scheme and decision-making around it, but they did not identify any additional equality considerations. As of October 2021, the trial has demonstrated the measures implemented to date have been successful at mitigating the scheme's impacts on the specified protected characteristics detailed above. This will 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.

If you are not in a position to go ahead what actions are you going to take?

(Please complete the fields below)

Action

Ongoing engagement with identified stakeholder groups prior to and during the e-scooter trial

Timescale

November 2021 - March 2022

Responsible officer

Gareth James

How are you going to review the policy, service, project or strategy, how often and who will be responsible?

The trial which will be continually monitored and reviewed throughout. This document will be updated consistently throughout the trial.

Step 7 - Now just publish your results

This EIA has been approved by: TRISTAN SAMUELS

Contact number:

02392 834450

Date:

02/11/2021

PCC staff-Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789, Email: equalities@portsmouthcc.gov.uk

CCG staff-Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your full EIA. Email: sehccg.equalityanddiversity@nhs.net

Agenda Item 4



Title of meeting: Traffic and Transportation - Decision Meeting

Date of meeting: 28 July 2022

Subject: Proposed 'Active Pompey Neighbourhoods' Consultation

Report by: Tristan Samuels - Director of Regeneration

Wards affected: Central Southsea

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 This report is seeking approval from the Cabinet Member to engage residents and businesses within the Central Southsea ward via consultation to help develop proposals for the first 'Active Pompey Neighbourhoods'.

2. Recommendations

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

2.1. Notes the requirements for consultation to inform the future direction of 'Active Pompey Neighbourhoods'.

2.2. Approves both the initial informal consultation and further formal consultation, drawing on feedback received, following this.

3. Background

- 3.1 Between the period of 2010 - 2019, vehicle miles grew year-on-year, and despite the coronavirus pandemic, there are still large volumes of traffic in Portsmouth, with 0.646 billion vehicle miles travelled in the city in 2020¹.
- 3.2 Major 'A' roads are typically designed to carry higher volumes of vehicles. Unfortunately, local streets, as routinely found in Central Southsea and classified as Minor 'B' or 'C', are often used as cut-throughs to avoid the main or arterial roads, and have seen an increase in motor traffic volumes in recent years².

¹ <https://roadtraffic.dft.gov.uk/local-authorities/82>

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1028165/road-traffic-estimates-in-great-britain-2020.pdf

This brings about negative consequences for local residents such as higher risk of collisions, worsening air quality, and creating unwanted noise pollution.

3.3 Data has shown that pedestrian casualties are more likely to occur on minor roads than major roads³, and within the proposed area, there have been a total of 9 pedestrian casualties and 18 cycling casualties during the period 01/12/2018 - 30/11/2021. Additionally, the lack of safer roads are a major reason as to why people do not cycle more⁴.

3.4 The 'Active Pompey Neighbourhoods' project aims to remove or reduce the overall volume of non-local traffic from the area selected, while still allowing access for motor vehicles. Where similar schemes have been implemented, they have shown a range of benefits, including improvements to air quality, benefits to local businesses where those who walk and cycle spend more⁵, increases in physical activity, lower car-use for short trips and greater interaction between neighbours⁶.

3.5 There are a range of measures that can be used to construct the 'Active Pompey Neighbourhoods', these include, but are not limited to the following:

- a) **Modal Filters** - Bollards or planters that allow access for walking and cycling but stop motor vehicles.
- b) **Diagonal Filters** - Bollards or planters placed diagonally through a crossroad, minimising the need for reversing.
- c) **Banned Turns** - allowing motorised vehicles to only turn in certain ways at junctions in residential streets.
- d) **One-Way Streets** - allowing motorised vehicles to travel in one direction along residential streets.

3.6 To understand the issues and implications of implementing an 'Active Pompey Neighbourhood', a period of initial informal consultation is essential to develop the detailed design that support the needs of the local community, prior to any formal consultation. Residents will be asked what their perception of the area is, what the issues are in their local area, what measures, if any, they would like to see implemented, and their anticipated benefits from the scheme.

3.7 Formal consultation on the design of the scheme will then be held, following the feedback received from residents, allowing for further feedback and revisions if necessary.

³ <https://www.icvirtuallibrary.com/doi/full/10.1680/jmuen.16.00068>

⁴ <https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2020/walking-and-cycling-statistics-england-2020>

⁵ <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

⁶

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004948/low-traffic-neighbourhoods-residents-survey.pdf

4 Reasons for recommendations

- 4.1 An initial informal consultation will allow for relevant feedback that will be used to inform the future design and potential implementation, if successful, of 'Active Pompey Neighbourhoods'.
- 4.2 Following the informal consultation, designs will be drawn up to allow for further formal consultation. If the scheme requires a Traffic Regulation Order, this will follow the agreed statutory process.
- 4.3 The introduction of 'Active Pompey Neighbourhoods' supports the Portsmouth Transport Strategy (Local Transport Plan 4 (LTP4)) strategic objective to prioritise walking and cycling, emphasising the requirement of making the '...street environment safer, more attractive, and convenient for walking, cycling and micromobility, particularly for local trips...'⁷
- 4.4 It is anticipated that implementation of 'Active Pompey Neighbourhoods' will:
- Make residential and neighbourhood areas more pleasant and liveable for all. This includes improving air quality, reducing traffic noise, and improving road safety.
 - Create quieter and safer routes for active travel, improving accessibility for sustainable modes of travel.
 - As the neighbourhood contains four schools, reducing motor vehicle traffic will have a significant benefit for the health and wellbeing of young people.
 - Improve wellbeing, connectivity, and the sense of community in the neighbourhood.

5 Integrated impact assessment

5.1 An Integrated Impact Assessment (IIA) has been undertaken for the 'Active Pompey Neighbourhoods', and is included as Appendix A.

6 Legal implications

- 6.1 There are no legal implications arising directly from the recommendations in this report as no detailed scheme has been designed or proposed for implementation at this informal consultation stage.
- 6.2 As and when a detailed scheme comes forward, Legal Services will advise and assist in respect of its implementation, including advising on relevant formal powers and procedures available to the Council including those within the Highways Acts and the Road Traffic Regulation Act 1984.

⁷ <https://www.portsmouth.gov.uk/wp-content/uploads/2021/11/74.633-Local-Transport-Plan-2021-Final-Accessible.pdf>

7 Director of Finance's comments

7.1 The costs of the informal and formal consultations will be met from existing Cash Limited budgets.

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

Appendices:

A - 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
Road Traffic Statistics	https://roadtraffic.dft.gov.uk/local-authorities/82
Motor traffic on urban minor and major roads: impacts on pedestrian and cyclist injuries	https://www.icevirtuallibrary.com/doi/full/10.1680/jmuen.16.00068
Low Traffic Neighbourhoods Residents' Survey	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004948/low-traffic-neighbourhoods-residents-survey.pdf
Local Transport Plan 4	https://www.portsmouth.gov.uk/wp-content/uploads/2021/11/74.633-Local-Transport-Plan-2021-Final-Accessible.pdf

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

.....
Signed by:

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Active Travel

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

LTP Low Traffic Neighbourhoods (incl. Liveable Streets)

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

To install signage and infrastructure which will make streets more pleasant, healthy and liveable by limiting motor-vehicle traffic.

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?

Internal consultation has been conducted. External consultation will be conducted with local residents and stakeholders once the designs have been drafted.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

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

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

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

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

Speeding, driving on the pavement, obstruction and other driving offences will be reduced through the installation of liveable street infrastructure.

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

Speed and accident data will be monitored to assess and review the scheme.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Active travel greatly improves both physical and mental health. This is through the direct and immediate benefit of physical exercise; which reduces rates of obesity and other chronic health conditions caused by inactivity. Physical exercise also benefits mental health and is increasingly being prescribed by GPs to improve mental health. Active travel also indirectly improves mental health by increasing social connectivity, resilience and a sense of community.

Liveable Streets will naturally reduce motor traffic by deterring neighbourhood cut-through journeys, and facilitating active travel. The abundance of motor vehicle travel in a condensed city like Portsmouth has a range of damaging impacts, especially on local neighbourhoods. This includes the dangerous levels of air pollution and road traffic collisions and casualties. Enhancing neighbourhoods to become more liveable will help to address some of these key issues.

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

Benefits will be measured by tracking the rates of active travel in, and through, the effected neighbourhoods. Near miss reports and local community feedback will also be used to ensure that active travel is more pleasant and attractive for residents.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

There is a direct correlation between income and car ownership; the greater a household's income the more cars they are likely to own, whereas the vast majority of low income households do not own a car. Therefore, improving the safety and experience of active travel will greatly benefit those on lower incomes.

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

Near miss reports and local community feedback will also be used to ensure that the liveable streets are more pleasant for residents.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

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

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

This will positively impact those with chronic illnesses and certain disabilities, additionally, it will have a positive impact on those who are pregnant and/or have children, in terms of health, safety and air quality.

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

N/A

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

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

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

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

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

By improving the safety and attractiveness of active travel we will maintain and increase our levels of non-motor vehicle transportation in the city. Over 35% over the city's carbon emissions come from transport, and the level of emissions has remained flat for the last 10 years. Consequently, active travel is one of the most effective ways to reduce carbon emissions.

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

The progress will be measured using the data released by the Department for Business, Energy & Industrial Strategy (BEIS).

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

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

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

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

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

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

N/A

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

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

Portsmouth is a condensed city with an abundance of concrete. The majority of street space is dedicated to cars and their storage. By making active travel an attractive alternative to driving and car ownership, more space will be available for greenery instead of concrete and tarmac. Increased greening would allow for greater flood water run off and mitigation from heat waves.

How are you going to measure/check the impact of your proposal?
Measuring the rate of household car ownership through the National Census.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

N/A

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

N/A

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

In thinking about this question:

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

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

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

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

Similar to reducing carbon emissions the reduction of motor traffic will also reduce air pollution. However, the transition to electric cars and vans will not completely remove damaging particulates caused by driving. Components like tyres and brake pads, on electric cars and vans, will continue to produce particulates and worsen air quality. Therefore, encouraging active travel will provide long-term and sustainable improvements to air quality.

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

Air quality will not be directly measured as a result of this project. However car use, and traffic based carbon emissions, will be measured through the BEIS reports and usage statistics.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

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

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

A key feature of liveable streets will be the prioritisation of people over cars. This will allow more space for the local community to use and enjoy their neighbourhood. It will also encourage residents to walk, cycle and ride through their neighbourhood by reducing the fear of speeding or dangerous motor traffic.

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

This will be measured by reviewing annual road usage statistics and the amount of car accidents, pedestrians or cyclists which are killed or seriously injured in the liveable streets.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

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

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

N/A

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

N/A

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

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

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

By making streets more liveable more opportunities will be facilitated for community based interaction. This could lead to more community events like street parties and play streets.

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

This can be assessed by monitoring requests for events in liveable streets and requesting feedback from residents about their views on improvements for the community.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Creating a liveable street, and improving active travel through the neighbourhood, will benefit young people and those on lower incomes. This is because they are more likely to rely on active transport to travel to work, school, college and university. Improving active travel will allow those that rely on active transport to travel longer distances more safely to attend employment and training.

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

How safe, popular and effective active travel is in supporting commuting and utility trips, in the liveable areas.

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Creating liveable streets, over streets built primarily for motor traffic and storage, will contribute to the vibrancy of the city. Large retail parks and superstores on the outskirts of the city, which are not serviced by public transport, may be impacted by reduced custom. However, creating more liveable streets and neighbourhoods will encourage residents to spend more time on their local high street and shop at local businesses.

Employers, and employees, are increasingly considering the 'liveability' of an area when deciding where to base their company and workers. Liveability reports, for example by The Economist, frequently rank cities with safe and pleasant active travel environments highly. Improving active travel will therefore make the city more attractive to both businesses and workers.

How are you going to measure/check the impact of your proposal?
This can be measured by travel surveys and/or broader city-wide travel data.

Q8 - Who was involved in the Integrated impact assessment?

Tristan Thorn

This IIA has been approved by: Michelle Love

Contact number: 02392834889

Date: 10/03/2022

Agenda Item 5



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

Date of meeting: 28th July 2022

Subject: Review of Stubbington Avenue Rapid Electric Vehicle (EV) Chargepoint for taxi and private hire vehicles

Report by: Tristan Samuels - Director of Regeneration

Wards affected: Nelson

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To review the usage of the rapid Electric Vehicle (EV) charger in Stubbington Avenue car park since installation and consider opening it for usage by the general public.

2. Recommendations

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

- 2.1. **Notes the usage of the rapid EV charger in Stubbington Avenue car park;**
- 2.2. **Approves the opening of the charger for public usage;**
- 2.3. **Approves delegated authority to the Director of Regeneration to review the usage of each of the taxi and private hire vehicles (PHV) restricted rapid chargers after a period of at least 16 weeks from installation and open usage to the general public if there is not proven demand from the taxi and private hire trade.**

3. Background

- 3.1. In the Portsmouth Transport Strategy 2021 - 2038 (LTP4), one of the strategic objectives is to deliver cleaner air. Support infrastructure for alternative fuelled vehicles is among those policies that are developed to achieve the strategic objectives. The provision of rapid EV charger aligns with this policy and will encourage the uptake of EV which in turn contribute to the achievement of the objective.

- 3.2. Portsmouth City Council have installed 36 and 62 fast EV chargepoints with 5kw output under Phase 1 and 2 of the Off-street Residential Chargepoint Scheme (ORCS) in 2019 and 2021 respectively. Of which 26 of those are located within a mile from the Stubbington Avenue car park.
- 3.3. The Council is working on a funding bid to be submitted to the Office for Zero Emission Vehicles (OZEV) for installation of more than 250 fast chargepoints Phase 3 of the ORCS. Around 87 sites are within a mile radius from the Stubbington Avenue car park.
- 3.4. 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 capable', and that a new restriction on the age that a vehicle can be licensed up to; in January 2022 this was set at eight years.
- 3.5. Approval of the proposed off-street sites was given at Cabinet in October 2021. Joju Limited (Joju) were subsequently appointed through the Electric Vehicle Charging Points Central Southern Regional Framework to undertake feasibility studies. These feasibility studies have been attained through the Distribution Network Operator (DNO) - 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.
- 3.6. The first rapid charger was installed in the car park at Stubbington Avenue in March 2022.
- 3.7. The chargepoint is available for use at 40p/kwh and not cost for parking. 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.
- 3.8. Multiple emails were sent to Portsmouth licensed taxi and private hire vehicle trade to advise them of the installation of the rapid chargepoint and invited the drivers to register for use of the chargepoint.
- 3.9. Since installation the chargepoint in Stubbington Avenue have been no Portsmouth licensed driver register to use the chargepoint.
- 3.10. The Council also received a request from a taxi registered outside Portsmouth for using the rapid charger, which was then approved after review. The Council will continue to assess such requests on a case-by-case basis.
- 3.11. Since installation the chargepoint has received no use despite having a registered user.

- 3.12. 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 July 2022
 - b. 3 chargepoints at D-Day car park (D-Day Car Park, Southsea, PO5 3NT) - installation expected in July 2022
 - c. 1 chargepoint at London Road (London Road Car Park, 10 London Road, Cosham, Portsmouth PO6 3EL) - installation expected in July 2022
 - d. 1 chargepoint at Isambard Brunel Road (Isambard Brunel Surface Car Park, Alec Rose Lane, Portsmouth PO1 2BX) - installation expected in August 2022

4. Reasons for recommendations

- 4.1. Officers have been closely monitoring the usage of the charger in Stubbington Avenue car park since the installation in March 2022. The usage has been very low, indicating that the demand from taxis and private hire vehicles trade is very low.
- 4.2. Opening the usage to private cars and vans other than taxis and private hire vehicles allows an effective use of the infrastructure, which also aligns with the Council's policy "to support infrastructure for alternative fuelled vehicles" as stated in the Portsmouth Transport Strategy (LTP4).
- 4.3. Officers will continue to progress with the installation of the remaining rapid chargers and promote them to the taxi and PHV trade after installations. Usage will be closely monitored and if there is no proven demand from taxis and private hire vehicles, the chargepoints will be opened to the public.
- 4.4. There is demand for chargepoints in this area from residents, with around 87 residential chargepoint requests received by the Council, within approximately a mile radius from the Stubbington Avenue car park.

5. Integrated impact assessment

- 5.1. An integrated impact assessment (IIA) has been carried out and is included as Appendix A.
- 5.2. Within the IIA, opening the rapid EV charger to the general will impact positively on the following sections:

Section A - Community safety

A3 - Health

B - Environment and climate change

B1 - Carbon emissions

B3 - Climate change mitigation and flooding

B5 - Air quality

C - Regeneration of the city

C1 - Culture and heritage

C3 - Economy

6. Legal implications

- 6.1. Stubbington Avenue car park is subject to a Portsmouth City Council (Off-Street Parking Places) (Consolidation) No. 58 Order 2022 (the "Order") made pursuant to the Road Traffic Regulation Act 1984 (as amended), the Traffic Management Act 2004 and all other enabling powers.
- 6.2. Should the recommendations be approved, the Council may be required to either amend the existing Order or revoke the existing Order and make a new traffic regulation order incorporating the recommendations above.
- 6.3. Both of the options set out in paragraph 6.2 above would require the Council to comply with the relevant statutory requirements and further advice from Legal Services shall be sought accordingly.

7. Director of Finance's comments

- 7.1. The cost of installation is to be funded by an external grant awarded from the Joint Air Quality Unit (JAQU). This grant will cover the installation and a warranty to cover the first three years maintenance. After three years has elapsed there will be an overhead of around a £1,000 per annum to ensure the charger is maintained. The cost of this will be met from a contribution from the users, in the form of a premium on the kWh charge.
- 7.2. As well as covering the cost of maintenance the charge to the user needs to cover the cost of supplying the electricity, which is paid for by the Council, plus a 5% charge by the charging administrator.
- 7.3. The charge points need to be used at least twice a day, charging each vehicle to 80% capacity, before it covers its fixed costs. If, after three years, the charge point is being used less than this then a source of funding will need to be identified to meet any shortfall in maintenance. The proposal to open up the chargers for use by a wider range of vehicles should help to cover the maintenance liability.

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

Appendices:

Appendix A - Integrated 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
Cabinet October 2021- Rapid Electric Vehicle Charging Infrastructure for Taxis and Private Hire Vehicles	https://democracy.portsmouth.gov.uk/documents/s34964/Rapid%20EV%20Charging.pdf
Cabinet March 2022 - Update on rapid electric vehicle (EV) charging infrastructure for taxis and private hire vehicles (PHVs)	https://democracy.portsmouth.gov.uk/documents/s37396/Update%20on%20rapid%20electric%20vehicle%20EV%20charging%20infrastructure%20for%20taxis%20and%20private%20hire%20vehicles%20P.pdf
Portsmouth Transport Strategy	https://www.portsmouth.gov.uk/wp-content/uploads/2021/11/74.633-Local-Transport-Plan-2021-Final-Accessible.pdf

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

.....
Signed by:

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Transport Planning

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

Rapid electric vehicle (EV) chargepoints for taxi/ private hire vehicles(PHVs)

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

- ☒ Existing
- ☐ New / proposed
- ☐ Changed

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

The installation of rapid EV chargers in off-street car parks for use by the taxi and phv trade, supporting their conversion to lower emission vehicles following the launch of the Clean Air Zone. With consideration to opening use of the chargepoints to the general public if there is not demand from the

taxi and phv trade.

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

The taxi / PHV trade had been notified of the installation of the rapid chargepoint in Stubbington Avenue and were invited to register to use it. Officers had been closely monitoring the usage of the charger since installation. The usage has been very low, indicating that the demand from taxis and private hire vehicles trade is very low.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

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

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

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

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

Charging cables auto lock to prevent removal. Chargepoints have internal software that can remotely track status such as damage (criminal or otherwise) .Rapid chargers are due to be primarily installed in public car parks, which have CCTV and monitoring equipment.

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

Reports of criminal damage will be monitored, current on-street charge point schemes have yet to register any issues relating to criminal damage.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

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

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

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

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

N/A

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

N/A

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

The charging infrastructure will support the shift from internal combustion engine (ICE) vehicles to EV, which reduces harmful PM2.5, Sulphur Dioxide and NOx emissions. This will help to improve air quality in the city.

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

The numbers of licensed vehicles that move to EV and the regularity with which the charging infrastructure is used.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

N/A

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

N/A

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

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

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

The physical rapid charger infrastructure will be installed in locations that do not block or restrict pedestrian traffic, and will not limit the size of foot ways within car parks.

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

Ongoing assessment of feedback from drivers / users.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

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

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

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

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

By encouraging the uptake of electric vehicles this scheme will aid in the reduction of exhaust emissions in the city.

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

Ongoing measurement of NOx and other air pollutants' levels in the city; as well as the uptake of EVs within the trade and usage of the charging infrastructure.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

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

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

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

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

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

Although the scheme will not reduce energy use; it will have the effect of enabling a change in energy use from petrol and/or diesel, to electricity. Electricity is a much cleaner fuel source, both from a carbon and air quality point of view.

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

Back office online facilities enable PCC officers to monitor usage of charge points across the city.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

Encouraging uptake of electric vehicles will reduce exhaust emission, helping to mitigate climate change. Burning of diesel and petrol in vehicles contributes significant levels of carbon dioxide, nitrous oxides and sulphur dioxide to the atmosphere, which are all greenhouse gases.

How are you going to measure/check the impact of your proposal?
Monitoring the uptake of EVs and the usage of the charging infrastructure.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

This scheme has been designed to have minimal impact on the streets of Portsmouth

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

In thinking about this question:

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

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

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

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

Encouraging electric vehicle ownership will reduce exhaust emission in the city, improving air quality. Shifting from fossil fuels to EV significantly reduces carbon dioxide, nitrous oxides, sulphur dioxide and particulate matter produced by vehicles.

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

Ongoing measurement of air pollution in the city and monitoring the usage of the charging infrastructure.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

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

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

Electric vehicles are not considered more or less safe to other road users than traditional vehicles, although more sustainable.

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?

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



In thinking about this question:

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

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

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

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

N/A

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

N/A

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

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

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

The rapid chargepoints will not be installed in areas where they will detract from culture or heritage.

How are you going to measure/check the impact of your proposal?
All sites are within existing pay and display car parks and not conservation areas.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

N/A

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

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Schemes such as this show that Portsmouth is a forward facing city, looking to to support innovative and environmentally friendly technology, encouraging growth and regeneration

How are you going to measure/check the impact of your proposal?
Monitor the EV uptake in the city

Q8 - Who was involved in the Integrated impact assessment?

Damon Leung - Senior Transport Planner
Hayley Chivers, Interim Transport Planning Manager

This IIA has been approved by:

Contact number:

Date:

Agenda Item 6



THIS ITEM IS FOR INFORMATION ONLY

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

Title of meeting:	Traffic and Transportation
Subject:	District, Local & Town Centre Project: Guildhall Walk
Date of meeting:	Thursday 28 th July 2022
Report by:	Tristan Samuels - Director of Regeneration
Author:	Caroline Hopper
Wards affected:	Charles Dickens

1. Requested by Cllr Stagg

2. Purpose - To provide an update on work to make permanent changes to Guildhall Walk

3. Information Requested

Guildhall Walk (from Alec Rose Lane to King Henry 1st Street) has been closed temporarily since May 2020 in response to the Covid-19 pandemic under a Temporary Traffic Regulation Order (TTRO) that was introduced under new government legislation. This legislation allowed local authorities to create additional space for social distancing, walking and cycling and to temporarily close roads. This section of Guildhall Walk was also identified as suitable for the active travel closure by promoting walking and cycling by the Authority's Safer Travel Team.

Since the TTRO was brought into operation, the pedestrian and cyclist use of Guildhall Walk has increased significantly. In Summer 2021, a survey sought feedback about the road closure from businesses on Guildhall Walk or connecting roads, residents living directly on Guildhall Walk or connecting roads, and visitors that travel to/through the area from other areas. In total 425 people interacted with the survey. Over three quarters (83%) of respondents reported that the temporary road closure had a positive impact on their daily activities or experience; with most residents, businesses and visitors wanting Guildhall Walk to remain closed to vehicles.

Reduced levels of vehicles and Guildhall Walk being a safer walking and/or cycling route, were amongst the top three positive impacts for all users of Guildhall Walk. Less traffic noise and Guildhall Walk feeling like a better place to visit were also provided as reasons for wanting the road to remain closed.

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Following this feedback, the project team have worked closely with key stakeholders to design a permanent Traffic Regulation Order (TRO) for a pedestrian and cycle Zone on Guildhall Walk that will enable benefits experienced during the TTRO to be maintained.

The TRO has also sought to address issues raised, with access for businesses, emergency vehicles and other statutory exceptions, along with timed access for deliveries, remaining.

The TRO provides for a new day time taxi rank and disabled parking on King Henry 1st Street. Optioneering to consider additional parking provision in Exchange Road will be undertaken separately. The statutory consultation will be 21-days.

If the TRO is approved, changes will be made to the road to facilitate the order. Stakeholders will remain actively engaged in the design process. Usage of the new taxi rank will be monitored and if the rank is underutilised, then a further TRO to revert the space to additional on street parking will be considered.

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Signed by: Tristan Samuels, Director of Regeneration

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
The Portsmouth City Council (Guildhall walk) (Pedestrian and Cycle Zone, one-way traffic and amendments to waiting restrictions (No 99/2022) Order	Transport
Guildhall Walk Road – road closure consultation 2021	https://yourcityyoursay.portsmouth.gov.uk/guildhall-walk-road-closure-consultation-2021/