



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 16 FEBRUARY 2023 AT 5.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Allison Harper 023 9268 8014

Email: democratic@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

Public health guidance for staff and the public due to Winter coughs, colds and viruses, including Covid-19

- Following the government announcement 'Living with Covid-19' made on 21 February 2022 and the end of universal free testing from 1 April 2022, attendees are no longer required to undertake any 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.
- We strongly recommend that attendees should be double vaccinated and have received any boosters they are eligible for.
- If unwell we encourage you not to attend the meeting but to stay at home. Updated government guidance from 1 April 2022 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 2022, anyone with a positive Covid-19 test result is still 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 protects us from coughs, colds and winter viruses, including Covid-19.
- 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

1 Apologies

2 Declarations of Members' Interests

3 Forward Plan Omission Notice - Portsmouth Park & Ride Contract Extension (Pages 5 - 6)

The Portsmouth Park & Ride Contract Extension report by the Director of Regeneration was omitted from the Forward Plan covering 18 January to 18 April 2023. The Chair of the City Council's Scrutiny Management Panel has been notified and a public notice published.

4 Portsmouth Park & Ride Contract Extension (Pages 7 - 24)

Purpose of Report

The purpose of this paper is to seek agreement to extend the existing Portsmouth Park & Ride contract to October 2024.

Recommendations

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

- 1. Agrees to extend the current supported Portsmouth Park & Ride contract up to 26 October 2024 with delegated authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to negotiate with the current contractor;**
- 2. Agrees the increase to the current contract price to an amount identified through the Department for Transport instigated network review process to a maximum increase of £45,000 per annum;**
- 3. Approves the development and implementation by the Transport Service supported by Procurement and Legal Services, of a**

procurement strategy to re-tender the contract. The process will include review of options for the electrification or hydrogen operation of Park & Ride services, either at point of contract award or over the term of the contract. This process will be informed by the projected impact of recent successful Portsmouth City Council funding applications including South East Hampshire Rapid Transit (SEHRT) and Portsmouth Bus Service Improvement Plan;

- 4. Approves that pre-procurement activities may commence, including for peer review with fellow councils and soft market testing with operators.**
- 5. Notes that waiver approval will need to be sought from Procurement and Legal Services in respect of the proposed extensions to the contracts set out above, in accordance with the Council's Contracts Procedure Rules.**

5 Transport for the South East (TfSE) Strategic Investment Plan (Pages 25 - 42)

Purpose of Report

The purpose of this report is to provide an update on the development of Transport for the South East's (TfSE's) Strategic Investment Plan (SIP) following public consultation and recommend approval of the document.

TfSE is encouraging constituent authorities such as Portsmouth City Council (PCC) to approve the SIP before the Partnership Board considers the final SIP in March 2023 and agrees the process for submitting it to Government.

Recommendations

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

- 1. Notes the inclusion of the Eastern Road active travel schemes within the SIP as outlined in section 4 of this report;**
- 2. Approves the final draft of the SIP for the South-East.**

6 Concessionary Fare Reimbursement (Pages 43 - 58)

Purpose of Report

This report provides an update on revisions to the scheme made in the Traffic & Transportation Cabinet decision meeting in September 2022, following an update in Department for Transport (DfT) guidance. This report provides updated recommendations for Concessionary Bus Passes reimbursement to bus operators in 2023/24 in accordance with this guidance.

Recommendations

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

- 1. Notes the contents of this report;**
- 2. Approves that the bus operator reimbursement rate reverts to actual journeys made using the concessionary pass from 1 April 2023;**
- 3. Approves that unallocated concessionary travel budget be used to meet the cost for reinstating bus service withdrawals during 2023/2024 in the first instance following DfT guidance.**
- 4. Approves the revision of the older persons concessionary pass end time to 02:00 from the current 23:00 hours, from 1 April 2023;**
- 5. Delegates authority to the Director of Regeneration in conjunction with the Cabinet Member for Traffic and Transportation and the S151 Officer, to make changes to the operator reimbursement rate within the allocated budget where such changes are considered necessary having regard to any amendments to central government guidance;**
- 6. Notes the findings of the hospital appointment trial and extends this trial until 31 March 2024 in order to collect further data and report back to Traffic & Transportation Cabinet Member in February 2024.**

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>

Agenda Item 3

PORTSMOUTH CITY COUNCIL - PUBLIC NOTICE

OMISSION FROM FORWARD PLAN FOR THE PERIOD COVERING 18 JANUARY TO 18 APRIL 2023

NOTICE IS HEREBY GIVEN that at a meeting on Thursday 16 February, the Cabinet Member for Traffic & Transportation will make a decision on the following item:

A report by the Director of Regeneration

Portsmouth Park & Ride Contract Extension

Purpose

The purpose of this paper is to seek agreement to extend the existing Portsmouth Park & Ride contract to October 2024.

Any questions about the proposed decision should be addressed to:

Simon Bell, Principal Public Transport Officer

simon.bell@portsmouthcc.gov.uk

This decision is a Key Decision for the purposes of the Forward Plan as defined in Article 13 of the Constitution but was not included in the Forward Plan covering the period 16 February to 16 April 2023 and is therefore an omission from the Forward Plan. The Chair of the City Council's Scrutiny Management Panel has been notified of and agreed to the decision being made, in accordance with the City Council's Constitution (General Exceptions, Section 15).

The reason why the item cannot wait until the publication of the next Forward Plan and the subsequent Traffic & Transportation meeting is the need to go through the contractual processes to give the contractor sufficient time ensuring continuity of service.

The decision will be taken at the Cabinet Member for Traffic & Transportation's decision meeting on 16 February at 5pm.

26 January 2023

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Agenda Item 4



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet meeting for member for Traffic & Transportation
Date of meeting: 16 February 2023
Subject: Portsmouth Park & Ride Contract Extension
Report by: Tristan Samuels, Director of Regeneration
Report Author: Simon Bell, Principal Public Transport Officer
Wards affected: Charles Dickens, Nelson and St Thomas
Key decision: Yes
Full Council decision: No

1. Purpose of report

The purpose of this paper is to seek agreement to extend the existing Portsmouth Park & Ride contract to October 2024.

2. Recommendations

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

- 2.1 **Agrees to extend the current supported Portsmouth Park and Ride contract up to 26 October 2024 with delegated authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to negotiate with the current contractor;**
- 2.2 **Agrees the increase to the current contract price to an amount identified through the Department for Transport instigated network review process to a maximum increase of £45,000 per annum;**
- 2.3 **Approves the development and implementation by the Transport Service supported by Procurement and Legal Services, of a procurement strategy to re-tender the contract. The process will include review of options for the electrification or hydrogen operation of Park & Ride services, either at point of contract award or over the term of the contract. This process will be informed by the projected impact of recent successful Portsmouth City Council funding applications including South East Hampshire Rapid Transit (SEHRT) and Portsmouth Bus Service Improvement Plan;**



- 2.4 **Approves that pre-procurement activities may commence, including for peer review with fellow councils and soft market testing with operators.**
- 2.5 **Notes that waiver approval will need to be sought from Procurement and Legal Services in respect of the proposed extensions to the contracts set out above, in accordance with the Council's Contracts Procedure Rules.**

3. Background

- 3.1 The Transport Act 1985 outlines the statutory duty and powers of Portsmouth City Council, to consider the provision of bus routes where there are no commercial services. Park and Ride services operate as a mostly tendered provision across other English cities, although some operate services as part of a commercial network in more established operations.
- 3.2 Portsmouth's Park & Ride service commenced operation on 5 April 2014. It continues to provide a frequent, reliable, high-quality bus link between the Portsmouth Park & Ride site adjacent to the M275 at Tipner and the city centre, with stops for Portsmouth International Port; Charles Dickens birthplace; the City Centre; Nelson Gate; and The Hard for the Historic Dockyard and Gunwharf Quays.
- 3.3 The service operates with passengers parking for free and paying for the bus journey via paper ticket or smart card. Concessionary passes have not been valid for the service during its period of operation. The current return fare is £4 a day for up to five people in a car with a range of reduced fares for regular travel.
- 3.4 The current Portsmouth Park & Ride service (PR1) operates with a daily frequency of every 15 minutes between 7:00 and 19:15 on weekdays, (with later starts at the weekend and earlier finish on Sundays).
- 3.5 Portsmouth Park and Ride service (PR1) has operated on the same contract since 2014 with variations on frequency, stopping arrangements and for local events as requested by the city council to meet passenger demand. This contract has been provided using high quality branded double decker buses. The contract for the Park & Ride service has run past its maximum term of 5 years plus 3 years extension and is now extended to expire in April 2023 through an approved waiver.
- 3.6 The service has been enhanced with additional services, which operate as demanded, including PR2 (University service) and PR3 (Southsea service), these were operated by separate contracts. Additional Park and Ride services also operate for specific events or seasonal purposes and are often provided by different bus operators with the same fares' arrangements.



- 3.7 As part of the National Bus Strategy Government expressed the aspiration for the widespread adoption of electric or hydrogen buses. Other cities park and ride services have been a target for early conversion across England. The Zero Emission Bus Regional Area (ZEBRA) grant was developed to facilitate this and subsequently the council and First Bus South was successful (£6.5 million) in attracting funding for buses, (and associated infrastructure) that run on commercial services in the city. The vehicles which are operated exclusively on the contract continue to be CAZ compliant Euro VI engines.
- 3.8 The Park & Ride service is a key element in delivering Portsmouth Transport Strategy (Local Transport Plan 4 (LTP4)) and has been a key consideration of the council's successful capital bidding programme. This has supported the aim of the LTP to deliver cleaner air to the city through the provision of an alternative to driving into the city centre.
- 3.9 There is an aspiration for Portsmouth Park and Ride to be developed and enhanced. A bid was submitted to the Government's Levelling up Fund 2 for the expansion of the park and ride and creation of a Transport Hub. Whilst the Council was unsuccessful in attracting funding through the Levelling Up Fund it still is considering other funding opportunities to pursue the development. With Policy D of the Portsmouth Transport Strategy outlining how we will seek to extend operating hours to meet demand and services to key attractions within the city, such as the seafront, Queen Alexandra Hospital and Fratton Park, It is hoped that a new Transport Hub will have larger capacity, a greater range of destinations and a wider range of complimentary services on-site.

4 Current Position

- 4.1 The contract for Park & Ride will expire on 4 April 2023. At present the interventions in the Transforming Cities Fund (TCF) and Bus Service Improvement Plan (BSIP) programmes are being developed and remain to be finalised. If the council were to undertake a full procurement exercise immediately this would impact significantly on detailed consideration of opportunities from these funding streams, which may then have an impact on longer term achievement of strategic objectives and best value consideration.
- 4.2 The Levelling Up Fund 2 announced in late January 2023, that no funding would be made available for the project. Following this, the council are assessing possibilities for alternative funding. The council has aspirations for improved and enhanced park and ride services with the introduction of the transport hub. The inclusion of such enhanced services would substantially alter the specification within the procurement process and as such a review of the business case remains to be undertaken to consider if the TH can be brought forward via an alternative funding route. It is not possible to undertake the review prior to the procurement process which is due to be completed April 2023 which would have needed to have started prior to the Levelling Up Fund 2 announcement.

- 4.3 There is currently no capability within Portsmouth for electric or hydrogen buses. The ZEBRA bid will deliver some capacity for First at their Hoeford (Fareham) depot in the area in 2024. There continues to be uncertainty around Bus Service Operator Grant revenue for electric services and some concern over supply of electric buses in this emerging market. There will be an ambition for Park and Ride Services to become carbon neutral over the lifetime of the next contract.
- 4.4 Whilst the council has been successful in attracting external funding it should be noted that this is against a backdrop of pressure on bus service provision. This is in line with the cost pressures on all park & rides services across England. This is due to:
- Bus recovery grant possibly ceasing in April 2023.
 - A reduction in fares revenue due to reduced passengers.
 - Increased driver costs due to the national driver shortage.
 - increased fuel costs due to international events.
 - Decrease in patronage as a result of pandemic behaviour change
- 4.5 Associated with the pressures above the current contractor advised the council of an increase in subsidy needed for the park & ride contract of £45,000 per annum would be required to continue operation. This was part of the "network review" process which was implemented by the Department for Transport with bus operators and local authorities.

5. **Reasons for recommendation**

- 5.1 A number of factors resulting from external issues creating uncertainty in the market and the council success in capital bidding programmes have led to the recommendation to delay the procurement process for the Park & Ride contract. These include:

5.1.1 **Financial**

The current contract continues to offer value for money, (with the contract uplift of £45,000 per annum) as the vehicles are not life expired and the service continues to attract increasing revenue as the patronage increases after pandemic.

5.1.2 **Environmental**

There is an expectation for a carbon neutral operation to be included in the lifetime of the new contract. Whilst capacity in electric/hydrogen buses is progressing, the market locally is not developed enough for the council to embark on a successful competitive tender due to lack of operator capacity for sustainable energy provision.

- 5.1.3 **Operational**
The Council, through its successful delivery of its capital programme anticipate works along the route of the Park & Ride and at its termini at The Hard Public Transport Interchange. This could prevent the successful implementation of a new contract and service over the period of part of the waiver.
- 5.1.4 **Market uncertainty**
To proceed to contract at present could attract a premium due to a number of uncertainties in the market for the provision of bus services. This includes the future of Bus Service Operator Grant, whose current arrangements financially favour diesel operation. There also has been uncertainty in regard to the procurement of electric buses, with one supplier halting production. This is in addition to the present structural change in the economy which is affecting the cost and supply of labour, parts and energy.
- 5.1.5 **Opportunities from the capital bids**
A delay to the procurement process would allow us to fully incorporate in the benefits of time savings from the SEHRT and BSIP programmes into the procurement programme. Funding for a transport hub would substantially increase the amenity of the trip generation potential and lead to a substantially enhanced revenue stream or reduced financial need to support the service.
- 5.1.6 **Timescales**
In view of the above points, it is recommended that procurement of a new contract for delivery of park & ride services is undertaken in line with the summary indicative target programme set out in Table 1. This programme will allow for an effective procurement to be undertaken in full compliance with procurement regulations and Council governance processes.

Table 1: Park & Ride tender proposed timescales

Park & Ride tender proposed timescales	
Tenders issued	Summer 2023
Tenders returned	Autumn 2023
Decision at T & T meeting	December 2023
Award Date	January 2024
Service commencement	No later than October 2024

6. Integrated impact assessment

An Integrated Impact Assessment is found in Appendix A.

7. Procurement implications - Assistant Director, Procurement

7.1 Noting the legal implications set out below, the Council should ideally seek to compliantly re-tender the park & ride service contract as soon as is practically possible. However, given the strategic objectives that the service supports coupled with the need to properly assess opportunities for service development arising from the various funding programmes and initiatives, there would be a risk to the Council achieving long term best value if a procurement process was fast tracked on a pure compliance basis.

7.2 The procurement timetable outlined above will allow for the required pre-procurement activities that will enable the Council to effectively and compliantly re-procure a long-term contract that has the flexibility to address current and future needs.

7.3 The procurement timetable and strategy will require further development dependent upon achieving formalised agreement with the current operator in respect of the terms of proposed extension period and assessment of the impacts of funding streams and infrastructure development initiatives is developed. Information gathered from operators via soft market testing and other councils running park & ride services through peer review prior to formal issue of the tender in Summer 2023 will also be used to inform strategy, programme and post award mobilisation timescales.

7.4 Whilst there may be opportunities to shorten the length of the proposed contract extension, until the pre-procurement activities are undertaken, and reported back to decision makers, it would be unwise not to proceed with an extension duration that does not provide for flexibility and contingency.

7.5 It is understood that experienced Council Traffic & Transportation officers are undertaking a detailed review of proposed alterations to the pricing structure that would cover the extension period. It is also understood that the Council's legal services will review the terms of the contract to ensure that they are fully synchronised with the agreed rates, revised specification and any changes in relevant legislation. This work will be further developed to allow for formal sign off of the contract extension in accordance with the Council's procurement governance processes.

8. Legal implications

8.1 The Council has a duty under the Transport Act 1985 ("TA") "*to secure the provision of such public passenger transport services as the Council*



consider it appropriate to secure to meet any public transport requirements within the city which would not in their view be met apart from any action taken by them for that purpose".

- 8.2 To secure the duty, the Council has the power to enter into agreements for the provision of service subsidies, but this is limited to where the service would otherwise not be provided to a particular standard but for the subsidy. "Standard" in this instance meaning the frequency or timing of the service, the days or times of day the service is provided, and the vehicles used to provide the service.
- 8.3 The exercise of the power by the Council is conditional on a competitive tender being undertaken, which must have consideration for a "*combination or economy, efficiency and effectiveness*" and "*the reduction or limitation or traffic congestion, noise or air pollution*". These agreements must not exceed 8 years.
- 8.4 The contract for Park and Ride services commenced in April 2014 and expired (having used all extension options) in April 2022. The contract was then extended beyond the 8-year term provided in the original procurement until April 2023, and this paper seeks to do the same again until October 2024.
- 8.5 The Council does have the power to subsidise services, without competitive tender, where the subsidy is urgently required for the purpose of maintaining an existing service. Were this decision challenged, the court would likely consider the ordinary meaning of the word urgent i.e. requiring immediate action or attention, when deciding whether the conditions have been met, and would also consider things such as the Council's own conduct when deciding whether such circumstances were urgent. If the Council was unable to evidence this then that would expose the Council to legal, financial and reputational risk until the services are re-tendered, or the non-compliant subsidy is withdrawn.
- 8.6 As a consequence of this proposal, the Council must ensure that this route is subject to competitive tender and must invite tenders for the provision of the subsidised service as soon as possible. Any agreement entered into which is exempt from the tender process, may only remain in force for a period of 3 months after the tenders have been received as part of the tender process. As such, any extension approved should be for no longer than reasonably required to run the new tender exercise.
- 8.7 These services are standard services under the Public Contract Regulations 2015 ("PCR") and so the Council must procure the services in accordance with Part 2 of PCR.

9. Director of Finance's comments

- 9.1 The Park and Ride Service runs at a deficit which is subsidised from the Parking Reserve. The ridership numbers remain low and have not recovered since the pandemic. Consequently, the income from users of the service does not cover the operating costs and the site running costs.
- 9.2 The increase of up to £45,000 to the current contract price will be met from the Parking Reserve.

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Signed by: Tristan Samuels, Director of Regeneration

Table of background documents

Portsmouth Local Transport Plan 4 21 - 38	Local Transport Plan 4 (LTP4) - Portsmouth City Council
Portsmouth Transport Strategy	Portsmouth Transport Strategy 2021-2038
Portsmouth BSIP	National Bus Strategy (portsmouth.gov.uk)

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) :

Extension of Portsmouth Park & Ride contract

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

- Existing
- New / proposed
- Changed

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

Contract extension to continue the park & ride service in its current form until October 2024.

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?

We have not carried out any consultation regarding the proposal.

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?

They are no negative impacts of this proposals.

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

The contract for Park & Ride includes a clause for the return of passenger numbers for analysis at the Park & Ride Board and as part of the monitoring Local Transport Plan process.

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?

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact Mark.Sage@portsmouthcc.gov.uk 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 contract extension will continue to have a positive impact on people who have protected characteristics such as disabilities or maternity through the provision of accessible vehicles on park & ride services.

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

Ensuring the appropriate vehicles are used and customer feedback.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

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

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

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

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

The provision of park and ride enables visitors to access the city centre without having to drive therefore supporting a reduction in emissions.

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 per the regular monitoring regime.

Monitoring of the park & ride patronage.

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?

[Empty text box for response]

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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?

Park and Ride is designed to reduce vehicle traffic congestion by giving sustainable transport passengers the option to travel by a single vehicle (bus) over individual private cars through bus priority road space. The park & ride service also provides an access across the Clean Air Zone by low emission buses as opposed to private car transport.

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

The contract for park & ride includes a clause for the return of passenger numbers for analysis at the park & ride Board and as part of the monitoring Local Transport Plan process. Ensure required vehicles are used on the service.

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?

This contract extension will continue to ensure an alternative is provided to private vehicles trips into the city which will support improved traffic congestion and increase sustainable travel within the city.

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

The contract for park & ride includes a clause for the return of passenger numbers. Wider monitoring will be picked up as part of the Local Transport Plan monitoring report.

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 park & ride service allows access to cultural tourist destinations such as Portsmouth Historic Dockyard.

How are you going to measure/check the impact of your proposal?
Park & ride patronage.

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?

The extension of the park & ride contract will ensure continued sustainable access to the employment and economic opportunities to the city, supporting reduced traffic congestion.

How are you going to measure/check the impact of your proposal?
The contract for park & ride includes a clause for the return of passenger numbers. Stakeholder feedback.

Q8 - Who was involved in the Integrated impact assessment?

Danny Douglas - Strategic Transport Lead
Hayley Chivers - Transport Planning Manager

This IIA has been approved by:

Contact number:

Date:

Agenda Item 5



Title of meeting:	Traffic and Transportation Cabinet Decision Meeting
Date of meeting:	16 February 2023
Subject:	Transport for the South East (TfSE) Strategic Investment Plan
Report by:	Tristan Samuels, Director Regeneration
Report author:	James Silvester, Interim Strategic Transport Lead
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 The purpose of this report is to provide an update on the development of Transport for the South East's (TfSE's) Strategic Investment Plan (SIP) following public consultation and recommend approval of the document.
- 1.2 TfSE is encouraging constituent authorities such as Portsmouth City Council (PCC) to approve the SIP before the Partnership Board considers the final SIP in March 2023 and agrees the process for submitting it to Government.

2. Recommendations

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

- 2.1 **Notes the inclusion of the Eastern Road active travel schemes within the SIP as outlined in section 4 of this report;**
- 2.2 **Approves the final draft of the SIP for the South-East.**

3. Background to TfSE

- 3.1 TfSE is the sub-national transport body for the South East of England. Its purpose is to determine what investment is needed to transform the region's transport system and drive economic growth.

- 3.2 TfSE was established in 2017 and is a partnership of 16 local authorities and five Local Enterprise Partnerships (LEPs) plus representatives of district & borough authorities, protected landscapes and national delivery agencies. By speaking with one voice on our region's transport priorities, TfSE is able to make a strong case to government for investment in the South East needs.
- 3.3 TfSE published a 30-year Transport Strategy in June 2020. The strategy sets out an ambitious vision to 2050, setting out a framework that will support the development of a modern, integrated and sustainable transport network.
- 3.4 TfSE has subsequently worked with its constituent authorities, Local Enterprise Partnerships (LEPs), protected landscapes and other stakeholders to develop a series of area studies. These geographic studies have been based around the most important economic corridors in the region and have investigated the issues, challenges and opportunities identified in the transport strategy in more detail. This resulted in a number of multi-modal packages of interventions to make life better for people, for businesses and for the environment.
- 3.5 In addition to the area studies, further work has been undertaken on a Future Mobility Strategy and a Freight, Logistics and International Gateways Strategy. The evidence from all these studies has been used to inform the SIP.

4. Summary of the Key Issues

- 4.1 TFSE published its Transport Strategy in July 2020. The strategy sets an ambitious vision for the region to 2050 and identifies a preferred scenario to help achieve that vision. A series of area studies and thematic studies have since been completed and they identify packages of multi-modal interventions that are needed to deliver the 2050 vision.
- 4.2 On 13 June 2022 the TfSE Partnership Board approved the draft SIP for public consultation. The SIP will form the final part of the transport strategy, bringing together the outputs from the area studies and thematic studies, to become the blueprint for investment in the South East for the next 30 years
- 4.3 A detailed explanation as to the SIP, and the consultation on it, was previously reported to the Traffic and Transportation Decision Meeting on 22nd September 2022 [Agenda for Cabinet Member for Traffic & Transportation on Thursday, 22nd September, 2022, 5.00 pm Portsmouth City Council](#). That information has not been repeated in this report.
- 4.4 PCC's consultation response on the SIP noted strong support for a number of elements in the Plan. It also included a request that two items of active travel bridge infrastructure proposed for the A2030 Eastern Road (just south of the junction with the Havant Bypass) should be specifically included in the SIP. The two schemes (described below) are large, ambitious and expensive, with both expected to cost over £5m, and were thought by officers to be very suitable for inclusion in a strategic long-term transport document.

4.5 The two items noted above consist of:

- (i) Either a cantilevered bridge, or widening to the existing bridge, to facilitate access for pedestrians and cyclists along the A2030 and allow the route to meet the minimum scores for comfort, connectivity, safety, gradient and directness, as set out in DfT's Route Selection Tool (RST). This scheme has been identified as a long-term priority (5 years+) in Portsmouth's Local Cycling and Walking Infrastructure Plan (LCWIP).
- (ii) An additional bridge across Eastern Road, linking to the paths on both sides of the bridge. There are currently few access points across the A2030 for pedestrians and cyclists. This scheme is not currently identified in the LCWIP - as the focus for the A2030 has been on improving the links from further north linking to Anchorage Road - but is a longer-term aspiration.

4.6 The formal consultation period on the draft SIP ran from 20 June 2022 to 12 September 2022, with over 600 responses received from a range of stakeholders. TfSE made a number of amendments in light of the feedback received. TfSE has now completed the formal consultation, analysis and revisions on the draft SIP and is now seeking the agreement of its constituent authorities prior to submitting the final SIP to Government in spring 2023.

4.7 The suggestions related to the Eastern Road active travel schemes have also been taken on board, although these will still need to go through a number of assessments and checks before they are formally added as named schemes in the SIP and the accompanying Delivery Action Plan (DAP). This is very good news as schemes listed in the SIP and DAP will be more likely to attract funding than unlisted schemes.

5. The Public Consultation Carried Out and the Changes made to the SIP

5.1 The public consultation on the draft SIP commenced on 20 June 2022 and concluded on 12 September 2022. The main mechanism for obtaining feedback was via an online survey, accessed via a dedicated online engagement platform. Some email and postal responses were also received as well as a number of templated email responses via a campaign response platform developed by Transport Action Network (TAN).

5.2 The survey recorded responses about demographics, type of stakeholder, geographical area, comments on the SIP chapters and the ISA. It mirrored the structure of the SIP and included a combination of single selection answers (or 'tick all that apply'), response options as well as free-text responses.

5.3 During the twelve-week consultation period, TfSE engaged with multiple stakeholders through a variety of channels. The draft SIP was officially launched at TfSE's 'Connecting the South East' event at G-Live in Guildford on 5 July 2022. Two virtual webinars were held in July 2022, with nearly 300 attendees across all events. A

parliamentary reception was also held at Portcullis House on 22 June 2022 for MPs and their researchers.

- 5.4 The consultation was widely promoted via the TfSE newsletter, press releases, social media (paid and unpaid) and through partner communications. All the region's MPs, LEPs and local authorities were sent a dedicated email containing a link to the consultation material.
- 5.5 There were 640 responses to the consultation. A total of 422 respondents completed the questionnaire, with a further 87 submitting individual letters or emails. In addition, 131 individual petition responses were received as a result of a campaign organised by Transport Action Network (TAN).
- 5.6 All consultation responses have been considered and the following provides a short summary of the overall key findings from the consultation:
- Support shown to investment proposals to improve public transport in the South-East, for example, 34% of those that participated via email/letter explicitly stated they welcomed the investment into public transport.
 - Respondents welcomed the focus on Active Travel schemes, with between 51% and 79% of respondents who participated in the survey supporting the proposed Active Travel schemes across the four geographies.
 - Respondents welcomed the recognition of importance of the need to tackle climate change, with analysis showing that 76% of respondents to the survey stated 'Decarbonisation & Environment' is the most important investment priority for the Strategic Investment Plan to deliver.
 - Of those respondents that participated via the survey, 49% of respondents were in agreement that the Strategic Investment Plan makes the best case possible for investing in transport infrastructure in the South-East, with 'Somewhat agreed' at 31% and 'Definitely agreed' at 18%.
- 5.7 Although 'decarbonisation and the environment' was selected as the most important overall investment priority for the SIP to deliver by respondents to the survey, qualitative responses to the same question showed that support for other investment priorities was also considered important. This highlighted that TfSE should prioritise improvements to public transport, in turn reducing car use and tackling climate change. The support for public transport fares was further evidenced when respondents to the online survey chose this above decarbonisation, as the most important global policy intervention (78% / 72%) and the most frequently received comment in email and postal responses was around support for investment in public transport (34%).
- 5.8 When asked to what extent they agreed that the packages of interventions for a geography delivered on the priorities of the SIP, the online survey submissions showed that 58% somewhat or definitely agreed for Solent and Sussex Coast, with 15% definitely disagreeing.
- 5.9 Analysing the sub-regional interventions shows that the most contentious geography is the Kent, Medway, and East Sussex area. Analysis of the qualitative feedback that

accompanied this question reflected multiple requests for a slip road on the M26/M25/A21. This request followed a campaign by a local MP, who requested that constituents responded to the draft SIP consultation with this specific request. The intervention was already included in the SIP. However, our analysis shows that this misunderstanding, coupled with the strength of feeling around the proposed Lower Thames Crossing scheme, led to the more negative overall responses about packages of interventions in the Kent, Medway and East Sussex area compared to other geographies.

5.10 Feedback from the more detailed, geographic scheme specific questions demonstrated that rail schemes were most supported interventions for the Solent and Sussex Coast area, followed by mass transit and active travel. Proposed highways schemes were the least popular. The most frequent comment for this geography was a desire to see more sustainable modes of transport prioritised, followed by a greater focus on active travel.

5.11 Paragraphs 5.1 to 5.10 above summarise the main consultation results. For anyone wishing to read the full set of consultation results, please see pages 31 to 84 of the 'Agenda and Papers (combined pack)' for the TFSE Partnership Board meeting of 14 November 2022. This can be accessed via [Partnership Board - Transport for the South East](#)

5.12 The following provides a summary of the changes to the draft SIP following the public consultation:

- Provided more context on the purpose of the SIP and importantly, what the SIP won't do;
- Provided clarity that the financial ask of the SIP is above and beyond the funding that Local Transport Authorities already receive;
- Asserted the need to ensure that public transport provision returns to the quality of provision prior to the covid pandemic;
- Updates to investment priorities section to reflect feedback on the priorities;
- Strengthened the focus on decarbonisation and the environment throughout the document, including making it clearer that addressing climate change is a main aim of the SIP;
- Greater recognition of the importance of strategic active travel and mass transit;
- Clarification that highways are multi-modal assets, supporting active travel and mass transit interventions as well as freight movements;
- Amendments to the narrative for coastal areas to reflect the challenges that transport can help address and the opportunities that it can unlock;
- Strengthening the narrative around key priorities that support health and wellbeing;
- In recognition of the current financial situation, the funding and finance section has been updated to reflect that the SIP is a live document and costs will need to be updated as individual schemes are taken forward;
- Clarification that transition of freight to rail will not be of detriment to passenger services;
- Changes and clarification to information on proposed interventions to reflect comments received; and

- Updates to the delivery stages and next steps of the SIP to set out how the SIP will be implemented, delivered and monitored.

5.13 Some comments received in response to the consultation related to the evidence base documentation, i.e. thematic plans or Strategic Programme Outline Cases (SPOC). These documents will be updated to reflect key comments and included on the TfSE website alongside the publication of the final SIP in March 2023.

5.14 At its meeting on 14 November 2022, the TfSE Partnership Board agreed the final draft SIP. The Partnership Board will consider the final SIP in March 2023 and agree the process for submitting to Government. TfSE has promised to continue to work with constituent authorities and other delivery partners to shape a delivery plan which will set out how the schemes and interventions in the SIP will be implemented.

6. Reasons for Recommendation

6.1 TfSE provides an opportunity to support and deliver growth across the South-East through the development of a long-term strategic programme of multi-modal transport interventions to facilitate economic growth, improve quality of life and enhance the environment.

6.2 Overall the SIP will bring a number of major benefits to Portsmouth and the wider Solent area. The expected addition of the Eastern Road active travel bridges into the SIP will help to demonstrate to the Government and others Portsmouth's high level of ambition as regards facilitating active travel.

7. Integrated Impact Assessment

7.1 An Integrated Impact Assessment (IIA) has been prepared and is attached in Appendix A. The IIA identified no adverse impacts arising from the approval of the Strategic Investment Plan.

8. Legal implications

8.1 TfSE is the non-statutory sub-regional transport body for the south east, in the form of a partnership comprising local transport authorities in the region together with other interested bodies as outlined in the body of the report.

8.2 While there are no legal implications for the City Council arising directly from the recommendations in the report, central government will have due regard to the work undertaken by TfSE in making decisions relating to future transport policy, strategy and investment covering the region.

9. Director of Finance's comments

- 9.1 There are no direct financial implications of approving the recommendations within this report.
- 9.2 The two items of active travel bridge infrastructure proposed for the A2030 Eastern Road do not currently have a funding source identified in PCC's Capital Programme. If added as named schemes in the Strategic Investment Plan and the accompanying Delivery Action Plan, the chances of them attracting external funding may be increased.

.....
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
Traffic and Transportation Decision Meeting 22 nd September 2022 report 'Transport for the South East Strategic Investment Plan Consultation'	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 22nd September, 2022, 5.00 pm Portsmouth City Council
Portsmouth Local Cycling and Walking Infrastructure Plan (LCWIP)	Local Cycling and Walking Infrastructure Plan (LCWIP) - Travel Portsmouth
DfT Route Selection Tool	Planning local cycling and walking networks - GOV.UK (www.gov.uk)
The final draft Strategic Investment Plan (as agreed by the Partnership Board at its meeting on 14 November 2022).	Partnership Board - Transport for the South East
Draft Strategic Investment Plan: Consultation report	Pages 31 to 84 of the 'Agenda and Papers (combined pack)' for the TFSE Partnership Board meeting of 14 November 2022. This can be accessed via Partnership Board - Transport for the South East
Transport Strategy, July 2020	Transport strategy - Transport for the South East
Area Study reports, published as part of the SIP evidence base in June 2022	DRAFT Strategic Investment Plan - evidence base - Transport for the South East
Freight, logistics and international gateways strategy, published in May 2022	Freight, logistics and gateways - Transport for the South East

Future Mobility Strategy, published in October 2021	Future mobility - Transport for the South East
Agendas and papers from TfSE Partnership Board	Meetings & minutes - Transport for the South East

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

.....
Signed by:

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Transport Planning

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

Transport Strategy - Transport for the South East (TfSE) Strategic Investment Plan

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 approve the updated TfSE Strategic Investment Plan so as to benefit the Portsmouth area in future years

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?

Yes, consultation took place between 20 June and 12 September 2022. One key change as a result of the consultation is the inclusion of Eastern Road bridge infrastructure in the Strategic Investment Plan following the PCC consultation response. A detailed analysis of the other consultation results is included in section 5 of the main report.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Transport investments will improve the quality of life for local people, amongst other things facilitating access to training and employment opportunities (potentially assisting mental health and quality of life) as well as providing some healthier active travel choices.

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

Schemes will be monitored as and when implemented.

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?

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact gina.perryman@portsmouthcc.gov.uk 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?

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?

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?

Carbon reduction is a key feature of a number of the schemes proposed in the Strategic Investment Plan, including the proposals related to public transport, SEHRT, park and ride and active travel.

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

Schemes will be monitored as and when implemented.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

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

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

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

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

Improving travel options will encourage people to consider non-car alternatives, reduce congestion levels and weaken reliance on the private motor car. When implemented the schemes will encourage cleaner and greener travel around the city.

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

Each scheme will be monitored as and when implemented

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?

Key focuses for the SIP investment will be improving both public transport and active travel, increasing the non-car modal share and providing wider travel options for the whole community.

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

Each scheme will be monitored as and when implemented

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Facilitating transport improvements, such as through investment in the South-East Hampshire Rapid Transit corridors and the Transport Hub, will make Portsmouth a more desirable place to visit, enjoy and live in.

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

Each scheme will be monitored as and when implemented

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?

Improvements to the transport infrastructure in and around the city will improve access to training and employment opportunities, as well as encourage business efficiencies.

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

Each scheme will be monitored as and when implemented

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 current level of congestion adds to local businesses' transport costs. Investing in modern transport options will facilitate easier and cleaner movement around the city and improve trading and investment opportunities.

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

Each scheme will be monitored as and when implemented

Q8 - Who was involved in the Integrated impact assessment?

James Silvester Interim Strategic Transport Lead
Hayley Chivers Transport Planning Manager

This IIA has been approved by: Felicity Tidbury

Contact number: 02392 688297

Date: 03/03/23



Title of meeting:	Traffic & Transportation Cabinet Member Decision Meeting
Date of meeting:	16 th February 2023
Subject:	Concessionary Fares Scheme Reimbursement to Bus Operators
Report by:	Tristan Samuels, Director Regeneration
Report Author:	Simon Bell, Principal Public Transport Officer
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 This report provides an update on revisions to the scheme made in the Traffic & Transportation Cabinet decision meeting in September 2022¹, following an update in Department for Transport (DfT) guidance. This report provides updated recommendations for Concessionary Bus Passes reimbursement to bus operators in 2023/24 in accordance with this guidance.

2. Recommendations

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

- 2.1 **Notes the contents of this report;**
- 2.2 **Approves that the bus operator reimbursement rate reverts to actual journeys made using the concessionary pass from 1 April 2023;**
- 2.3 **Approves that unallocated concessionary travel budget be used to meet the cost for reinstating bus service withdrawals during 2023/2024 in the first instance following DfT guidance.**
- 2.4 **Approves the revision of the older persons concessionary pass end time to 02:00 from the current 23:00 hours, from 1 April 2023;**

¹ [Agenda for Cabinet Member for Traffic & Transportation on Thursday, 22nd September, 2022, 5.00 pm Portsmouth City Council](#)



- 2.5 Delegates authority to the Director of Regeneration in conjunction with the Cabinet Member for Traffic and Transportation and the S151 Officer, to make changes to the operator reimbursement rate within the allocated budget where such changes are considered necessary having regard to any amendments to central government guidance;**
- 2.6 Notes the findings of the hospital appointment trial and extends this trial until 31 March 2024 in order to collect further data and report back to Traffic & Transportation Cabinet Member in February 2024.**

3. Background

- 3.1 Portsmouth City Council administers the English National Concessionary Travel Scheme for residents of the city under the terms of the Concessionary Travel Act 2007, and the Mandatory Travel Concession (England) Regulations 2011. The scheme allows eligible pass holders free off-peak travel on local buses. Bus operators are normally reimbursed on a 'no better no worse' basis for the loss of revenue forgone for the journeys made. This is calculated by using the average adult fare and specific additional costs incurred. As these average fare and costs can vary an updated scheme is required to be published annually.
- 3.2 During the pandemic, in line with DfT guidance, a different basis for reimbursement has applied. This report sets out upcoming changes to this guidance. The Portsmouth Concessionary Travel scheme follows the terms of the Concessionary Travel Act 2007 and considers the Department for Transport guidance. The Portsmouth scheme is managed on behalf of the Council by specialist consultants MCL contracted by the authority.
- 3.3 Portsmouth City Council revised its operator reimbursement rate to a tapered approach for 2022/23 in line with guidance from the DfT issued in 2022 as approved at the meeting of the Cabinet Member for Traffic and Transportation on 24th February 2022. The reimbursement rate started at 90% for April to June 2022 and for the months January to March 2023 76% of pre-pandemic. Where a bus operator mileage has been below these figures this figures has been used..
- 3.4 New guidance from the DfT issued to local authorities in November 2022 has suggested that local authorities should consider moving to reimbursement based on pre-pandemic levels of travel for the financial year 2023/24. Government guidance has allowed Local Transport Authorities and operators by agreeing funding, routes and service levels between themselves are also essentially defining what pre-pandemic levels mean locally.

4 Reimbursement for 2023/24

- 4.1 Portsmouth reimbursement rate for 2022/23 has been on a tapering scale starting at 90% for April to June 2022 and for the months January to March 2023 76% of pre-pandemic. The guidance from the DfT issued in November 2022 is



stating that the DfT have a strong preference for authorities to reimburse at pre-pandemic rates, but the choice is with the authority as to what rate they choose. As Portsmouth is already reimbursing at less than the pre-pandemic figure, it would not be reasonable to increase to these levels.

- 4.2 It is therefore recommended that Portsmouth City Council reimbursement moves to actual number of trips made from 1 April 2023. The latest figures show passenger journeys by concessionary fare pass holders at 72.6% of pre-pandemic levels. This is expected to increase through 2023 as more people feel more comfortable to travel by bus. Portsmouth City Council would continue to reimburse for any increase in the number of journeys.
- 4.3 DfT guidance from November 2022 further requests that where the Local Transport Authority does not believe it is appropriate, (to continue to reimburse operators at the pre-pandemic rate) that they retain the funding within the wider supported bus sector – for example, through greater support for tendered bus services. It is proposed that the cost for reinstating bus service withdrawals during 2023/2024 be met in the first instance from the concessionary travel budget.
- 4.4 Under the current reimbursement Portsmouth City Council reimburses monthly with a reconciliation payment at the end of each quarter. This would remain the same.

5. Changes to hours of validity

- 5.1 On 22 September 2022, the Cabinet Member for Traffic and Transportation approved an earlier start time for Portsmouth residents with an older person's concessionary bus pass for use Monday to Friday of 0900 instead of 0930. A 6-month trial was also approved for those passholders to travel free to hospital appointments before 0900 on production of an appointment letter or similar.
- 5.2 Data from Stagecoach South (see table 1) for the first month shows that journeys before 0930 increased, but journeys after 0930 reduced. This may suggest that most journeys between 0900 and 0930 are those who previously waited until 0930 and are now travelling at a more convenient time. It should be noted that the sample period is short, and other factors such as weather may have played a part. This will continue to be monitored and a further report will be presented to the Cabinet Member when further information is available.
- 5.3 Table 1: Stagecoach South bus passenger data:

Stagecoach Older Persons Concessionary Fare pass usage		
Time	Oct-22	Nov-22
0000 to 0929	3,700	5,452
0930 onwards	85,081	81,422



- 5.4 Please note, the figures in table 1 above also include those travelling before 0900 to hospital appointments. These total 277 for the period from November to mid-January on First and Stagecoach buses.
- 5.5 Through the Bus Service Improvement Plan (BSIP), funding enhancements to bus services have been made including the introduction of additional earlier and later bus services. With this introduction a review of the time at which passes can be used has been undertaken. Currently older persons concessionary bus passes are not valid after 23:00 hours Mondays to Fridays, with no time restrictions at weekends in line with government legislation.
- 5.6 Following the review outlined in section 5.5 of this report, it is recommended that the time at which older persons concessionary bus passes should be valid is extended to support the additional later services until 02:00 Monday to Friday. The council has been advised from our consultants MCL who manage the payments of the scheme for us that the cost is likely to be less than £2,000 pa to introduce this.

6. Consultation

- 6.1 Portsmouth City Council has consulted through consultants MCL with both First Bus and Stagecoach, who together operate all local bus services in Portsmouth. No objection has been received to the change to actual reimbursement rate.

7. Reasons for recommendations

- 7.1 The Council are required to provide bus companies with 28 days' notice of the reimbursement arrangements and any change to the reimbursement levels or the times of operations.
- 7.2 Due to Portsmouth City Council proposing to change the reimbursement levels, in line with government guidance from 1 April a decision needs to be taken by the Cabinet Member of Traffic & Transportation at the February 2023 meeting.
- 7.3 The recommendation is to reimburse against actual concessionary use. This gives transparency, but is approximately 25% below pre-pandemic levels, reducing bus operator income and the commercial viability of some bus services. DfT guidance is to retain the concessionary fare budget to support local bus services. Doing so would allow funding to be targeted to address individual services where funding may be required.
- 7.4 Following the introduction of later bus services on several routes in December 2022/January 2023 through the National Bus Strategy, Bus Service Improvement Plan, the time at which older persons concessionary bus passes can be used has reviewed.



- 7.5 That authority be delegated to the Director of Regeneration in conjunction with the Cabinet Member for Traffic and Transportation and S151 Officer, to make any changes to the level of reimbursement paid to operators if government guidance is revised.

8. Integrated Impact Assessment

- 8.1 An Integrated Impact Assessment (IIA) has been undertaken and is attached in Appendix A. The IIA has identified that there are no impacts on the level of service provided to users.

9. Legal Implications

- 9.1 The recommendation at paragraph 2.2 in effect brings the operator reimbursement rate back in line with the provisions of the English National Concessionary Travel Scheme and is within the powers of the City Council as a Travel Concession Authority to make this decision where it considers it appropriate to do so. It is noted that consultation with affected operators in respect of this proposal has been undertaken and no objections received.
- 9.2 As a Travel Concession Authority, the Council has, under Section 93 of the Transport Act 1985 (as amended) discretion to offer concessionary travel entitlements in addition to the national minimum requirements prescribed under the English National Concessionary Travel Scheme. Enhanced local entitlements under such concessions are to be funded by the Council by reimbursement to participating bus operators and are limited to travel within the Council's administrative area unless relevant agreements between neighbouring authorities are in place.

10. Director of Finance comments

- 10.1 The Costs of the Concessionary fares scheme is funded from the Cash Limited budget. Pre-pandemic, the cost of the scheme could not be met from cash limited resources alone, so a subsidy funded by the Parking Reserve was also required.
- 10.2 During the pandemic the Council continued to pay the Bus Operators at pre-pandemic levels funded as above despite the amount of actual concessionary trips being far lower than pre-pandemic levels. No additional specific grant was provided to the Council in respect of concessionary fares during the Covid crisis.
- 10.3 Portsmouth reimbursement rate for 2022/23 has been on a tapering scale starting at 90% of pre-pandemic levels for April to June 2022 and for the months January to March 2023 76%.



- 10.4 Portsmouth City Council's proposal for 2023/24 is that reimbursement moves to actual number of trips made from 1 April 2023. The latest figures show passenger journeys by concessionary fare pass holders at 72.6% of pre-pandemic levels. This is expected to increase through 2023/24 as people feel more comfortable travelling by bus.
- 10.5 The approach to reimbursement as set out in the recommendations in this report will be met within existing cash limited resources and will most likely require no support from the parking reserve in 2023/24, based on current forecast demand information.
- 10.6 In accordance with this approach, DfT guidance is that any underspends will be earmarked in the first instance to fund reinstating any bus service withdrawals during 2023/24.

.....
Signed by:

Appendices:
Appendix A - Integrated Impact Assessment

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

Title of document	Location
Concessionary Fares Reimbursement Scheme to Operators, report to Cabinet Member for Traffic and Transportation, September 2022	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 22nd September, 2022, 5.00 pm Portsmouth City Council

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

.....
Signed by:



Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Transport Planning

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

Concessionary Fares Scheme Reimbursement to Bus Operators 2023/24

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

- Existing
- New / proposed
- Changed

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

The concessionary fare scheme has positive impact on eligible concessionary pass holders which include protected characteristics of age and disability.

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

Monitor pass uptake and reimbursements.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

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

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

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

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

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>
<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

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

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

The concessionary fare scheme will allow pass holders bus travel which can be used to access training, interviews and employment.

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

Passenger numbers on bus services will continue to be monitored to understand the type of trips that bus services are being used for and at what time of the day.

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

Q8 - Who was involved in the Integrated impact assessment?

Simon Bell
Hayley Chivers

This IIA has been approved by:

Contact number:

Date: