



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 20 OCTOBER 2022 AT 5.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Democratic Services 023 9283 4060

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

(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

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 and the end of universal free testing from 1st April, 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 advises people with a respiratory infection, a high temperature and who feel unwell, to stay at home and avoid contact with other people, until they feel well enough to resume normal activities and they no longer have a high temperature. From 1 April, anyone with a positive Covid-19 test result is 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.

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

AGENDA

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 On-Street Residential Chargepoint Scheme - Phase 2 six-month review**
(Pages 5 - 16)

Purpose of Report

To provide an update on the Phase 2 of the On-Street Residential Chargepoint Scheme (ORCS)

- 4 Portsmouth Rental E-Scooter Trial extension** (Pages 17 - 104)

Purpose of Report

This report provides an update on the operation of the rental e-scooter trial and seeks approval to further extend the rental e-scooter trial from the current scheduled end date of 30 November 2022 until 31 May 2024.

Recommendations

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

Notes the information contained in the report on the rental e-scooter trial to date, including Voi's commitment to continue to run Safety Skills events and providing complimentary helmets to attendees at the events.

Approves renewal of the Vehicle Special Order (VSO) for Portsmouth's e-scooter rental scheme to 31 May 2024, in accordance with the Department for Transport's new end date, to legally enable the trial to

extend beyond its scheduled end date of 30 November 2022.

Approves the extension of Voi's contract, initially by 12 months, to enable Voi to continue operating the trial beyond the scheduled expiry of the current contract period on 30 November 2022.

Notes that an update of the rental e-scooter trial to date will be brought to a Traffic and Transportation Cabinet Member Decision meeting in September 2023, as well as any decisions to be made about the service with respect to the remainder of the trial or the post-May 2024 period.

5 TRO 58/2022: Proposed one-way streets between Winter Road and Eastney Road (Pages 105 - 132)

Purpose of Report

To consider the recommendation in line with the consultation results to implement the proposed one-way streets on Maxwell Road, Landguard Road, Tredegar Road and Reginald Road.

Recommendations

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

Approves the implementation of TRO 58/2022, to implement a series of one-way streets including contra-flow cycling, following resident engagement and formal consultation.

6 TRO 130B/2022: Various Roads - Disabled Persons Parking Places (Pages 133 - 158)

Purpose of Report

To consider the public response to the proposed disabled bays in locations in Portsmouth.

In this report, TRO means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 130/2022

Appendix B: Public views submitted

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

Recommendations

In relation to the proposals promoted under TRO 130B/2022, it is recommended that:

The Disabled Persons' Parking Bay in Old Farm Way (outside No 53) is implemented.

It is noted that the remainder of TRO 130/2022 came into operation under TRO 130A/2022 on 15 August 2022, due to no objections being received to those proposals. Therefore, any proposal approved following this report will be brought into operation under TRO 130B/2022.

7 Speed reduction measures - Langstone Road (Pages 159 - 172)

Purpose of Report

Following a recent feasibility study considering options for traffic calming at Langstone Road, this report has been produced to outline the data analysis carried out and the conclusions and recommendations within this report.

Recommendations

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

Approves the installation of speed cushions on Langstone Road in Baffins' Ward.

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

THIS ITEM IS FOR INFORMATION ONLY

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

Title of meeting:	Cabinet Member for Traffic & Transportation
Subject:	On-Street Residential Chargepoint Scheme - Phase 2 six-month review
Date of meeting:	20 th October 2022
Report by:	Tristan Samuels, Director of Regeneration
Report author:	Hayley Chivers, Acting Transport Planning Manager
Wards affected:	All wards except Charles Dickens and Cosham

1. Requested by

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

2. Purpose

- 2.1. To provide an update on the Phase 2 of the On-Street Residential Chargepoint Scheme (ORCS).

3. Background

- 3.1. Portsmouth City Council is required to comply with the Ministerial Directive as written in the 1995 Environment Act (Portsmouth City Council) Air Quality Direction 2020. This directive includes the requirement to implement the local plan for reduction of roadside nitrogen dioxide emissions by 2022 at the latest. As part of this, the Portsmouth Clean Air Zone was launched on 29th November 2021. Electric vehicle charging infrastructure is a part of both the local and national strategy for the improvement of air quality.
- 3.2. In the Portsmouth Transport Strategy 2021 - 2038 (LTP4), one of the strategic objectives is to deliver cleaner air. Policy B, Support infrastructure for alternative fuelled vehicles is among the policies within the strategy which support delivery of the strategic objectives. The scheme aligns with this policy and will encourage the uptake of electric vehicles (EVs) which in turn contribute to the achievement of the strategic objective. It is planned to write a daughter EV strategy sets out our vision and action plan for the rollout of electric vehicle charging infrastructure in the city.

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- 3.3. The Government released the 'Transport decarbonisation plan' in July 2021. The plan aims to phase out the sale of new diesel and petrol cars by 2030 (as previously published in a delivery plan setting out key milestones in 2021) and encourages the uptake of electric vehicles (EV) to meet the demand for the users of the UK's charging infrastructure network and to be on a pathway to achieving net zero emissions from the UK car fleet. As also detailed in the governments 'Ten Point Plan for a Green Industrial Revolution', supporting point 4, which is to accelerate the shift to zero emission for vehicles.
- 3.4. The Transport Decarbonisation Plan outlines that Local Transport Plans (LTP's) should set out how local areas will deliver quantifiable carbon reductions in transport, with further guidance on this expected in autumn 2022. There is also a requirement for local authorities to produce an EV Strategy as part of this work.
- 3.5. The Office for Zero Emission Vehicles (OZEV) created a fund to enable local authorities to provide Electric Vehicle (EV) chargepoints specifically for residential areas that do not benefit from off-street parking. This enables residents to convert to electric vehicles with the knowledge they are able to charge their electric vehicles close to home. In 2018 Portsmouth City Council bid to this fund and were successful in receiving £100k for 75% of the costs of installation and infrastructure for 36 chargepoints in Phase 1.
- 3.6. Following successfully receiving £229,860 for 75% of the costs for installation and infrastructure Portsmouth City Council installed 62 chargepoints as Phase 2 of ORCS between November 2021 and March 2022. This was following approval of the associated Traffic Regulation Order (TRO) at the meeting of the Cabinet Member for Traffic and Transportation on 29th October 2020.
- 3.7. Phase 2 of the ORCS replicated the award-winning standard set during phase 1 of this scheme, utilising lamp column electricity supply. This solution sees the chargepoint retrofitted directly into the lamp column where it is located next to the kerb. In cases where the lamp column is at the back of the pavement a satellite bollard is installed at the front of pavement. The electricity supply from the lamp column to the bollard is fed under the pavement.
- 3.8. The chargepoints are accessible via 'Pay As You Go', (PayG) the PayG option is accessed with a standard charging cable by scanning a QR code on a smartphone or other device. A discreet sign with the QR code and user instructions is attached to the chargepoint.
- 3.9. The chargepoints are accompanied by designated parking spaces ensuring residents have easy access to the charge point. The space can only be used by plug-in vehicles, non-plug-in vehicles which are found parked in the space are subject to a penalty charge notice.

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- 3.10. The scheme is a trial and as part of the grant funding conditions the charge points must remain in place for 3 years. The trial is not only looking at providing charge points for existing EV owners but also promotes EV charging with the hope of encouraging people to convert to electric vehicles. It is accepted that some of the chargepoints will initially have low usage levels due to requesting residents not purchasing a plug-in vehicle until they have confidence that the infrastructure is in place to allow them to charge the vehicle.
- 3.11. Usage is monitored across the three-year trial period, to understand the usage and uptake of electric vehicles within the city. It is hoped that installation of electric vehicle charging points will encourage and enable local residents to make the change from their regular petrol or diesel vehicle.

4. Portsmouth ORCS Phase 2

- 4.1. Joju Solar was selected as the supplier for Phase 2 of this project through the Hampshire County Council Southern Central EV Charging Framework. The 62 chargepoints installed as part of Phase 2 are in the locations detailed in Table 1:

Table 1 - Locations of Phase 2 ORCS chargepoints

15 Beach Road	Broad Street (outside King James Terrace)	19 Burney Road
Bush Street West (opposite 20 Great Southsea Street)	7 Campbell Road	31 Canterbury Road
21 Chestnut Avenue	305 Chichester Road	Clarence parade (opposite Park House)
11 Cleveland Road	43 Cleveland Road	17/18 Croft Road
37 Crofton Road	Crofton Road (alongside 98 Kirby Road)	72 Dunbar Road
89 Empshott Road	39 Essex Road	10/12 Exmouth Road
23 Festing Grove	21 Gains Road	37 Gains Road
48 Glasgow Road	Grove Road South (outside Holmbush Court)	23 Harold Road
39 Haslemere Road	9 Havelock Road	151 Hayling avenue
Highland Street (opposite No. 23)	52 Hudson Road	105 Jessie Road
82 Jubilee Road	160 Kensington Road	Kings Road (outside 45-61 Norfolk Street)
26 Langford Road	24 Lennox Road South	5 Leominster Road
19-21 Lichfield Road	24 Lindley Avenue	88 Liss Road

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93 Lyndhurst Road	14 Mayhall Road	126 Methuen Road
Meyrick Road (outside 186a Twyford Avenue)	Neville Road (opposite No. 15)	35 Nutbourne Road
75 Percy Road	96 Randolph Road	178 Reginald Road
45 Reginald Road	43 Shadwell Road	117 Shadwell Road
49 Sheffield Road	3 Shelford Road	49 St Augustine Road
7 St Chad's Avenue	207 Stubbington Avenue	63 Wadham Road
Wallace Road	Waverley Grove (opposite No. 2)	White Hart Road (outside Mountjoy Court)
36 Whitwell Road	120 Wymering Road	

4.2. Of the 62 chargepoints, at the time of writing this report, 55 have associated designated parking bays marked. The remaining seven bays have not been marked to ensure there is not any impact on parking congestion. The requesting residents in these areas have not yet purchased their electric vehicle (some residents needed the assurance of the infrastructure to be in place before converting their vehicle) and there is no know other demand currently known in the area. Bay markings will be arranged at the sites which have not been marked.

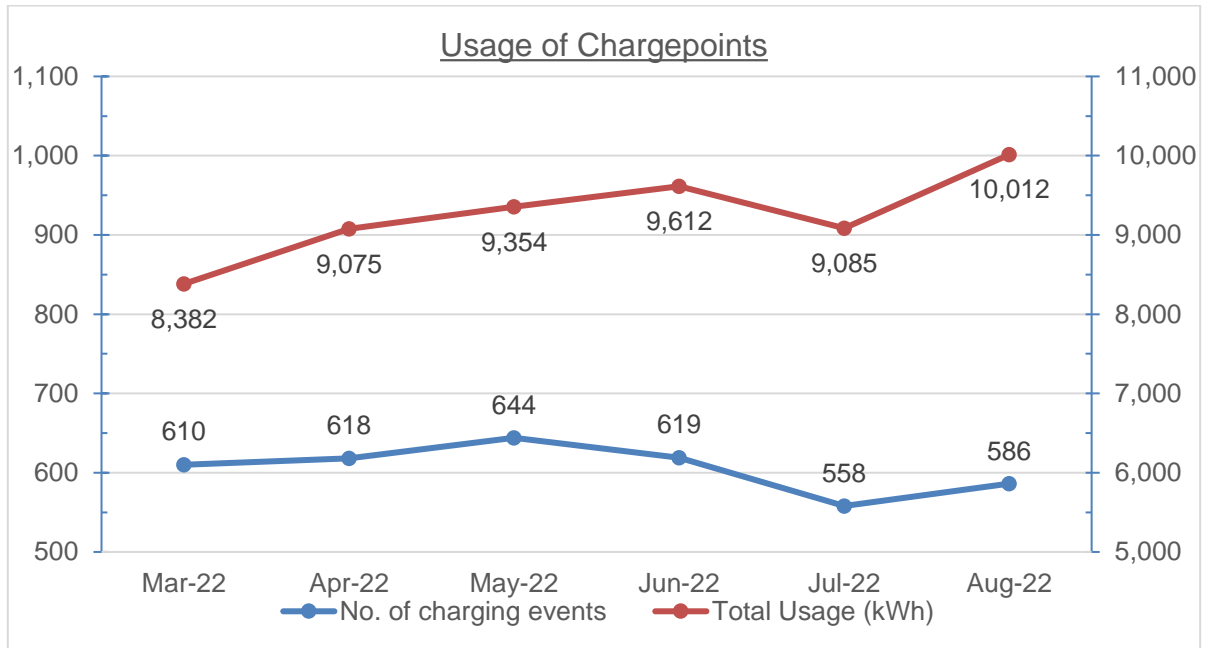
5. Portsmouth ORCS Phase 2 - six-month review

- 5.1. At the time of writing this report, all chargepoints have seen six full months of operation. The following section outlines the findings of usage data from March 2022 to August 2022.
- 5.2. All chargepoints were installed based on resident requests with differing status of ownership. Some already owned EVs, some were planning to purchase one as soon as the infrastructure was in place and others would take longer but within the time frame of the trial.
- 5.3. As shown in Graph 1, the no. of charging events across all chargepoints remained steady from March to August 2022 while the amount of electricity consumed increased by 19.4% in the same period.

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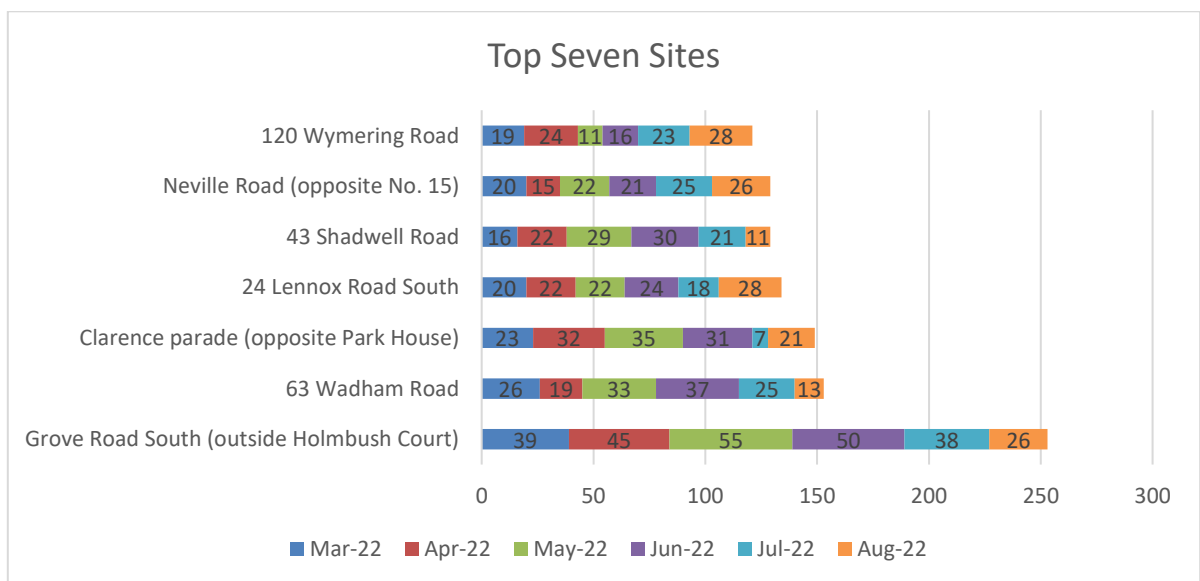
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Graph 1 - Monthly Usage from March to August 2022



5.4. Graph 2 shows the seven locations which recorded the most charging events from March to August 2022. All of them were used for at least 120 times throughout the period, which is equivalent to an average of 20 charges per month.

Graph 2 - Top seven sites with the highest usage



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5.5. As shown in Table 2, there are nine sites which recorded less than six charges from March to August 2022, i.e., one or less charge per month on average. Eight of those sites were installed at the later stage. Three of them did not have their parking bays marked until July while the other five were still not marked the time of writing this report. The remaining site was installed with the bay marked in November 2021, yet the usage has been very low since installation.

Table 2 - Sites with low usage

Site	Installed in	Bay marked in	Total Usage (no. of charging events)
82 Jubilee Road	Jan-22	Jul-22	5
23 Harold Road	Mar-22	Jul-22	5
49 Sheffield Road	Nov-21	Nov-21	4
21 Chestnut Avenue	Mar-22	Jul-22	3
Wallace Road	Mar-22	Not yet marked	2
19 Burney Road	Mar-22	Not yet marked	1
48 Glasgow Road	Mar-22	Not yet marked	1
Waverley Grove (opposite No. 2)	Mar-22	Not yet marked	1
96 Randolph Road	Mar-22	Not yet marked	0

- 5.6. We will continue to monitor usage of those chargepoints with recently marked bays. For the chargepoint at Sheffield Road further investigation will be undertaken to understand the low usage levels with marketing activity taken forward if deemed necessary.
- 5.7. Overstaying is when vehicles remain parked in the EV bay after their charging event has completed. As the scheme promotes overnight charging the council considers overstaying a potential issue between the hours of 8am and 8pm when a resident may be reasonably expected to be able to move their car after charging has completed.
- 5.8. Some locations where the vehicle is plugged in for significantly longer than the vehicle required to charge may have issues with overstaying. Each of these locations will be reviewed on a case-by-case basis to understand if there is a significant overstay issue during daytime hours, and the reasoning for this such as parking congestion in the area, alongside understanding the demand for the charging facility. We will then develop a site-specific action plan which may be to promote respectful sharing of the charging facilities.
- 5.9. Appendix A shows the number of usages per site since installation.

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6. Next Steps

- 6.1. The usage of the chargepoints will continued to be monitored, especially on those with low usage and overstay problem. The team will also investigate the cause and carry out appropriate measures, e.g., local marketing activity, to improve the utilisation.
- 6.2. The team will promote the responsible use of chargepoints at those sites identified with overstay problems to improve the usage efficiency. Introduction of an overstay deterrents can be considered if the problem continues to exist to ensure that the chargepoints can be effectively shared by different users.

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Signed by (Director)

Appendices:

Appendix A: Usage per site since installation

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

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

Title of document	Location
ORCS Phase 2 T&T Report	https://democracy.portsmouth.gov.uk/documents/s28559/TT 29 Oct 20 - EV phase 2 report with appx A-E.pdf

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Appendix A

Phase 2 No. of usages per site since installation

Site	Installed in	Bay marked in	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22	Apr 22	May 22	Jun 22	Jul 22	Aug 22	Total
15 Beach Road	Feb-22	Feb-22	-	-	3	13	14	15	21	19	15	16	116
Broad Street (outside King James Terrace)	Mar-22	Mar-22	-	-	3	1	10	13	21	17	25	18	108
19 Burney Road	Mar-22	Not yet marked	-	-	2	0	0	0	0	0	1	0	3
Bush Street West (opposite 20 Great Southsea Street)	Mar-22	Jul-22	-	-	3	0	0	0	0	7	17	20	47
7 Campbell Road	Nov-21	Nov-21	2	12	18	12	15	16	8	0	0	2	85
31 Canterbury Road	Dec-21	Dec-21	1	0	3	4	5	3	2	4	3	11	36
21 Chestnut Avenue	Mar-22	Jul-22	-	-	3	3	3	0	0	0	0	0	9
305 Chichester Road	Feb-22	Feb-22	-	-	3	6	9	10	16	16	22	26	108
Clarence parade (opposite Park House)	Nov-21	Nov-21	9	20	4	23	23	32	35	31	7	21	205
11 Cleveland Road	Nov-21	Nov-21	0	0	0	12	12	9	10	5	10	9	67
43 Cleveland Road	Mar-22	Jul-22	-	-	1	0	5	6	2	1	4	0	19
17/18 Croft Road	Mar-22	Jul-22	-	-	3	0	0	1	1	1	1	5	12
37 Crofton Road	Mar-22	Mar-22	-	-	2	0	0	2	4	4	0	0	12
Crofton Road (alongside 98 Kirby Road)	Mar-22	Jul-22	-	-	3	0	2	2	2	1	3	8	21
72 Dunbar Road	Mar-22	Jul-22	-	-	3	2	3	3	2	3	5	11	32

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Site	Installed in	Bay marked in	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22	Apr 22	May 22	Jun 22	Jul 22	Aug 22	Total
89 Empshott Road	Dec-21	Dec-21	2	0	1	7	12	8	6	15	11	9	71
39 Essex Road	Dec-21	Dec-21	0	1	0	3	12	11	4	7	9	5	52
10/12 Exmouth Road	Dec-21	Dec-21	1	0	1	6	13	8	11	19	12	8	79
23 Festing Grove	Nov-21	Nov-21	0	0	13	23	22	10	0	0	0	0	68
21 Gains Road	Nov-21	Nov-21	12	9	22	24	17	28	22	17	12	19	182
37 Gains Road	Feb-22	Feb-22	-	-	3	9	18	9	17	12	9	4	81
48 Glasgow Road	Mar-22	Not yet marked	-	-	3	0	0	0	0	0	1	0	4
Grove Road South (outside Holmbush Court)	Nov-21	Nov-21	7	30	33	34	39	45	55	50	38	26	357
23 Harold Road	Mar-22	Jul-22	-	-	4	0	0	0	1	0	1	3	9
39 Haslemere Road	Nov-21	Nov-21	2	13	27	11	15	13	8	0	6	11	106
9 Havelock Road	Feb-22	Feb-22	-	-	3	12	27	19	27	11	0	8	107
151 Hayling avenue	Nov-21	Nov-21	2	7	3	0	10	5	12	16	18	12	85
Highland Street (opposite No. 23)	Mar-22	Mar-22	-	-	3	8	19	15	13	11	5	7	81
52 Hudson Road	Feb-22	Feb-22	-	-	3	0	2	12	12	21	11	8	69
105 Jessie Road	Nov-21	Nov-21	0	6	9	5	13	9	16	17	15	18	108
82 Jubilee Road	Jan-22	Jul-22	-	-	2	1	0	0	2	1	2	0	8
160 Kensington Road	Dec-21	Dec-21	1	0	9	20	16	20	11	10	17	8	112
Kings Road (outside 45-61 Norfolk Street)	Nov-21	Nov-21	1	19	16	18	25	34	13	17	17	10	170
26 Langford Road	Dec-21	Dec-21	2	0	0	1	7	5	4	5	5	5	34
24 Lennox Road South	Feb-22	Feb-22	-	-	1	2	20	22	22	24	18	28	137
5 Leominster Road	Nov-21	Nov-21	0	0	0	0	0	0	0	2	5	0	7
19-21 Lichfield Road	Nov-21	Disabled bay	2	2	4	2	3	2	0	1	3	0	19

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Site	Installed in	Bay marked in	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22	Apr 22	May 22	Jun 22	Jul 22	Aug 22	Total
24 Lindley Avenue	Feb-22	Feb-22	-	-	5	12	20	33	22	11	9	13	125
88 Liss Road	Jan-22	Feb-22	-	-	4	18	11	4	20	0	10	34	101
93 Lyndhurst Road	Nov-21	Nov-21	7	9	8	0	12	4	8	0	0	9	57
14 Mayhall Road	Dec-21	Dec-21	1	0	0	6	20	20	16	26	13	18	120
126 Methuen Road	Jan-22	Feb-22	-	-	5	16	1	19	15	17	15	8	96
Meyrick Road (outside 186a Twyford Avenue)	Nov-21	Nov-21	2	3	6	10	9	9	21	23	20	8	111
Neville Road (opposite No. 15)	Nov-21	Nov-21	0	4	6	12	20	15	22	21	25	26	151
35 Nutbourne Road	Dec-21	Dec-21	1	0	1	3	0	0	0	6	3	5	19
75 Percy Road	Mar-22	Jul-22	-	-	4	10	5	3	2	1	0	4	29
96 Randolph Road	Mar-22	Not yet marked	-	-	3	0	0	0	0	0	0	0	3
178 Reginald Road	Nov-21	Nov-21	1	10	22	13	20	14	7	9	4	9	109
45 Reginald Road	Dec-21	Dec-21	1	1	1	1	1	0	0	2	5	7	19
43 Shadwell Road	Nov-21	Nov-21	5	20	24	10	16	22	29	30	21	11	188
117 Shadwell Road	Mar-22	Jul-22	-	-	1	1	0	0	1	0	4	14	21
49 Sheffield Road	Nov-21	Nov-21	0	0	1	0	0	0	1	2	0	1	5
3 Shelford Road	Nov-21	Nov-21	5	15	8	9	7	7	7	4	15	5	82
49 St Augustine Road	Dec-21	Dec-21	1	0	2	4	7	13	16	18	10	10	81
7 St Chad's Avenue	Mar-22	Mar-22	2	0	0	0	2	5	6	2	0	4	21
207 Stubbington Avenue	Mar-22	Not yet marked	-	-	3	1	1	1	2	3	7	7	25
63 Wadham Road	Feb-22	Feb-22	-	-	4	7	26	19	33	37	25	13	164
Wallace Road	Feb-22	Feb-22	-	-	3	0	0	0	1	0	0	1	5
Waverley Grove (opposite No. 2)	Mar-22	Not yet marked	-	-	3	0	0	0	1	0	0	0	4

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Site	Installed in	Bay marked in	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22	Apr 22	May 22	Jun 22	Jul 22	Aug 22	Total
White Hart Road (outside Mountjoy Court)	Feb-22	Feb-22	-	-	4	0	0	6	1	0	0	0	11
36 Whitwell Road	Nov-21	Nov-21	7	20	26	24	22	13	22	26	21	15	196
120 Wymering Road	Dec-21	Dec-21	1	0	11	8	19	24	11	16	23	28	141
		TOTAL	78	201	369	427	610	618	644	619	558	586	4,710

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Agenda Item 4



Title of meeting: Traffic and Transportation Decision meeting

Date of meeting: 20 October 2022

Subject: Portsmouth Rental E-Scooter Trial

Report by: Tristan Samuels - Director of Regeneration

Report author: Gareth James - Future Transport Zone
Project Manager

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of Report

This report provides an update on the operation of the rental e-scooter trial and seeks approval to further extend the rental e-scooter trial from the current scheduled end date of 30 November 2022 until 31 May 2024.

2. Recommendations

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

- 2.1 **Notes the information contained in the report on the rental e-scooter trial to date, including Voi's commitment to continue running Safety Skills events and providing complimentary helmets to attendees at the events.**
- 2.2 **Approves renewal of the Vehicle Special Order (VSO) for Portsmouth's e-scooter rental scheme to 31 May 2024, in accordance with the Department for Transport's new end date, to legally enable the trial to extend beyond its scheduled end date of 30 November 2022.**
- 2.3 **Approves the extension Voi's contract, initially by 12 months, to enable Voi to continue operating the trial beyond the scheduled expiry of the current Contract Period on 30 November 2022.**
- 2.4 **Notes that an update of the rental e-scooter trial to date will be brought to a Traffic and Transportation Cabinet Member Decision Meeting in September 2023, as well as any decisions to be made about the service with respect to the remainder of the trial or the post-May 2024 period.**

3. Background

Overview

- 3.1 As part of the government's response to COVID-19, and to support a 'green' restart of local travel to help mitigate reduced capacity on public transport, the Department for Transport (DfT) fast-tracked and expanded trials of rental e-scooters. The DfT considered that e-scooters offered the potential for fast, clean and inexpensive travel which could ease the burden on transport networks and allow for social distancing.
- 3.2 The trials enable essential insights for the DfT and councils as to how rental e-scooters contribute to the transport mix in urban centres. Following the trials, the DfT will assess how these vehicles should be appropriately legalised in the UK as part of their Future Transport Regulatory Review.
- 3.3 During the trials, e-scooters are classified as motor vehicles, and the relevant motor vehicle insurance has to be provided via the scheme operator. E-scooters must meet requirements for vehicle construction and approval set by the DfT.
- 3.4 Evidence from existing e-scooter schemes in cities around the world suggests they have the potential to encourage modal shift from private motor vehicles. Survey data collected as part of the trials has been encouraging in this regard and is discussed in section 5 of this report.
- 3.5 The DfT is only permitting the trialling of rental e-scooters. The use of privately owned e-scooters on the public highway will remain illegal during the trial period.
- 3.6 The DfT had originally planned that all trial schemes would end by 31 March 2022, but subsequently invited trial areas to extend them to November 2022.
- 3.7 On 12 May 2022, the DfT sent an email to all authorities and operators running e-scooter trials, outlining its plans beyond November 2022. The email is included with this report as Appendix A, and outlines how a new low-speed zero-emission vehicle (LZEV) category is to be created.
- 3.8 On 28 June 2022, the DfT sent a further email to all authorities and operators running e-scooter trials, indicating that Ministers had approved an 18-month extension of the current e-scooter trials to 31 May 2024 for existing trial areas that wished to continue. The email is included with this report as Appendix B and outlines that local authorities can choose to withdraw from the trials or continue with an extension to 31 May 2024. As with previous extensions, they hope that all areas will want to continue, but there is no compulsion. The deadline for local authorities to let DfT know their decisions is 31 October 2022.

- 3.9 While the VSOs issued by the DfT to participating authorities constitute the legal authorisation required to run e-scooter rental trials, a Traffic Regulation Order (TRO) is required to allow rental e-scooters to be ridden in cycle tracks, cycle lanes and bus lanes.
- 3.10 A decision was taken at July 2022's Traffic and Transportation Member Decision Meeting to make the order ("ETRO 25 2021") permanent following the expiry of the experimental traffic order put in place at the launch of the scheme. As noted in the report, the decision taken would in no way constitute a decision to permit an rental e-scooter operation in any form after November 2022, and a further Cabinet Member decision would be required to enable this and to extend the enabling Vehicle Special Order (VSO) beyond the trial's scheduled end date of 30 November 2022.

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

- 3.11 In March 2020, Solent Transport was awarded £28.8m of funding from the DfT's Future Transport Zones (FTZ) programme to implement a programme of trials of innovative approaches to transport across the Solent area, from 2020/21 to 2023/24. This programme did not include rental e-scooter trials.
- 3.12 During summer 2020, the DfT announced the possibility for FTZ Local Authorities to run e-scooter rental trial schemes as part of the transport restart response to the pandemic, on the basis that funding is reallocated from within the existing FTZ programme to facilitate such projects.
- 3.13 Following a review of the Solent FTZ programme in light of the COVID-19 pandemic, some schemes were delayed. Subsequently, Solent Transport undertook work with the DfT to enable reallocation of circa £900k from areas of the FTZ programme with reduced need to provide a subsidised set of e-scooter schemes across the four Local Transport Authority areas in the Solent region.
- 3.14 On 31 July 2020, Solent Transport submitted a proposal to the DfT requesting permission to operate an e-scooter trial in the Solent area, with up to four sub-projects in Portsmouth, Winchester, Southampton, and on the Isle of Wight.
- 3.15 The Isle of Wight scheme was the first part of the Solent project to launch in November 2020, with the operator Beryl. At the time, the Isle of Wight launch triggered the 12-month trial period for the Solent Region. This is the reason why Portsmouth's was originally scheduled to run until 26 November 2021, although it was extended until March 2022 and subsequently until November 2022 following approval at Traffic and Transportation Cabinet Meetings. The Isle of Wight and Southampton schemes were also extended accordingly and the recommendations to further extend their trials beyond November 2022 are being considered in accordance with their respective decision-making processes.

Trial Aims

- 3.16 The main aim of the trial is to build robust evidence about the benefits, public perceptions, and wider impacts of e-scooters in order to inform legal changes that may be necessary beyond the e-scooter trial period.
- 3.17 Key areas that the council and DfT, working with Voi, have been gathering information on include:
- Safety outcomes for rental e-scooter users and what influences this
 - Interaction with, and effect on, other road users
 - Public perceptions of the rental e-scooters, including impacts for people with disabilities
 - Nature of modal shift and new journeys that have been enabled
 - Characteristics of users and how uptake differs for different groups
 - Local Authority perception of effects on their transport system and public environment.
- 3.18 Voi is continuing to collect quantitative and qualitative data regarding the effects of the scheme during the trial. Ongoing engagement with key stakeholder groups will continue to take place throughout the trial to understand perception and impacts. The information collected will contribute towards the DfT's assessment review process. The council has also undertaken its own perception and behavioural change surveys, which are referenced in section 5 of this report.

Policy Context

- 3.19 The trial supports the ambitions of Portsmouth's adopted Transport Strategy 2021-2038, in particular Policy C ("Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes"), which states that micromobility can provide an affordable, convenient, low-energy alternative to the private car and can, when used responsibly, perform a particularly useful role in the first or last mile of a journey, for example, making it easier to get to a train station or bus stop from home or, at the other end of a journey, to a final destination.

4. Operations and Parking

- 4.1 The rental e-scooter trial vehicle being used in Portsmouth offers a number of technological advances, including:
- A 60-mile range and 5-year lifespan
 - A maximum speed of 12.5 miles per hour, with ability to restrict speed in specified zones
 - Swappable battery technology to enable batteries to be changed 'in the field' by Voi operatives

- Unique vehicle ID plate and easily identifiable colouring / branding
- Lights and reflectors
- 10-inch pneumatic tyres
- Tamper-proof bell
- Turning indicators
- Available in Solent Transport's Mobility as a Service (MaaS) app, Breeze, which will initially allow users to conveniently enjoy access to Voi e-scooters and the new Beryl bike share scheme in a single app, with further mobility options such as bus and train expected to become available by early 2023.

- 4.2 The geofencing technology that is fundamental to the operational model has enabled the council to work with the operator to determine where the rental e-scooters can go in the city - the defined operating area. In basic terms, when the rental e-scooter leaves the defined operating area, it will gradually slow and come to a halt, requiring the user to walk the rental e-scooter back to the operating area.
- 4.3 The geofencing technology has also enabled the introduction of 'no-go' zones (e.g., Commercial Road pedestrianised precinct), and 'go-slow' zones (which can be set to 7.5mph or 5mph), typically used on shared use paths, in busier areas or areas that may be subject to conflicting movements. This limits the rental e-scooter speed in these areas to the equivalent of a fast walking pace. An example of a 5mph go-slow zone is Guildhall Square.

Parking

- 4.4 The scheme in Portsmouth is a fully racked scheme with parking racks located in tightly-geofenced mandatory parking zones. Rental e-scooter users are required to leave the rental e-scooter in a parking rack at the end of their ride, with the geo-fencing technology ensuring that rides can only be finished within the defined zone. This has resulted in a very low number of complaints compared to more "free-floating" micromobility services, and the racked approach is becoming increasingly popular in other e-scooter trial areas in the UK.
- 4.5 Portsmouth is one of the first Local Authorities in the UK to integrate physical parking racks as part of the scheme. Voi worked collaboratively with the Royal National Institute for the Blind (RNIB) to develop the design of its parking racks.
- 4.6 Voi has indicated that Portsmouth and Southampton's "Parking Cop" scores, based on site parking assessments carried out to determine the proportion of scooters that are well-parked, are constantly among the best in Europe and superior to their other UK markets. This is largely attributed to the racked model having instilled positive parking behaviours, along with the more recent addition of "max caps" that limit how many scooters can be parked at a given location.
- 4.7 A draft parking expansion strategy was developed in September 2021 to guide the future expansion of the scheme towards ensuring it meets the council's wider transport strategy. This has been successfully implemented to more strategically inform the selection of sites to put forwards to the E-Scooter Trial Board and (for those sites that are approved) progress to public consultation.

Safety, Education, and Compliance

- 4.8 The DfT requires third party insurance for rental e-scooter riders as part of the national trial. This is provided by Voi, and as additional protection for its riders, Voi also provides personal accident insurance for all trips. Both policies can be accessed on Voi's website: <https://www.voiscooters.com/insurance/certificates/>
- 4.9 Voi employs a number of measures in relation to Driver Education, Compliance and Health & Safety. Key examples include:
- the launch of the first rental e-scooter traffic school
 - a fully integrated driver licence screening process
 - provision of free / heavily subsidised helmets, and incentives for helmet use
 - awareness campaigns and ongoing community engagement
 - "Reaction test" on the app starting at 9pm to mitigate the risk of drink riding
 - regular Safety Skills events, delivered by one of the UK's leading road safety organisations, at Lakeside North Harbour and Guildhall Square
- 4.10 Voi's Safety Skills events are very well-received by attendees, with 97% of respondents feeling positive about their learning experience and stating that they now feel more confident using a rental e-scooter.
- 4.11 Feedback from attendees at Portsmouth's Safety Skills events reinforces the value of providing such in-person training opportunities to beginners as well as the mandatory online training delivered through the app, especially while e-scooters remain a novel yet fast-growing mode of transport:
- "Professionally delivered advice and instruction raised my confidence levels to the point I scooted home 4 miles. Thank you"
- "Instructors were very patient and gave time to help the less confident group members."*
- "So happy I did take the course before riding - It is no toy and certainly not as easy as it seems watching others. It will take a bit of practice to get the hang of it properly. I have now enjoyed a first ride and can't wait to go on my second."*
- 4.12 Further Safety Skills events are scheduled and will continue beyond November 2022 if the trial is extended. Additional sites including the university are being considered as potential locations to hold Safety Skills events to make them as accessible as possible for all Portsmouth's residents. Voi has reaffirmed its commitment to providing free helmets to all those who attend its Safety Skills events.
- 4.13 Shared micromobility will be given greater consideration in the delivery of the Local Cycling and Walking Infrastructure Plan (LCWIP). This will ensure new cycling and walking infrastructure projects proactively consider

accommodating space for rental e-scooter racks if the trial is extended to help make micromobility as safe as possible for users and non-users alike.

Enforcement

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

- Meetings are regularly held between the council, Hampshire Police and Voi, ensuring any issues are identified and collaboratively addressed
- A team of Voi field operatives (called "Ambassadors") addresses problems with abandoned / incorrectly parked e-scooters and misuse of vehicles
- Voi's distinctive rental e-scooters carry a unique registration plate so that anyone can report a wrongly parked rental e-scooter or bad driver behaviour. Voi encourages use of their e-form (<https://report.voi.com/>) where possible, but they can also be contacted by phone on 0800 376 8179 or by email at support@voiapp.io. If the unique registration plate number is not available, then Voi endeavours to determine the identity of the rider based on the time and location the e-scooter was being ridden or parked.
- Voi has implemented a "three-strikes" policy, whereby a user reported for an offence is first banned for 7 days and is required to complete its online traffic school. Following a second strike, the user is banned for 30 days. Finally, a further offence results in the user being permanently banned from using the e-scooters. A ban can be applied for a range of offences including, but not limited to, allowing an underage rider to use an e-scooter, pavement riding, and twin riding. To date, 1187 temporary bans for inappropriate riding and 27 permanent bans have been issued to Portsmouth e-scooter rental users.

5. Scheme Performance Summary, Monitoring, and Evaluation

Key Statistics

5.1 A summary of key trial statistics to date, as of 15 September 2022, are:

➤ Number of unique users	58,857
➤ Number of active vehicles	796
➤ Number of rack locations*	88
➤ Total distance travelled	1244,899 km
➤ Total rides	446,876
➤ Average ride time	15.9 minutes
➤ Average distance travelled	2.7km
➤ Riders/e-scooter/day	2.1
➤ CO ₂ equivalent saved**	105 tonnes
➤ Car trips replaced	196,625
➤ Litres of gasoline not burnt	44,922

* The majority of the 88 rack locations have one rack, which can be single or double-sided depending on the site. A small number of locations such as The Hard Interchange have more than one rack due to high demand

** Voi's estimate for carbon savings is based on their carbon calculator, which was validated by Dr. Manos Chaniotakis, lecturer in Transport Modelling and Machine Learning at UCL. It is based on trip data, local mode shift percentages collected via Voi's surveys (which are less favourable than the council's own survey data, as detailed in the next part of this report), the government's emission factors for cars and buses, and their e-scooter's lifetime carbon emissions based on a Life Cycle Assessment tool developed by Ernst & Young. Emission savings are calculated in CO2 equivalent units, meaning they factor in all GHG

5.2 The number of unique users has grown by 65% in the last seven months (the corresponding figure in the March 2022 Cabinet report was 35,711), while the riders per scooter per day figure increased slightly from 1.9 to 2.1 in the same period, in line with Voi's usual target of 2 across a full year (it tends to be higher in the summer months and lower in the winter). It is evident that the service is becoming more popular as the parking hub network grows, connectivity improves, and residents become more aware of their new transport option.

Survey Data

5.3 Voi's national summer 2022 in-app user survey received responses from 419 Portsmouth users, with 46% of respondents saying they would have used a car or taxi for their last journey if scooters had not been available. The corresponding figure from their summer 2021 survey had been 44%.

5.4 The council has carried out four online surveys:

- Wave 1 between 22 February 2021 and 15 March 2021 (before the trial)
- Wave 2 between 23 August 2021 and 19 September 2021,
- Wave 3 between 6 December 2021 and 2 January 2022, and
- Wave 4 between 8 August 2022 and 4 September 2022.

5.5 All had good response rates, with:

- Wave 1 receiving 2453 responses,
- Wave 2 receiving 3107 responses,
- Wave 3 receiving 1991 responses, and
- Wave 4 receiving 3508 responses.

5.6 A full summary of the Wave 4 findings is included as Appendix C to this report.

5.7 An encouraging finding from the Wave 4 survey is that 54% of respondents said they would have used a car or taxi for their last journey if they had not used a rental e-scooter. This is broadly consistent with the council's previous survey findings, and a far higher figure than in most cities abroad, showing that

Portsmouth's rental e-scooter scheme is providing a genuine alternative to the private car.

- 5.8 The most important reason respondents cited for deciding to use the rental e-scooter trial scheme is the environment / sustainability, with 42% of respondents feeling this was very important to them. Over a third of respondents also rated avoiding traffic and congestion (36%), leisure / fun (36%) and saving time (34%) as very important reasons why they have used the trial.
- 5.9 Using rental e-scooters for leisure or fun is decreasing in importance compared to other reasons why respondents are using the trial. In this wave of research, riding for leisure or fun is ranked the third 'very important' reason respondents use the scheme, whereas in Wave Three this was the second most important reason, and in Wave Two it was the most important reason.
- 5.10 Among frequent users (those who travel by rental e-scooter a few times a month or more for each purpose), the most common purpose for using rental e-scooters every day or most days is for commuting for work or education (21%). Around a fifth of frequent users travel by rental e-scooter every day or most days for commuting for work or education, and a slightly higher proportion are doing so every day compared to previous surveys
- 5.11 Slightly fewer non-trial users in Wave Four (62%) feel safety concerns have or would prevent them from using the rental e-scooter trial compared to previous waves of research, but it remains by far the most commonly cited barrier to use for non-users. Conversely, safety concerns were more commonly cited by trial users than in Wave Three, having increased from 39% to 47%. As with previous surveys, a lack of rental e-scooter parking hubs where they would like to start and finish their journeys is the most commonly cited barrier (49%) among trial users.
- 5.12 When trial users were asked when they have felt safe using a rental e-scooter, they responded that they have felt most safe in a cycle lane separated from the road, with 89% feeling safe or very safe using rental e-scooters here. This finding is consistent with previous surveys (Wave 2: 91%; Wave 3: 87%).
- 5.13 75% of trial users agreed that the benefits of rental e-scooters outweigh any issues they create, while 75% of non-trial users disagreed with this statement.
- 5.14 For the Wave 3 survey, additional statistical analysis was commissioned to determine how attitudes might have shifted if survey respondents' ages were representative of the Portsmouth population, as there was a lower survey response rate from younger age groups. The overall trend with the reweighting process was that negative perceptions decreased, and positive perceptions increased, by between 8% and 15%. This was not repeated for Wave 4, but that survey also featured a lower response rate from younger age groups, and it is expected that the findings of any reweighting exercise would be much the same.

Safety

5.15 Voi uses the DfT categorisations for accidents, which are defined as follows:

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

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

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

The 252 accidents reported to Voi during the trial to date (up to 15th September 2022) can be categorised as follows: 124 damage only, 104 slight, and 24 serious. All reported serious accidents involved injuries only to the user and not to other road users such as pedestrians. Independent analysis conducted by Steer in early 2022 suggests the number of serious injuries may in fact be slightly lower, as Voi included incidents that were unverifiable or lacked an accompanying accident log.

5.16 Voi has noted that reported incidents often remain unverified, or the user does not follow up the report to provide an outcome, so validating the report is difficult. The validation of accident data forms part of Solent Transport's ongoing evaluation of the trial alongside Local Authorities and partner organisations including TRL, a global centre for innovation in transport and mobility that was appointed by Solent Transport to augment its Monitoring and Evaluation for the e-scooter trial and other projects in the FTZ programme. It is hoped it will be possible to obtain richer e-scooter accident data from the police in due course (currently, there is not a clear distinction between incidents involving rental e-scooters and privately-owned scooters, but it is well-understood that the incident rate for the latter is significantly higher).

5.17 The monitoring and evaluation effort will also aim to better determine safety compared to alternative modes of travel, such as cycling, and consider the factors that influence injuries and accidents. Accidents and injuries can also be related to infrastructure provision, and as part of the evidence review, the impact of available cycle lanes on incident hotspots will be assessed.

5.18 Serious incident, injury or fatality remains the highest risk factor for the trial given the relatively high level of use. The council, Voi, and Solent Transport have measures in place to mitigate this as far as possible, as detailed in section 4 of this report. Ongoing improvements in infrastructure for alternative modes of travel in the city will also mitigate this risk further, benefitting cyclists and rental e-scooter users.

Stakeholder Engagement

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

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

5.20 Dialogue has continued with a number of these organisations, including Hampshire Constabulary, the hospitals, University of Portsmouth, and VIAG. An update was provided to the November 2021 meeting of the Transport Liaison Group (TLG) for Transport Operators and Stakeholders, and a recent meeting was held with University of Portsmouth Students' Union officers.

5.21 Stakeholders were invited to discuss the e-scooter trial in September 2022 to help understand if they had any concerns now that the trial has been operating for 18 months. They all declined the invitation, which potentially suggests the measures and controls in place have been largely successful, although quarterly meetings planned with equalities groups such as VIAG will provide further opportunities to obtain feedback from key local stakeholders.

Marketing and Communications

5.22 The council has worked with Solent Transport and Voi to deliver clear, targeted, Portsmouth-specific communications and messaging to relevant audiences. For example, Voi recently developed a bespoke local campaign to promote take-up of its "Voi 4 All" 50% discount for those on lower incomes. As well as raising awareness of the scheme through targeted communications, Voi reviewed its acceptable (UK-wide) proofs of eligibility to make the discount as accessible as possible to those who needed it most, including asylum seekers and refugees.

The campaign began in July 2022 and the early signs are encouraging, with three times as many "Voi 4 All" rides being taken in Portsmouth in August than in July, even against a backdrop of a slight seasonal decrease in overall ridership levels.

- 5.23 Key messaging has been delivered consistently across the Portsmouth region to inform and reassure users about the intended benefits of the rental e-scooter trial from the outset - safety, reliability, cleanliness, ease of use and accessibility.
- 5.24 While there appears to be less conflation between legal use of the rental e-scooter scheme operated by Voi and illegal use of privately-owned e-scooters than there was in the early stages of the trial, it is clear from the latest survey findings that it remains an issue that undermines confidence in the trial. The council will continue to work with Solent Transport and other key partners such as the police to educate the wider public of the distinction between the two and the significantly higher standards that apply to the trial, such as better vehicle design, comprehensive insurance coverage, automated speed limits, and the driving licence requirement.

6. Reasons for Recommendations

- 6.1 The trial has enabled rental e-scooters to be introduced in a controlled and safe manner, from which we can provide evidence as to their suitability as a transport mode in Portsmouth. This evidence will inform the DfT's evaluation process as it considers whether to legalise e-scooters for the longer-term following the trials. Extending the trial will provide more data and help ensure fluctuations caused by weather, major events, availability in residential areas, and returning users are as fully accounted for as is possible during the trial period. Extending the trial will allow further evidence collection during a period of reopening following the COVID-19 lockdowns, which is more representative of how people are likely travel around the city in the future.
- 6.2 The trial supports the ambitions of Portsmouth's adopted Transport Strategy 2021-2038, particularly Policy C: Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes
- 6.3 The trial has been well-utilised in Portsmouth, with around 59,000 rental e-scooter users having collectively made 446,876 trips in just 18 months.
- 6.4 The trial is supporting the transport strategy through modal shift from private car use for short journeys. The council's most recent survey indicated 54% of Voi e-scooter trips would otherwise have been made by car or taxi. After just 18 months, and while some parts of the city are not yet well-served by e-scooter availability, it is conservatively estimated that the trial has removed more than 196,625 car trips from Portsmouth's roads and 105 tonnes of CO₂ equivalent from the atmosphere. In terms of local air quality, the trial has already reduced PM_{2.5} particulate emissions by 16kg.
- 6.5. Extending the trial will help facilitate e-scooter integration into wider FTZ programme schemes including bikeshare, Mobility as a Service (MaaS) and

freight micro-consolidation options. It is currently anticipated that MaaS and bikeshare will both launch this October.

- 6.6 Ending the trial in November 2022 could slow progress towards micromobility achieving its true potential in Portsmouth, as it would remove the opportunity to continue refining the service, including its integration with bikeshare and MaaS, while the DfT continues to establish the best legal framework for legalising e-scooters following the culmination of the trials in May 2024.
- 6.7 Extending the trial would facilitate the ongoing independent data validation commissioned by Solent Transport, being conducted by TRL, which would improve the evidence base and help inform subsequent decisions to be taken about e-scooters at the local and national level.
- 6.8 Extending the trial until May 2024 is recommended for the reasons set out above, but it is recommended to initially extend Voi's contract by 12 months, as there is no operational requirement for the contract extension to cover a longer period and this provides the council with greater flexibility to vary the arrangement as may be required based on its ongoing evaluation of the trial.

7. Integrated Impact Assessment and Equality Impact Assessment

- 7.1 An Integrated Impact Assessment (IIA) and an Equality Impact Assessment (EIA) were carried out at the trial's commencement and updated versions of both documents are included with this report as Appendix D and E respectively.
- 7.2 A range of stakeholders were engaged as part of the development of the scheme, and it is the intention to continue this engagement throughout the trial, particularly with the Police and Disability Groups. The IIA and EIA will remain as 'live' documents for the duration of the trial.

8. Legal Implications

- 8.1 As indicated in the body of the report, the VSO will need to be renewed to allow the continued lawful use of the designated e-scooters beyond 30 November 2022.
- 8.2 The licences granted under Section 115E of the Highways Act 1980 in relation to the docking stations will also need to be extended to authorise their continued use by the operator, Voi.
- 8.3 The contract between the Council and Voi for the operation of the trial allows for the extension of the contract period by agreement between the parties.

9. Finance Comments

- 9.1 Project costs associated with the development and running of the E-Scooter rental trial project will continue to be met by Solent Transport, in accordance

with the funding allocated to the trial as part of the FTZ programme. Solent Transport also fund a FTZ Project Manager dedicated to Portsmouth who is coordinating the implementation of the scheme.

- 9.2 Funding for the extension to May 2024 is included in forecast costs submitted to the Solent Transport Programme Board, pending approval to extend.
- 9.3 All other costs associated with the running of the service are met by the Operator, Voi.

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Signed by:

Appendices:

Appendix A	DfT Email 12.05.22
Appendix B	DfT Email 28.06.22
Appendix C	PCC Wave 4 E-Scooter Survey
Appendix D	Integrated Impact Assessment
Appendix E	Equality Impact Assessment

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

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

Title of document	Location
Government guidance on e-scooter trials	E-scooter trials: guidance for users - GOV.UK (www.gov.uk)
Portsmouth City Council e-scooter webpage	Rental e-scooter trial - Travel Portsmouth
Electric Scooter Trials & Traffic Signs (Coronavirus) Regulations & General Directions 2020	The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (legislation.gov.uk)
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (September 2020)	Agenda for Cabinet Member for Traffic & Transportation on Friday, 18th September, 2020, 4.00 pm Portsmouth City Council
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (February 2021)	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 25th February, 2021, 4.00 pm Portsmouth City Council
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (November 2021)	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 4th November, 2021, 4.00 pm Portsmouth City Council
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (March 2022)	Agenda for Cabinet Member for Traffic & Transportation on Friday, 18th March, 2022, 4.00 pm Portsmouth City Council
Portsmouth Rental E-Scooter Trial Traffic Regulation Order (July 2022)	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 28th July, 2022, 4.00 pm Portsmouth City Council

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

.....
 Signed by:

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

Sent: 12 May 2022 17:40

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

Cc: [REDACTED EMAIL ADDRESS]

Subject: Micromobility Legislation Update

To all local authorities and rental operators holding live trials

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

A new vehicle category

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

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

What this means for e-scooters

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

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

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

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

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

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

E-scooter rental trials

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

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

From: micromobility <micromobility@dft.gov.uk>
Sent: 28 June 2022 10:26
To: micromobility <micromobility@dft.gov.uk>
Cc: [REDACTED EMAIL ADDRESS]
Subject: E-scooters: Trial Extension
Importance: High

To all local authorities and operators holding live trials

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

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

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

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

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

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

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

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Portsmouth
CITY COUNCIL

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E-scooter rental trial opinion survey Wave four findings

Research and Engagement, Corporate Services



Introduction

Background and methodology

This fourth wave of research precedes the decision on whether to extend the rental e-scooter trial in Portsmouth beyond the end of November 2022. Portsmouth City Council, working with Solent Transport, is one of a number of local authorities taking part in a national trial of rental e-scooters. The survey aimed to understand experiences of and views on the rental e-scooter trial which has been running since March 2021.

A predominantly quantitative online survey was launched on Monday 8 August 2022 and closed on Sunday 4 September 2022.

It was promoted through various marketing and communications channels to maximise consultation engagement:

- Social media
- PCC email marketing distribution lists
- Media release encouraging participation
- PCC website

The survey was supported by qualitative engagement with councillors through a series of three focus groups. All members were invited to participate and there was a good representation across parties.

In total the survey received 3,508 responses.

This volume of responses ensures a 95% confidence level with a margin of error of 1.64%, well within acceptable parameters.

Management summary

User profile

Based on this study, rental e-scooter users are mainly younger (under 45) and are more likely to be male. The majority would recommend using the rental e-scooters to other people.

Reasons for use

Sustainable travel, avoiding traffic/congestion and saving time benefits (whilst having fun) are the most motivating reasons for usage amongst current users. The novelty of the scooters as a means of transport appears to have dropped slightly as the trial has continued.

Journey purpose

Scooters are used for a wide variety of purposes, including commuting to work or education, to ride for enjoyment or fun, or to reach a leisure destination, but seemingly not as the main day-to-day mode of travel for most. Frequency of use is mainly a few times a month or less, even amongst frequent users. Usage purpose and frequency has not changed significantly since the start of the trial.

Barriers

Barriers to usage differ primarily on whether the respondent is a user or non-user. Users are frustrated by the lack of e-scooter parking at the places they want to start and end their journeys, availability of scooters at the parking hubs, and the hire cost.

For users and non-users alike, safety concerns are a significant barrier although there is a range of opinions on what the precise safety issues are; several respondents feel the rental e-scooters are dangerous. Respondents also report rental e-scooters being unsuitable for their personal characteristics (such as due to age or disability) and the misuse by other riders as key barriers to using the scheme. The lack of helmet provision is also a barrier for both groups. At a lower level, a lack of information and/or training is a barrier, particularly for current non-users.

Management summary (continued)

Impact on other modes of transport

In terms of how the e-scooter trial affects usage of other modes of transport, the wave four results are consistent with previous waves. The trial appears to have reduced car usage by around 56% amongst trial users. It has also reduced usage of public transport at a consistent level since the start of the trial by around 37% for those using the e-scooters.

Safety on the road and in shared spaces

Trial users generally feel safe when using separate cycle lanes, marked cycle lanes on the road, and on shared-use pavements for pedestrians and cyclists. They feel less safe in bus lanes or on the road with no designated lanes. This has been consistent throughout the trial.

In terms of sharing space with other e-scooter users, trial users generally feel safe in all locations. As previously, they feel less safe on the road with no designated lanes. A fifth of trial users also feel unsafe amongst other e-scooter users on shared use pavements. This may imply increasing safety concerns where there are multiple and mixed users of the path at the same time.

Non-users feel particularly unsafe when sharing space with e-scooter users on a shared-use pavement for both pedestrians and cyclists (84%) and on the road with no cycle or bus lane (82%). This suggests safety concerns around the e-scooters are greatest for pedestrians, wary of being knocked into, and for drivers who find the e-scooters to be dangerous when in use on roads with no designated lane.

Attitudes towards the e-scooter trial

Attitudes towards the e-scooter trial amongst users and non-users are almost completely polarised. Users are positive towards the scheme and agree that the e-scooters make it easier to travel around Portsmouth, that they might use an e-scooter for some of their journeys, that rental e-scooters make public transport more accessible, that the benefits outweigh any negatives, that they are safe and that they help to change travel habits.

Conversely, non-users are negative towards the scheme and disagree with all of the above statements, with 65% feeling rental e-scooters should be banned from Portsmouth. The only point of agreement is that riders should leave the rental scooters in specific parking areas, although this agreement is unlikely to be for the same reasons.

Attitudes amongst both groups are consistent between the four waves towards the individual statements and overall, with users generally positive, and non-users generally negative.

Management summary (councillor engagement)

Positive use of the trial

Councillors describe the main appeal and benefit of rental e-scooters as being an affordable and convenient mode of transport, being more flexible than public transport and more cost-effective than owning and maintaining a car. They also praise the environmentally friendly nature of the rental e-scooters as a sustainable mode of travel, particularly in comparison to car use. Councillors describe rental e-scooters as 'filling a hole' in Portsmouth's transport network, bridging the gap left by public transport and reducing congestion and parking issues in the city.

Concerns and factors preventing use

Councillors agree that the most commonly raised issue around rental e-scooters is their perceived lack of safety, particularly in relation to irresponsible riding and use, such as tandem-riding, wearing headphones or underage use. Councillors feel that many residents have tainted perceptions of rental e-scooters, describing a certain 'moral outrage' and determined opposition to them, often influenced by their experience with the illegal use of private e-scooters. Councillors also feel that the lack of training opportunities and a general lack of confidence by non-users prevents some people from using the rental e-scooters, as well as personal characteristics like age or family circumstance (e.g. having children travelling with them).

Councillors also describe circumstantial barriers to rental e-scooter use, including weather conditions like rain or cold weather, as well as types of journey which are not best suited to travelling by e-scooter, such as doing the food shop. Councillors also highlight how rental e-scooters can cause concerns for other travel operators like taxis, where they may reduce business for these operators.

Suggested improvements

Councillors suggest that there should be more training events and opportunities for rental e-scooters, to teach residents how to correctly use the rental e-scooters, and also raise confidence and proficiency amongst potential users. Particularly, they feel training should focus on the younger riders to ensure they understand road safety. Councillors also feel that the scheme would benefit from improved travel infrastructure, particularly cycling infrastructure, to create safe lanes for rental e-scooter use and reduce clashes with pedestrians and other road users. They suggest a better integration with other transport systems too, including trains and buses.

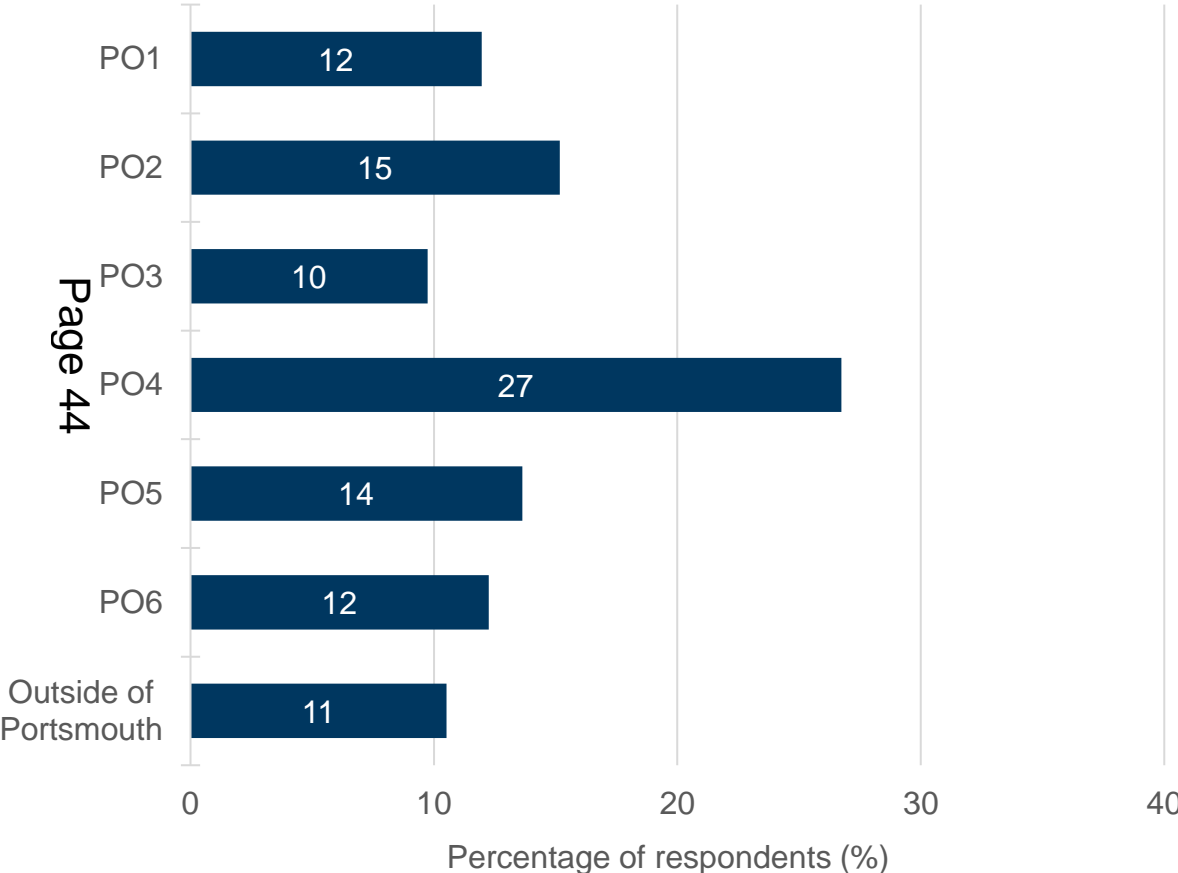
To improve public perceptions, councillors suggest more could be done to promote the positives and benefits of the rental e-scooter scheme. This could include the affordability and convenience, as well as benefits to the local community including the environmental benefits and potential to reduce congestion and parking issues. Councillors feel the scheme should improve routes for rental e-scooters, such as between the north and south of Portsmouth. Councillors also suggest locations for parking racks to improve the scheme, including near public transport, at large workplaces, at popular leisure and event destinations, and areas with limited parking.



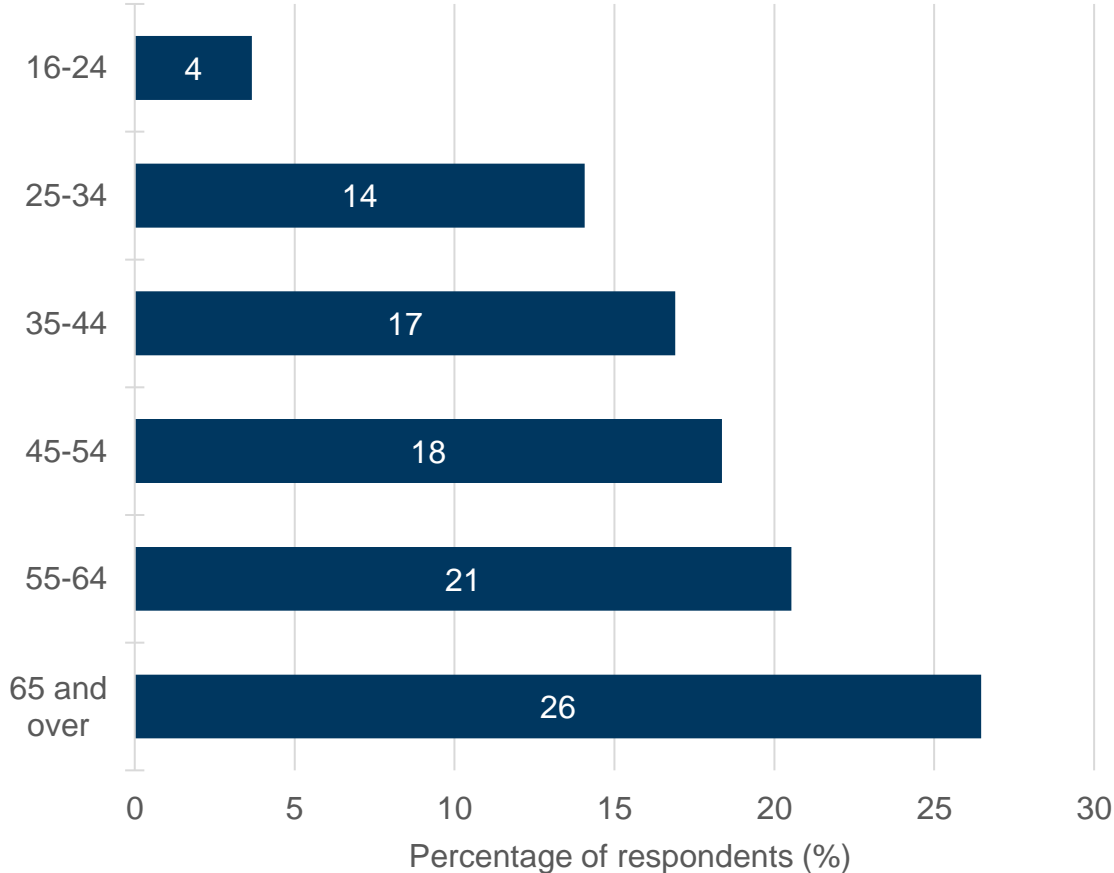
Who we engaged with

Postcode and age

Q: 'What is your postcode?' | Base: Total sample (3,119)



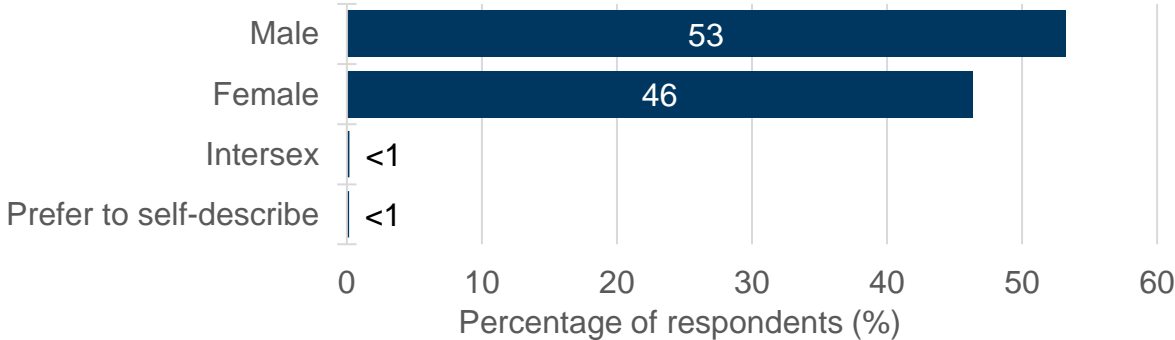
Q: 'What is your age group?' | Base: Total sample (2,864)



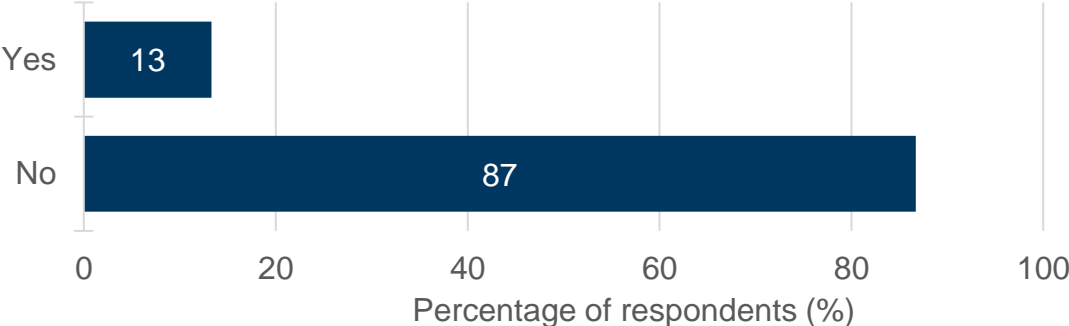
- The highest proportion of respondents live in PO4 (27%), whilst similar proportions live in PO2, PO5, PO1 and PO6. 11% of respondents live outside of Portsmouth
- There is a somewhat proportional split between all age groups of respondents apart from those aged 16-24, although respondent age is slightly skewed towards the older age groups
- Over a quarter of respondents are aged 65 and over (26%), over a fifth are aged 55-64 (21%). Just 4% are between 16-24

Gender, ethnicity, and disability

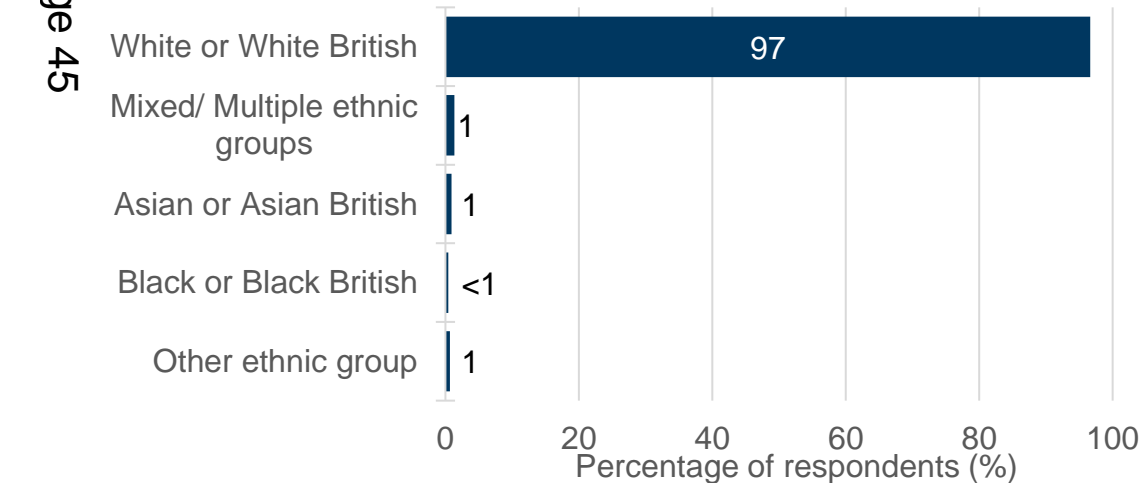
Q: **'What is your sex?'** | Base: Total sample (2,952)



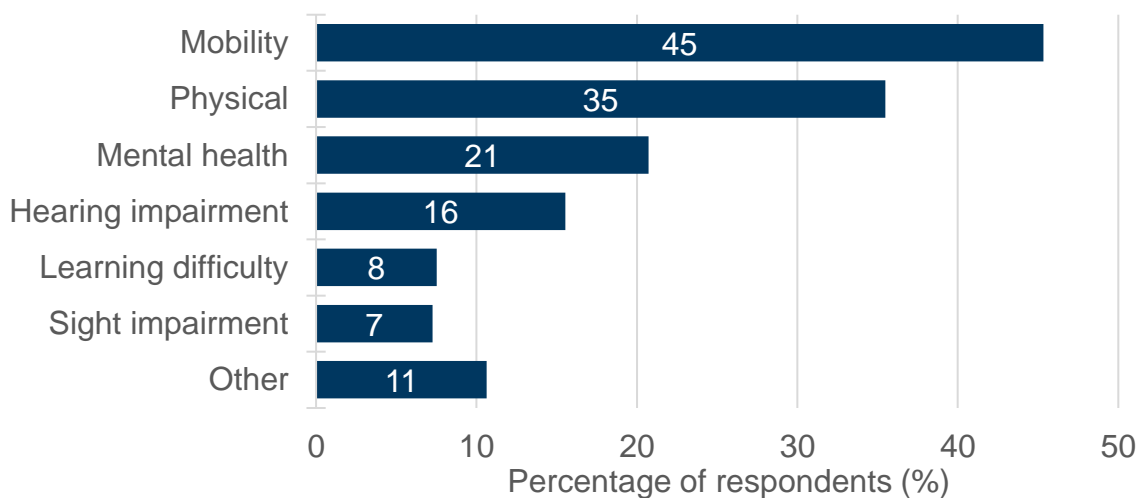
Q: **'Do you consider yourself to have a disability under the Equality Act 2010?'** | Base: Total sample (2,904)



Q: **'What is your ethnic group?'** | Base: Total sample (2,757)



Q: **'What type of disability do you have?'** | Base: Those with a disability (386)



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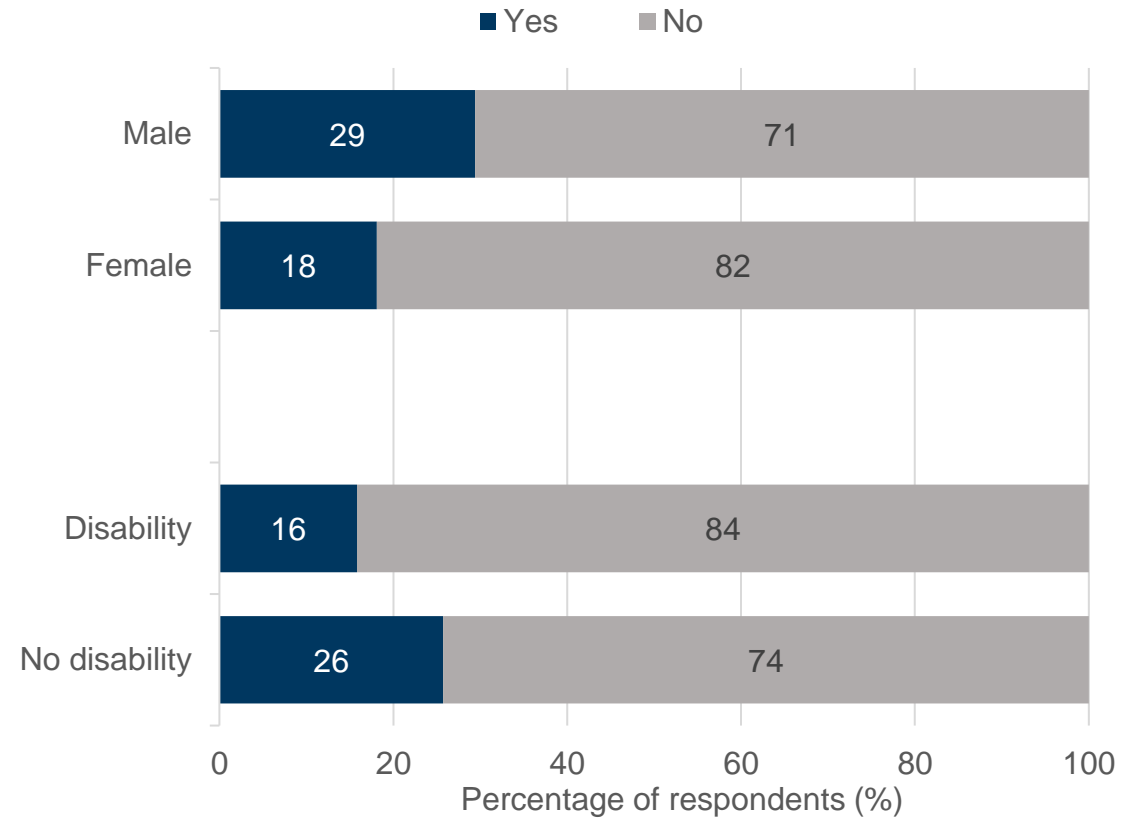
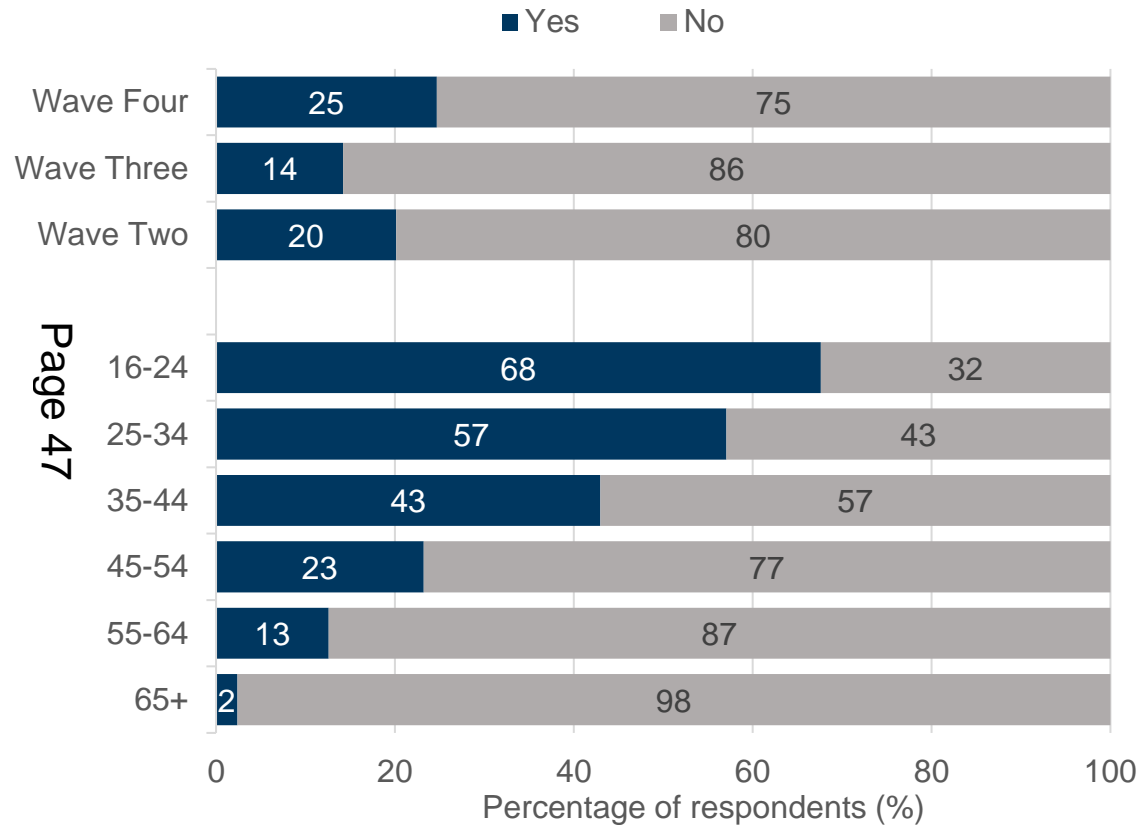
- Just over half of respondents are male (53%), 46% are female, whilst less than 1% are intersex or prefer to self-describe. Due to very small base sizes for intersex and those who prefer to self-describe, only male and female will be included in responses displayed according to respondent sex throughout the report
- The vast majority of respondents are White or White British (97%), 1% each belong to mixed/ multiple ethnic groups or are Asian or Asian British
- The majority of respondents do not have a disability (87%), whilst 13% do. The most common disabilities of respondents are mobility (45%) and physical (35%)



The e-scooter rental trial

Users of the trial

Q: **'Have you used the e-scooter rental trial scheme in Portsmouth?'** | Base: left chart – from top to bottom (3,508), (1,991), (3,006) | (105), (403), (484), (526), (588), (758) | right chart – top to bottom (1,369), (1,572) | (386), (2,518)



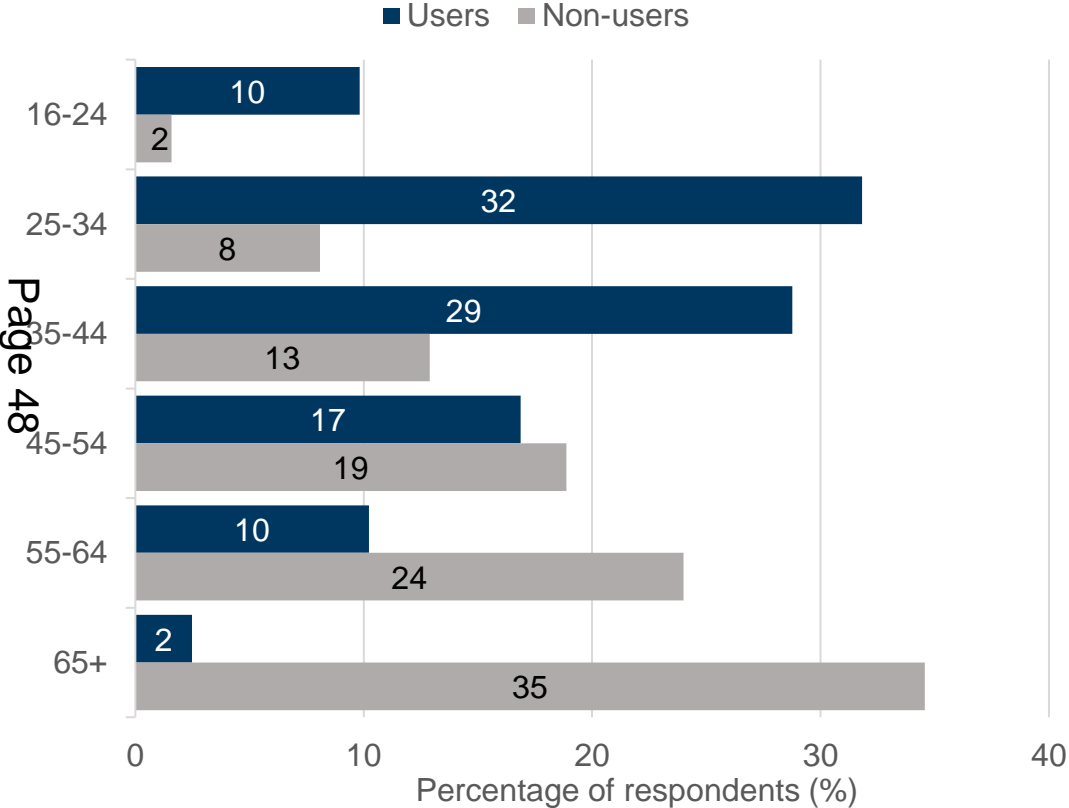
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- A quarter of respondents have used the e-scooter rental trial scheme. This proportion is higher than in previous waves of research
- The younger the respondent, the more likely they are to have used the trial. The majority of respondents under 35 have used the e-scooter trial, whereas the majority of those 35 and over have not used the trial
- A higher proportion of males have used the trial compared to females (29% compared to 18%). Those without a disability appear more likely to have used the trial compared to those with a disability (26% compared to 16%)

User and non-user demographics

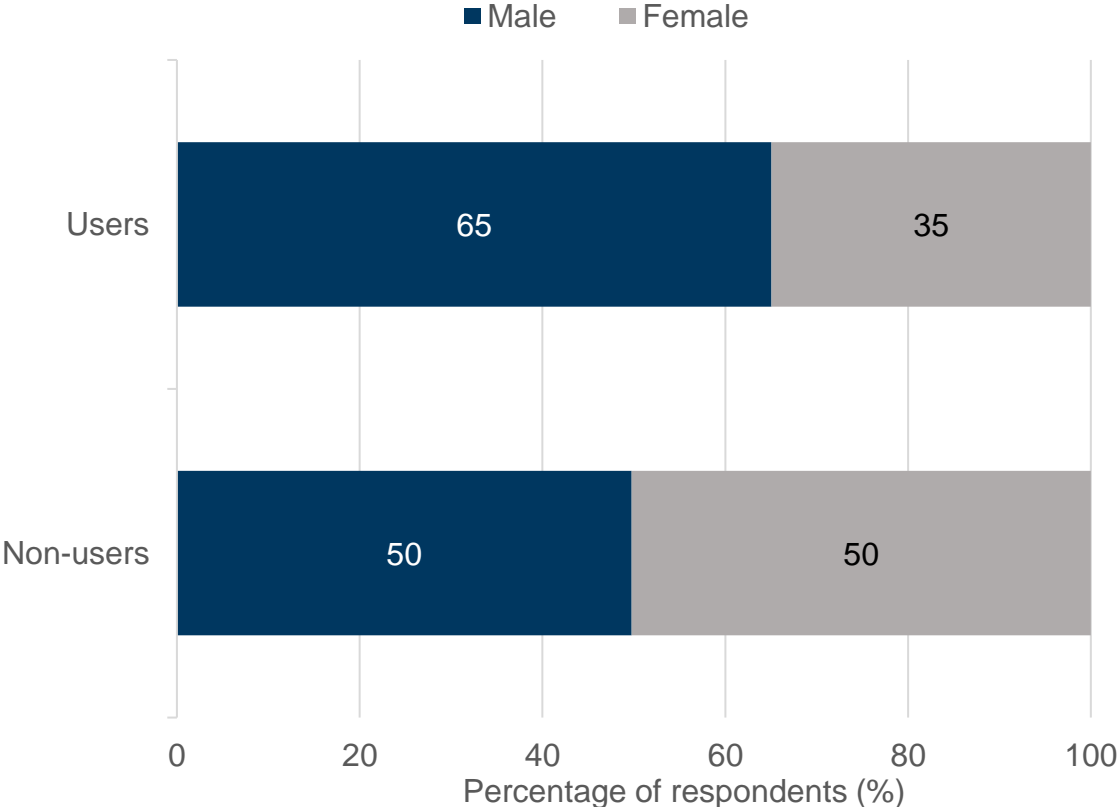
Q: 'What is your age?'

| Base: Users (723) | Non-users (2,141)



Q: 'What is your sex?'

| Base: Users (710) | Non-users (2,231)

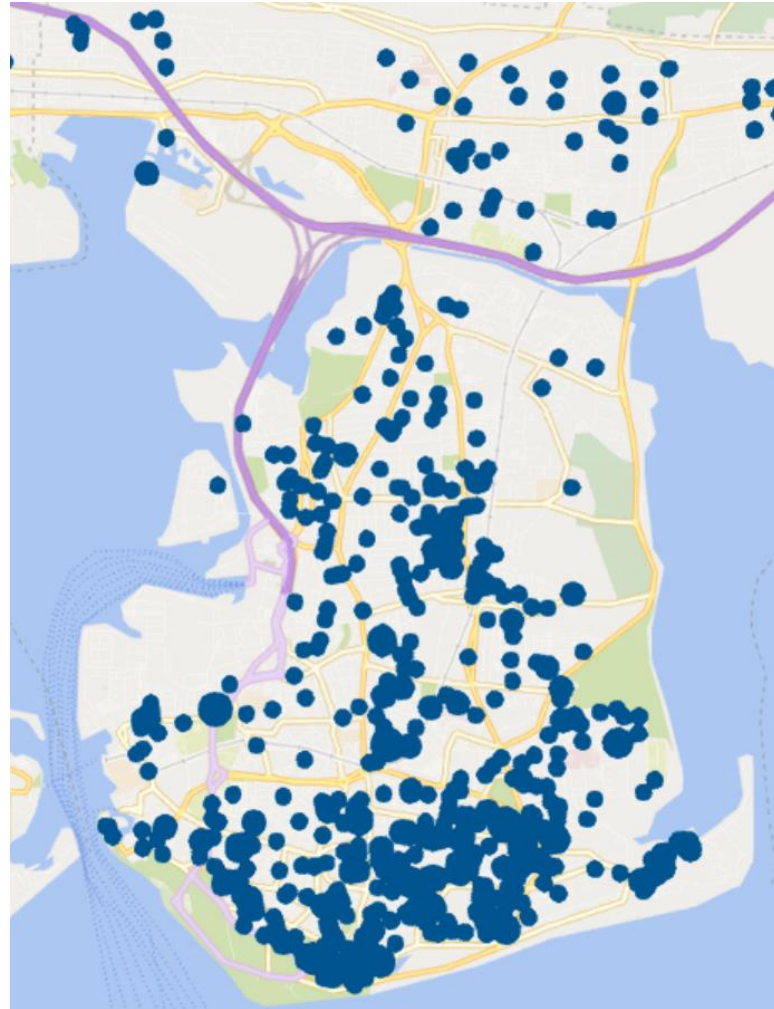


- The highest proportion of respondents who have used the trial are between the ages of 25-34 (32%) and 35-44 (29%). The age distribution of non-users of the trial is skewed towards the older age groups, with 35% of non-users being 65 or over
- Nearly two thirds of trial users are male (65%), whilst 35% are female. Non-users of the trial are evenly split between male and female respondents

User postcode map

Q: *'What is your postcode?'*

| Base: Users (727)

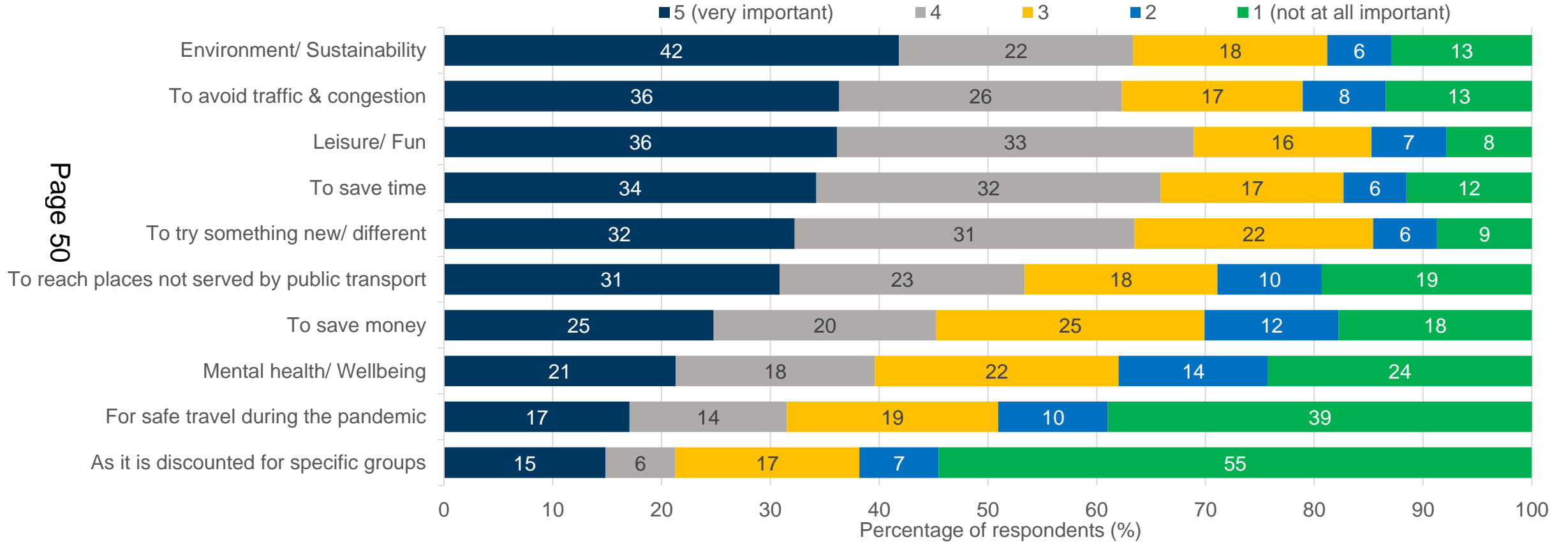


- This map shows the distribution of rental e-scooter trial users by postcode, within the PO1-PO6 area. Larger dots show a higher cluster of users in a particular postcode area
- Users appear to be heavily clustered around the Southsea area, largely in the area between Southsea common and the east side of Portsmouth (e.g. Eastney)
- There is a much sparser distribution of users in the north of Portsmouth in the PO6 region, in the Cosham and Drayton areas
- In between the north and south of Portsmouth, there is a reasonable distribution of users, although much fewer on the east side of the island

Usage and reason

Q: 'Why have you decided to use the e-scooter rental trial scheme? (Please rate on a scale of 1 – 5 how important each factor is to you, 1 being not at all important and 5 being very important)'

Base: Trial users – top to bottom (813), (812), (814), (815), (816), (813), (811), (808), (803), (809)

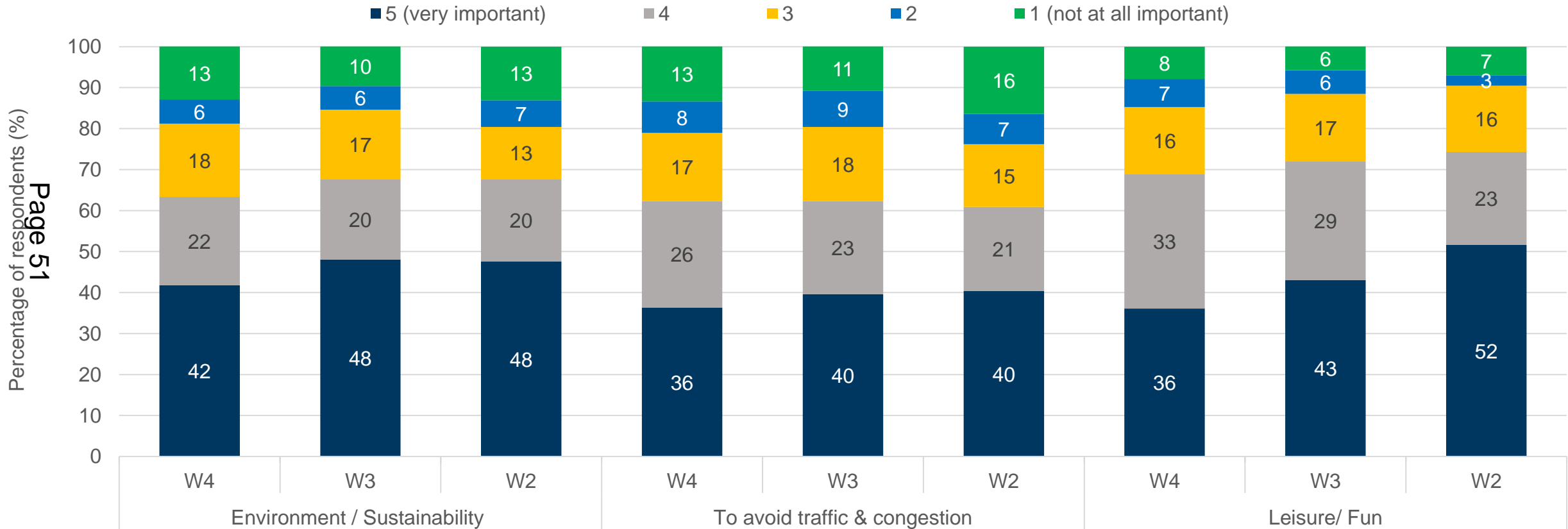


- The most important reason respondents have decided to use the rental e-scooter scheme is for the environment / sustainability, with 42% of respondents feeling this was very important to them. Over a third of respondents also ranked avoiding traffic and congestion (36%), for leisure / fun (36%) and to save time (34%) as very important reasons why they have used the trial
- 'Other' reasons respondents gave for deciding to use the trial scheme include the convenience of the scheme, to avoid issues with buses or taxis, and to not use a car

Usage and reason (comparison to previous waves)

Q: 'Why have you decided to use the e-scooter rental trial scheme? (Please rate on a scale of 1 – 5 how important each factor is to you, 1 being not at all important and 5 being very important)'

Base: Trial users – left to right: (813), (260), (582) | (812), (260), (580) | (814), (260), (587)



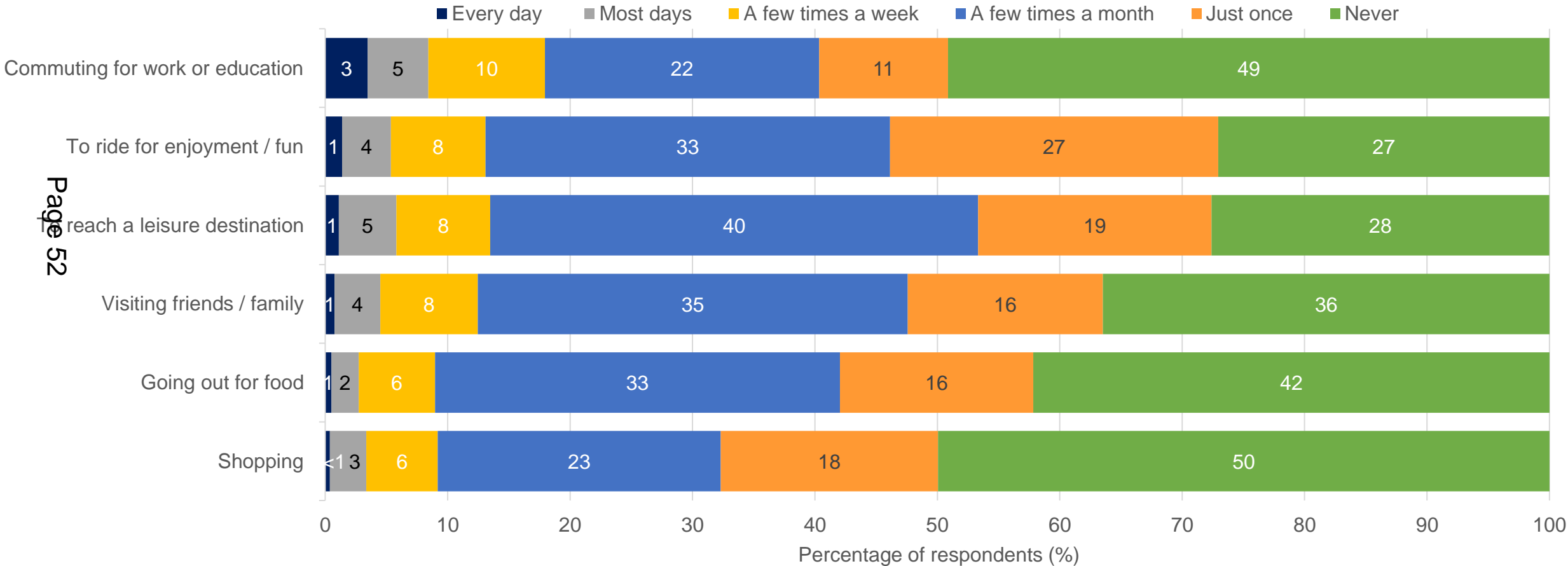
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- Environment and sustainability remains the most important reason for using the rental trial scheme since Wave Two (August 2021), however, higher slightly proportions of respondents ranked environment and sustainability as very important in Wave Two and Three (6 percentage points higher than in Wave Four)
- Using the rental e-scooters for leisure or fun is decreasing as an important reason respondents are using the trial. In this wave of research riding for leisure or fun is ranked the third 'very important' reason respondents use the scheme, whereas in Wave Three this was the second most important reason, and in Wave Two this was the most important reason. Familiarity over time with the rental e-scooters is reducing the novelty factor as the trial goes on

Usage and purpose

Q: 'How often have you used a rental e-scooters as part of your journey for each of these purposes?'

Base: Trial users – top to bottom (808), (802), (808), (803), (804), (805)



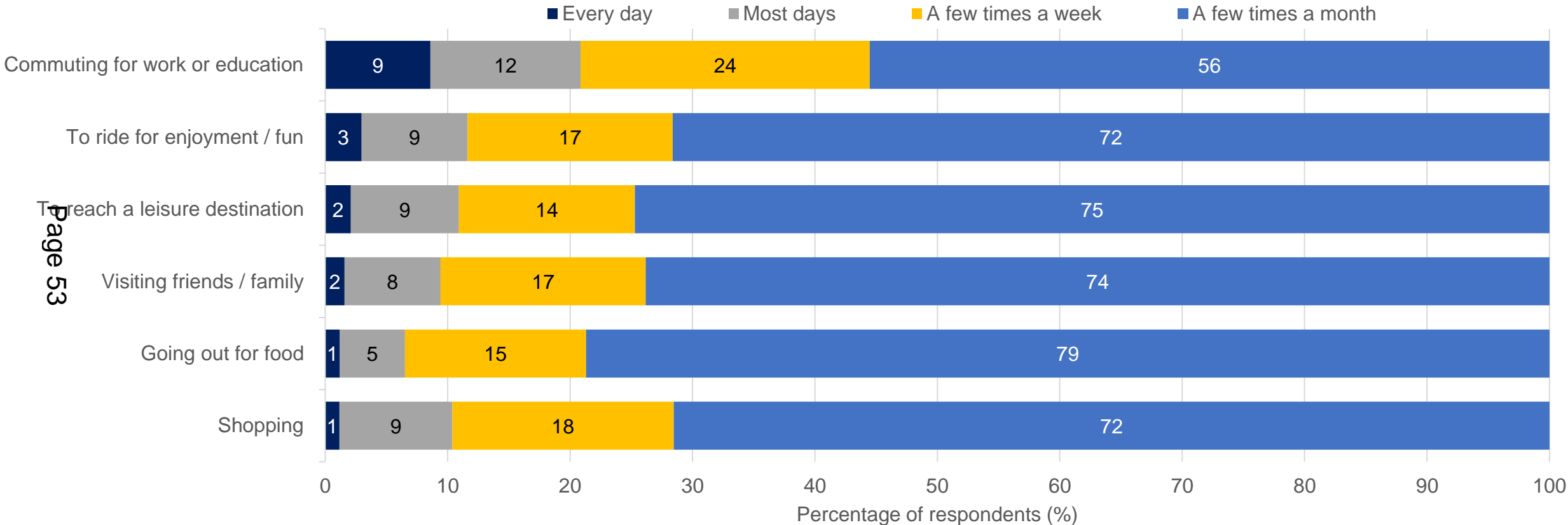
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- Nearly a fifth of trial users use rental e-scooters a few times a week or more for commuting to work or education (18%)
- Over a tenth of trial users use rental e-scooters a few times a week or more to reach a leisure destination (14%), to ride for enjoyment/ fun (13%), or to visit friends or family (13%)
- However, around half of respondents have never used rental e-scooters for shopping (50%) or commuting for work or education (49%)

Usage and purpose – frequent travellers

Q: **‘How often have you used a rental e-scooters as part of your journey for each of these purposes?’**

Base: Trial users (frequent travellers - those who travel by rental e-scooter a few times a month or more for each purpose) – from top to bottom (326), (370), (431), (382), (338), (260)



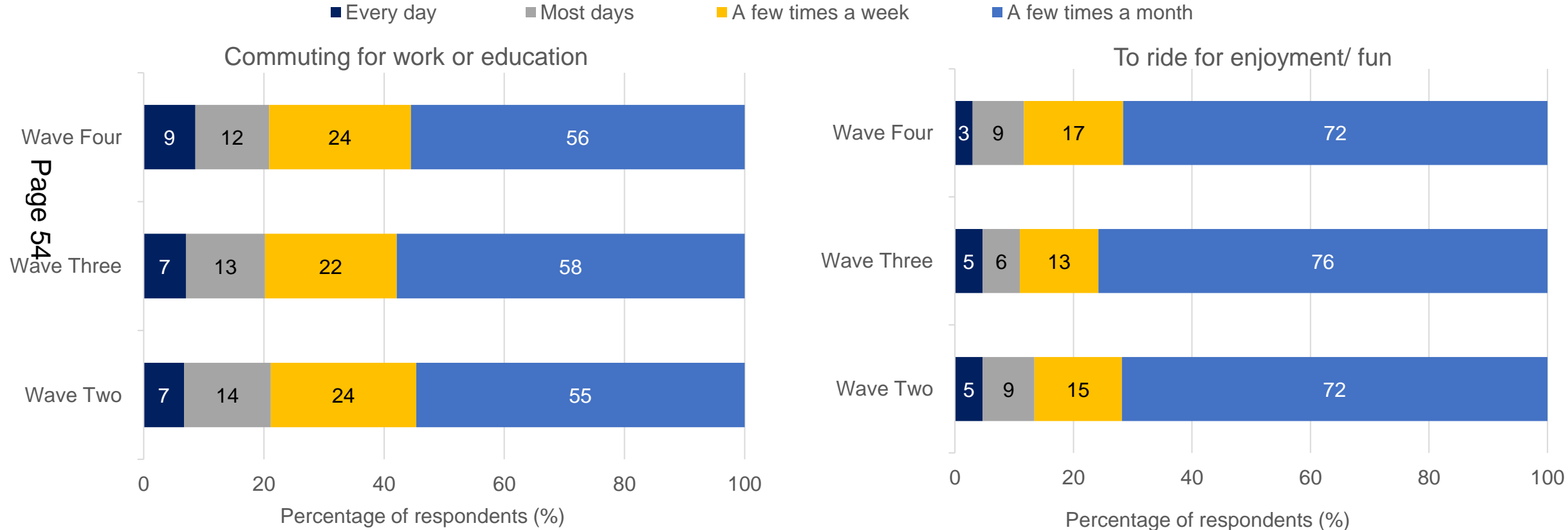
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- The most common purpose frequent travellers use rental e-scooters every day or most days is for commuting for work or education (21%)
- 29% of frequent travellers use rental e-scooters a few times a week or more to ride for enjoyment/ fun
- Although only 1% of frequent travellers use rental e-scooters every day for shopping, 28% use rental e-scooters a few times a week or more for this purpose

Usage and purpose (frequent travellers) – comparison to previous waves

Q: *'How often have you used a rental e-scooter as part of your journey for each of these purposes?'*

Base: Frequent travellers (those who travel by rental e-scooter a few times a month or more for each purpose) – left chart: W4 (326), W3 (114), W2 (194) | right chart: W4 (370), W3 (128), W2 (198)



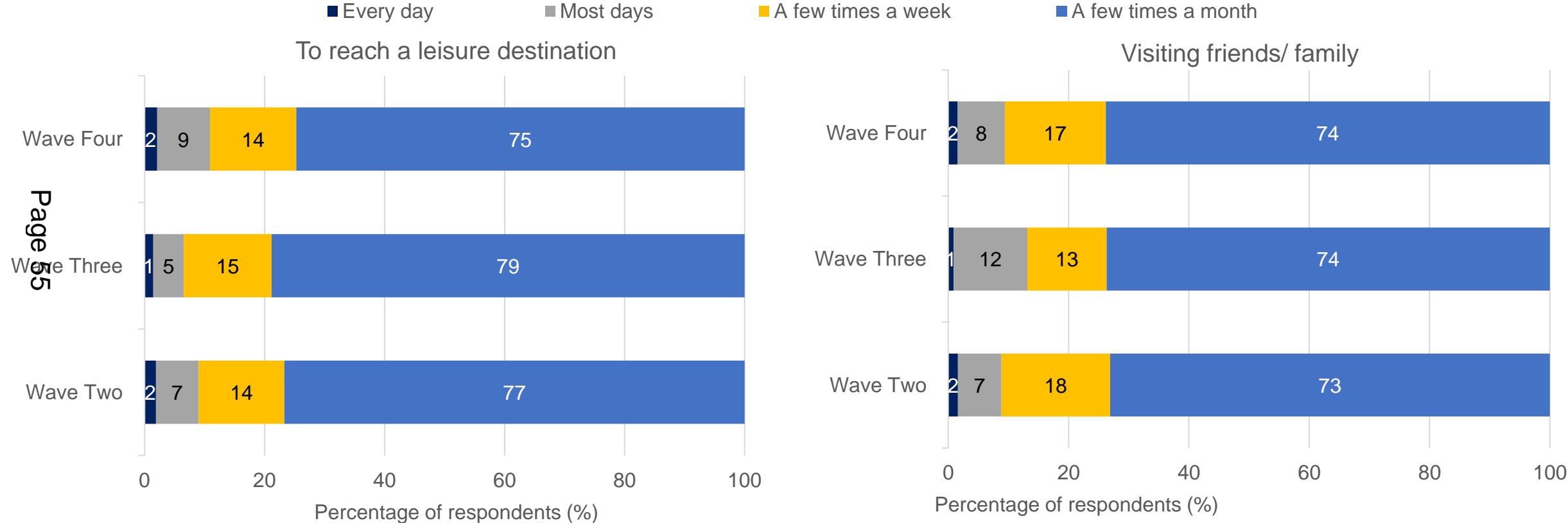
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- Throughout the trial, around a fifth of trial users use rental e-scooters every or most days for commuting for work or education
- A slightly higher proportion of frequent travellers are commuting for work or education by rental e-scooters **every day** compared to previous waves
- Fewer frequent travellers are riding rental e-scooters for fun or enjoyment every day compared to previous waves of research (3% compared to 5% in waves two and three)

Usage and purpose (frequent travellers) – comparison to previous waves

Q: **‘How often have you used a rental e-scooter as part of your journey for each of these purposes?’**

Base: Frequent travellers (those who travel by rental e-scooter a few times a month or more for each purpose) – left chart: W4 (431), W3 (101), W2 (204) | right chart: W4 (382), W3 (137), W2 (266)

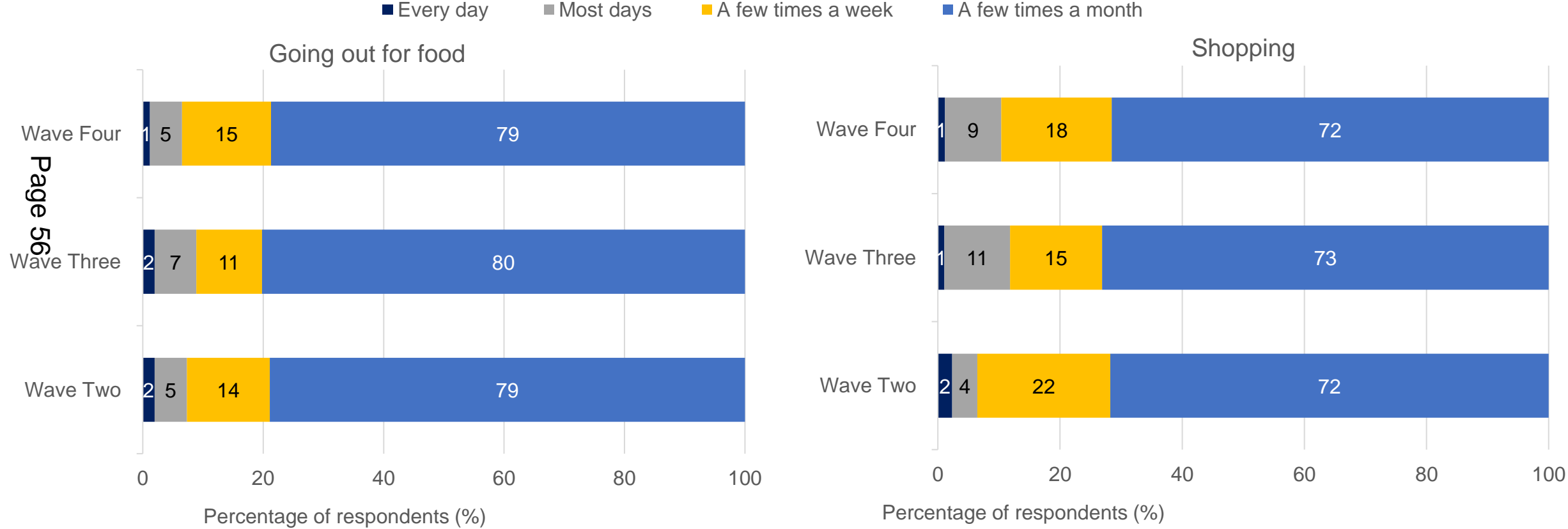


- Trial users are generally travelling by rental e-scooter to reach a leisure destination or visit friends and family at the same frequency throughout the trial
- A slightly higher proportion of frequent travellers use rental e-scooters a few times a week or more to reach a leisure destination compared to previous waves of research (25% in Wave Four, compared to 21% and 23% in Wave Three and Wave Two)
- Throughout the trial, around a quarter of trial users travel by rental e-scooter a few times a week or more to visit friends and family

Usage and purpose (frequent travellers) – comparison to previous waves

Q: **‘How often have you used a rental e-scooter as part of your journey for each of these purposes?’**

Base: Frequent travellers (those who travel by rental e-scooter a few times a month or more for each purpose) – left chart: W4 (338), W3 (93), W2 (170) | right chart: W4 (260), W3 (114), W2 (249)

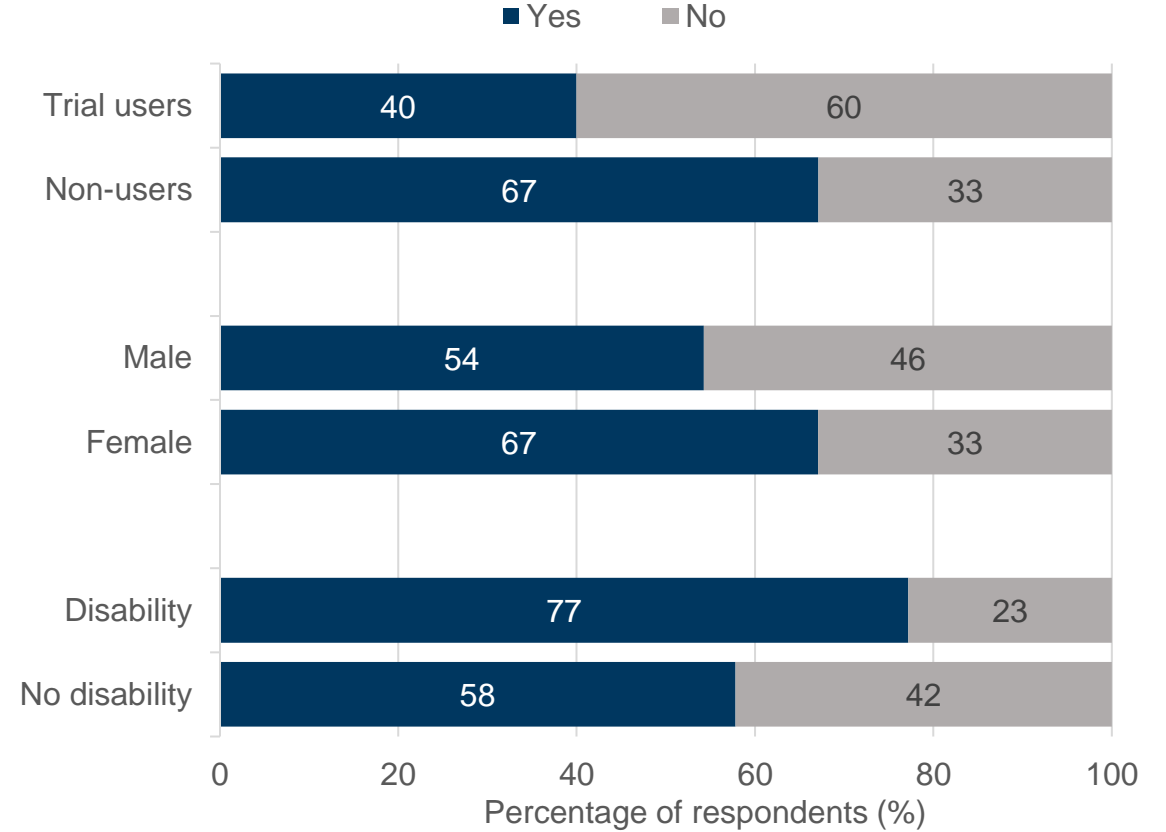
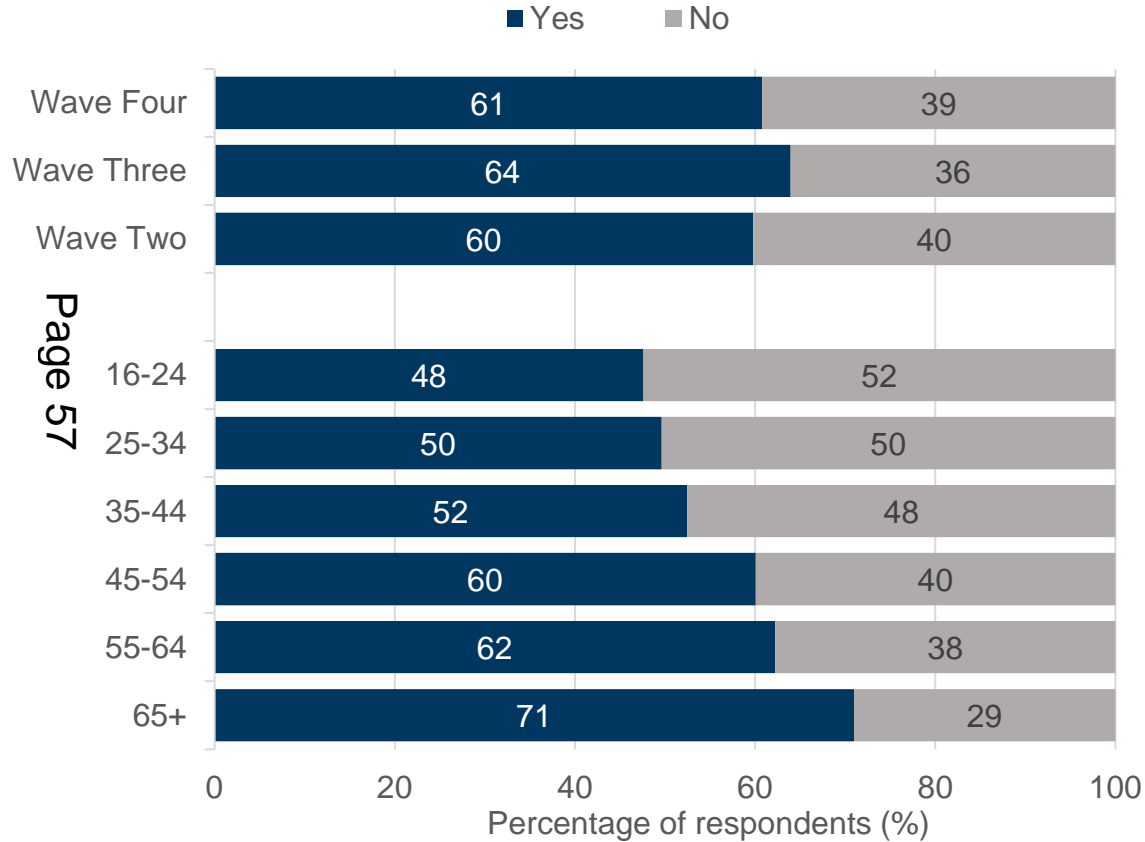


- Throughout the duration of the trial, around a fifth of frequent travellers use rental e-scooters a few times a week or more to go out for food
- Very few frequent travellers continue to use rental e-scooters every day for shopping throughout the trial, however similar proportions use them most days or a few times a week (28% in Wave Four and Wave Two, 27% in Wave Three)

Prevented use

Q: ***'Is there anything which has prevented you / would prevent you from using the e-scooter rental trial in the future?'***

Base: left chart – top to bottom (3,429), (1,948), (2,960) | (105), (403), (484), (526), (588), (758) | right chart – top to bottom (798), (2,631), (1,572), (1,369), (386), (2,518)

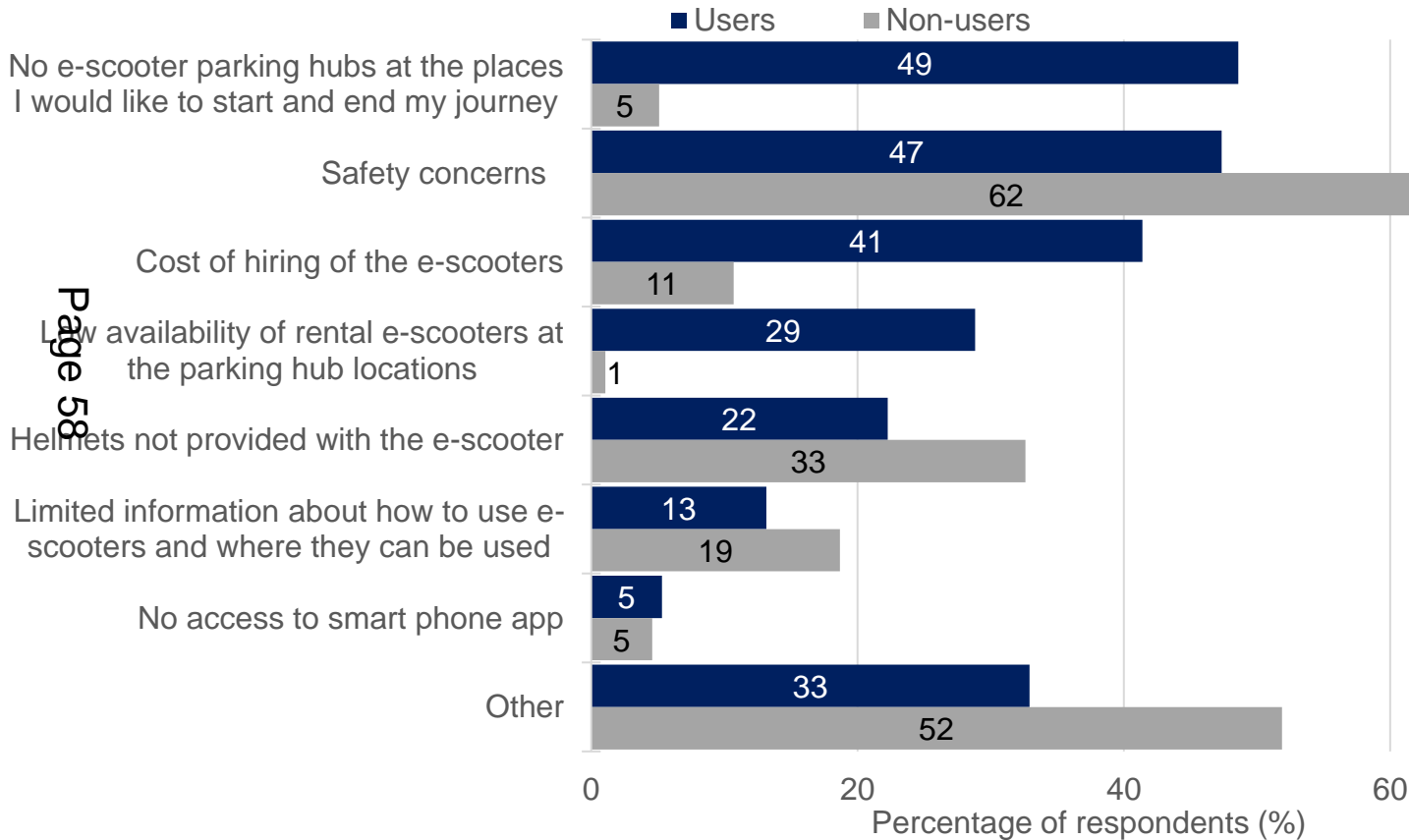


- A similar proportion of respondents feel there is something that has prevented them or would prevent them using the e-scooter rental trial in the future compared to previous waves (61%)
- The older the respondent the more likely they are to feel something has or would prevent them from using the trial
- Trial users are less likely to feel that something has or would prevent them from using the trial compared to non-users, although 40% of trial users still feel something has or would prevent them. Females are more likely than males to feel something has or would prevent them, as well as those with a disability compared to those without a disability

Barriers to using the rental e-scooter trial

Q: **‘What reasons have prevented you / would prevent you from using the e-scooter rental trial in the future?’**

Base: Trial users who felt something has or would prevent them using the scheme (319) | Non-users who felt something has or would prevent them using the trial (1,766)



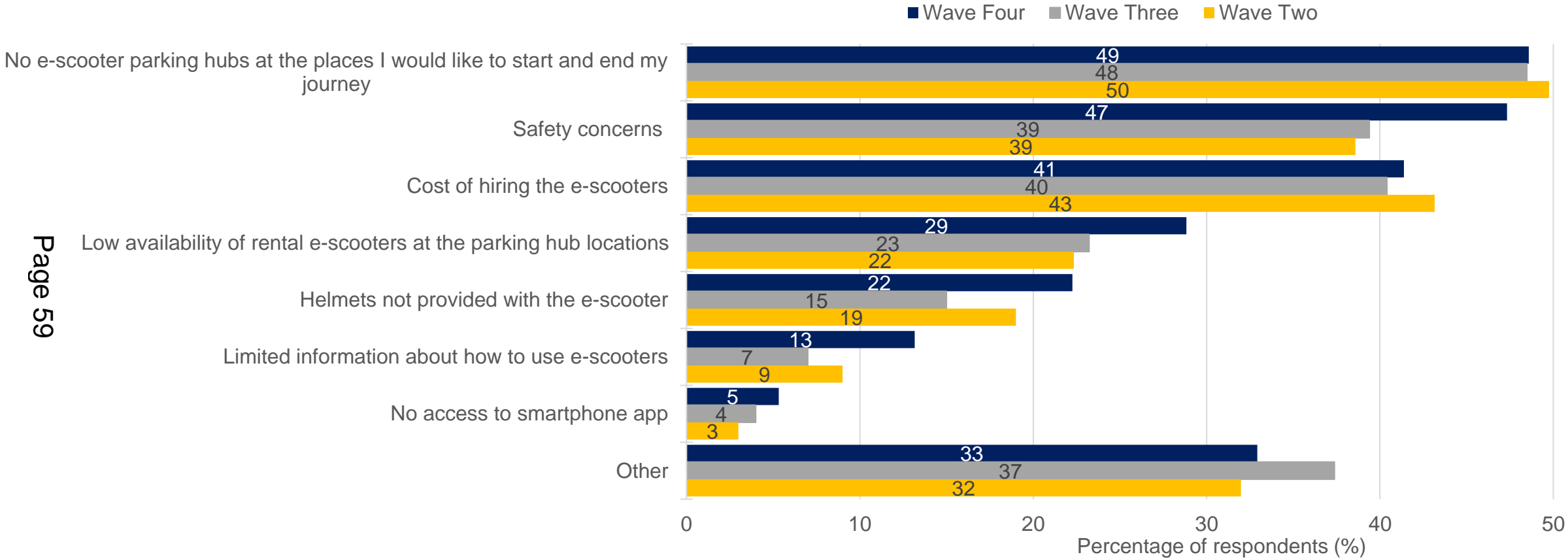
‘Other’ comments (Base: 2,060)	%
They are dangerous	14
Unsuitable for personal characteristics (e.g. age, disability, have children)	12
Misuse by other riders	7
Lack of infrastructure/ appropriate road conditions	3
Issues with scooter design/ app/ scheme	3
Do not want to use them/ disagree with them	3
No driving license	3
No need to use one/ use other active or sustainable travel	3
Lack of confidence/ opportunity to train or practice	2
Full parking hubs/ lack of parking	1
No comment	50
Other	4

- For trial users, no e-scooter parking hubs at the places they would like to start or finish their journey is the main reason that may prevent them from using the trial (49%), followed by safety concerns (47%). For non-trial users, safety concerns are the most common reason preventing them from using the trial (62%)
- 41% of trial users feel the cost of hiring the e-scooters has or would prevent them from using the trial, whereas only 11% of non-users feel this has prevented them
- A third of non-users feel helmets not being provided with the e-scooter have prevented them from using the trial, whereas 22% of trial users feel this would prevent them
- The highest proportion of respondents who left ‘other’ comments feel the e-scooters are dangerous (14%) or are unsuitable for their personal characteristics (12%). Others are put off by the misuse by other riders (7%), the lack of infrastructure (3%), or issues with the scooter design, app or functionality of the scheme (3%), among other reasons

Barriers to using rental e-scooters (users) – comparison to previous waves

Q: **‘What reasons have prevented you / would prevent you from using the e-scooter rental trial in the future?’**

Base: Trial users who felt something has or would prevent them using the scheme – W4 (319), W3 (99), W2 (197)



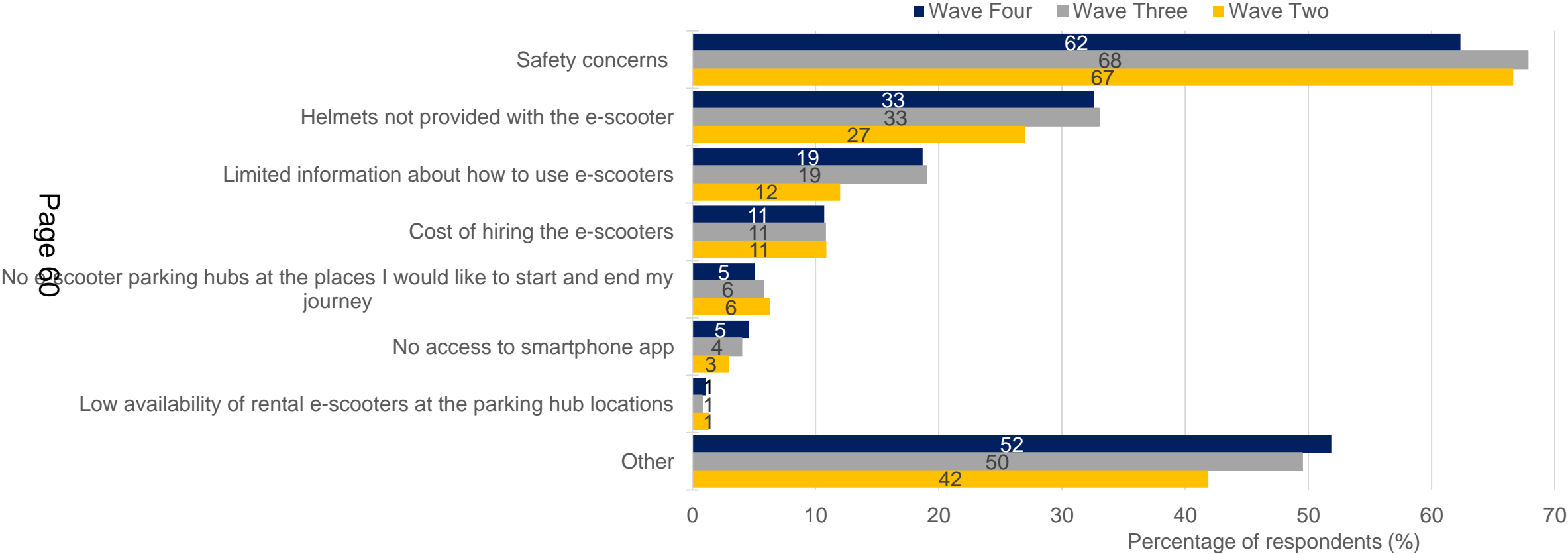
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- No e-scooter parking hubs at the places they would like to start or end their journeys has remained the most common reason trial users feel has or would prevent them using the rental e-scooter trial, with about half of trial users in each wave of research selecting this reason
- A higher proportion of trial users in Wave Four feel safety concerns have or would prevent them using the rental e-scooters compared to previous waves of research
- Compared to the last wave of research (Wave Three) a slightly higher proportion of trial users in Wave Four feel that low availability of rental e-scooters at parking hub locations and helmets not being provided with the e-scooter have or would prevent them using the rental e-scooters

Barriers to using rental e-scooters (non-users) – comparison to previous waves

Q: **‘What reasons have prevented you / would prevent you from using the e-scooter rental trial in the future?’**

Base: Non-users who felt something has or would prevent them using the trial – W4 (1,766), W3 (1,131), W2 (1573)



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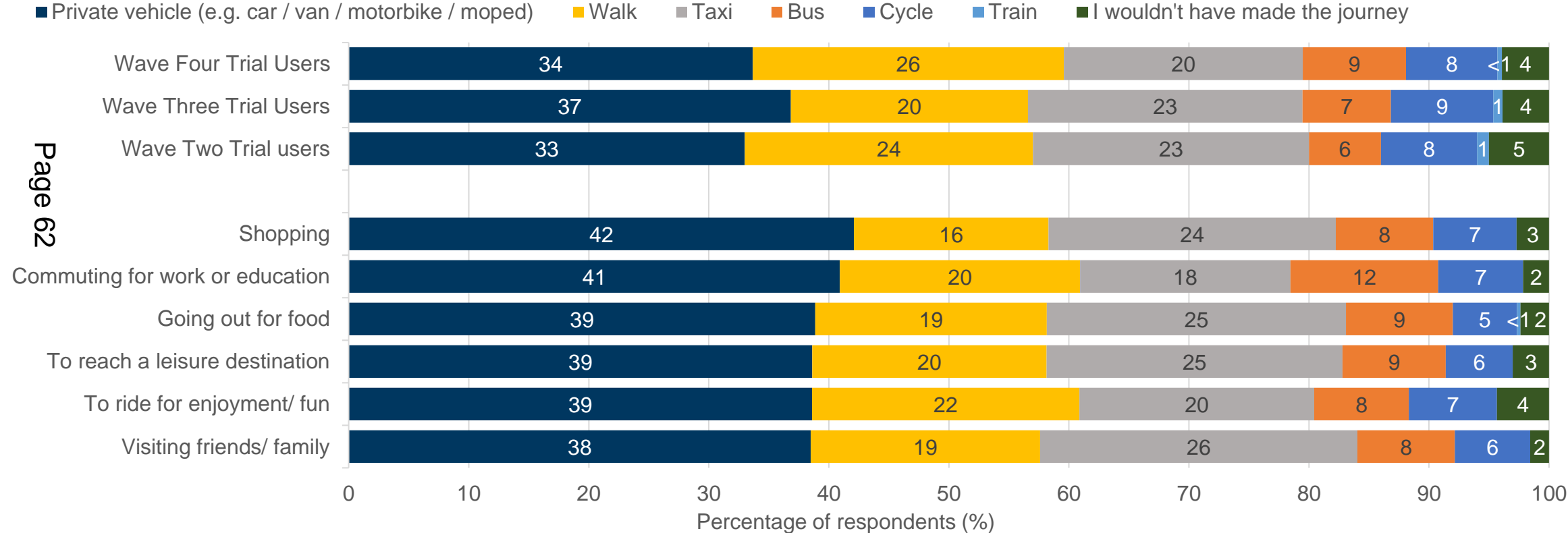
- Slightly fewer non-trial users in Wave Four feel safety concerns have or would prevent them from using the e-scooter rental trial compared to previous waves of research
- Helmets not being provided with the e-scooter remains the second most common reason preventing rental e-scooter use across all waves
- The same proportion of non-trial users across Wave Three and Wave Four (19%) feel limited information about how to use the e-scooters has or would prevent them using the rental trial, this has increased since Wave Two (12%)
- In Wave Three, half of non-trial users left ‘other’ reasons which have prevented them from using the trial. Similar to Wave Four, for the total sample in Wave Three these reasons included feeling the e-scooters are dangerous, personal access issues including age and mobility, a lack of appropriate infrastructure, and the use by other riders



Travel choices

Other forms of transport

Q: **‘Thinking back to your last rental e-scooter trip, what mode of transport would you have used for your journey if you had not used an electric scooter?’** | Base: Trial users - W4 (814) | W3 (258) | W2 (569) | Frequent travellers (trial users who use rental e-scooters for each journey purpose a few times a month or more) – top to bottom (259), (325), (337), (430), (368), (382)

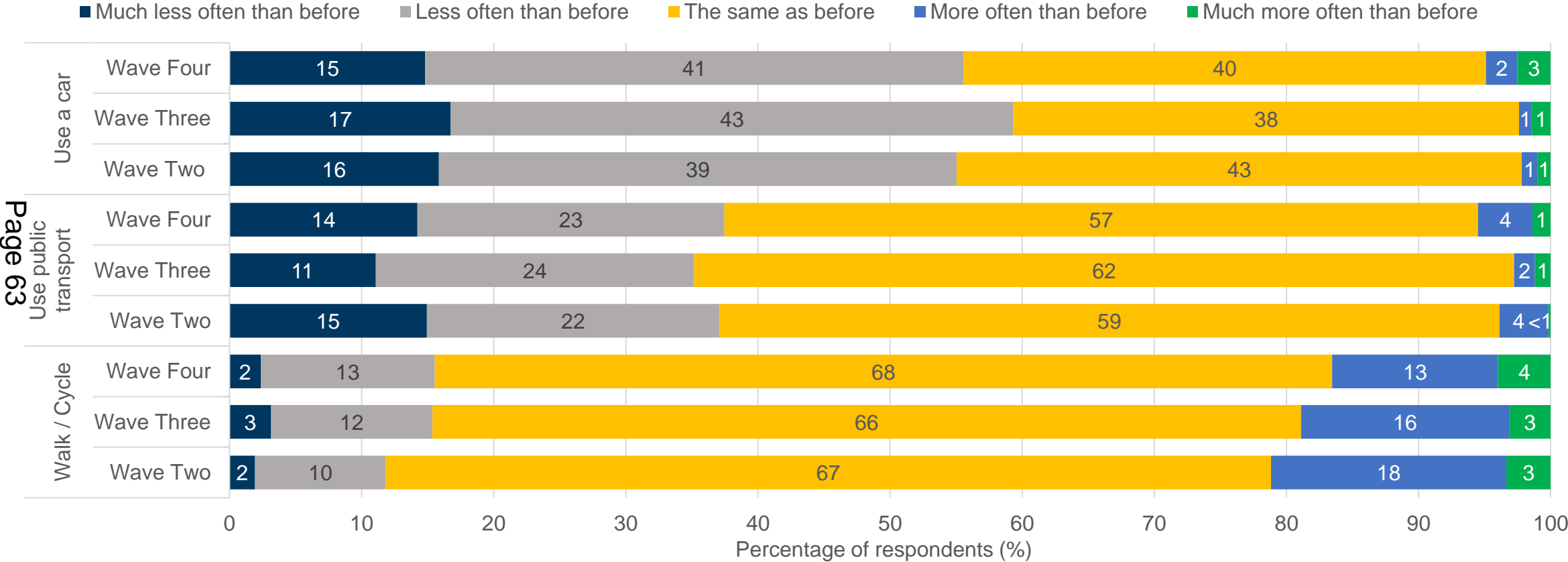


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- The highest proportion of respondents would have used a private vehicle for their last rental e-scooter journey (34%), this has remained consistent across all waves of research. A further 20% would have used a taxi if they had not used a rental e-scooter for their last e-scooter journey, whilst 26% would have walked
- Nearly a tenth of respondents would have travelled by bus if they had not used a rental e-scooter for their last journey (9%), this is slightly higher than in previous waves
- The majority of trial users who frequently (a few times a month or more) use rental e-scooters for various journeys would have travelled by private vehicle or a taxi for their last rental e-scooter journey. This is highest for those who frequently use rental e-scooters for shopping – two thirds would have used a private vehicle or taxi for their last journey

Other forms of transport

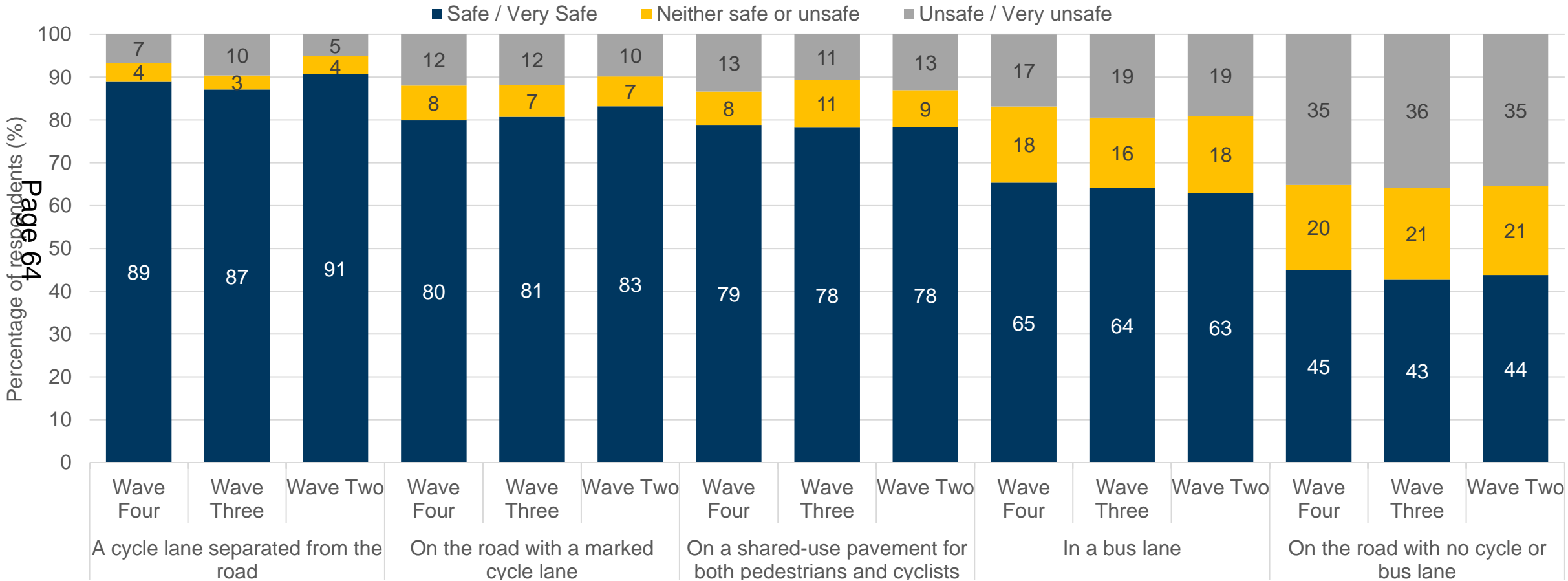
Q: **'As a result of the e-scooter rental trial, do you now...?'** | Base: Car – W4 (675), W3 Trial users (256), W2 Trial users (571) | Public transport – W4 Trial users (801), W3 Trial users (253), W2 Trial users (569) | Walk / cycle – W4 Trial users (804), W3 Trial users (254), W2 Trial users (567)



- The majority of trial users use a car less often than before as a result of the e-scooter rental trial (56%). This has remained relatively consistent with previous waves of research
- 37% of trial users use public transport less often than before as a result of the trial, remaining fairly consistent with previous waves. The majority use public transport the same amount as before (57%)
- Consistent with previous waves, the majority of trial users walk or cycle the same as before as a result of the rental trial (68%), whilst 15% walk or cycle less than before, and 17% walk or cycle more than before

Safety whilst riding

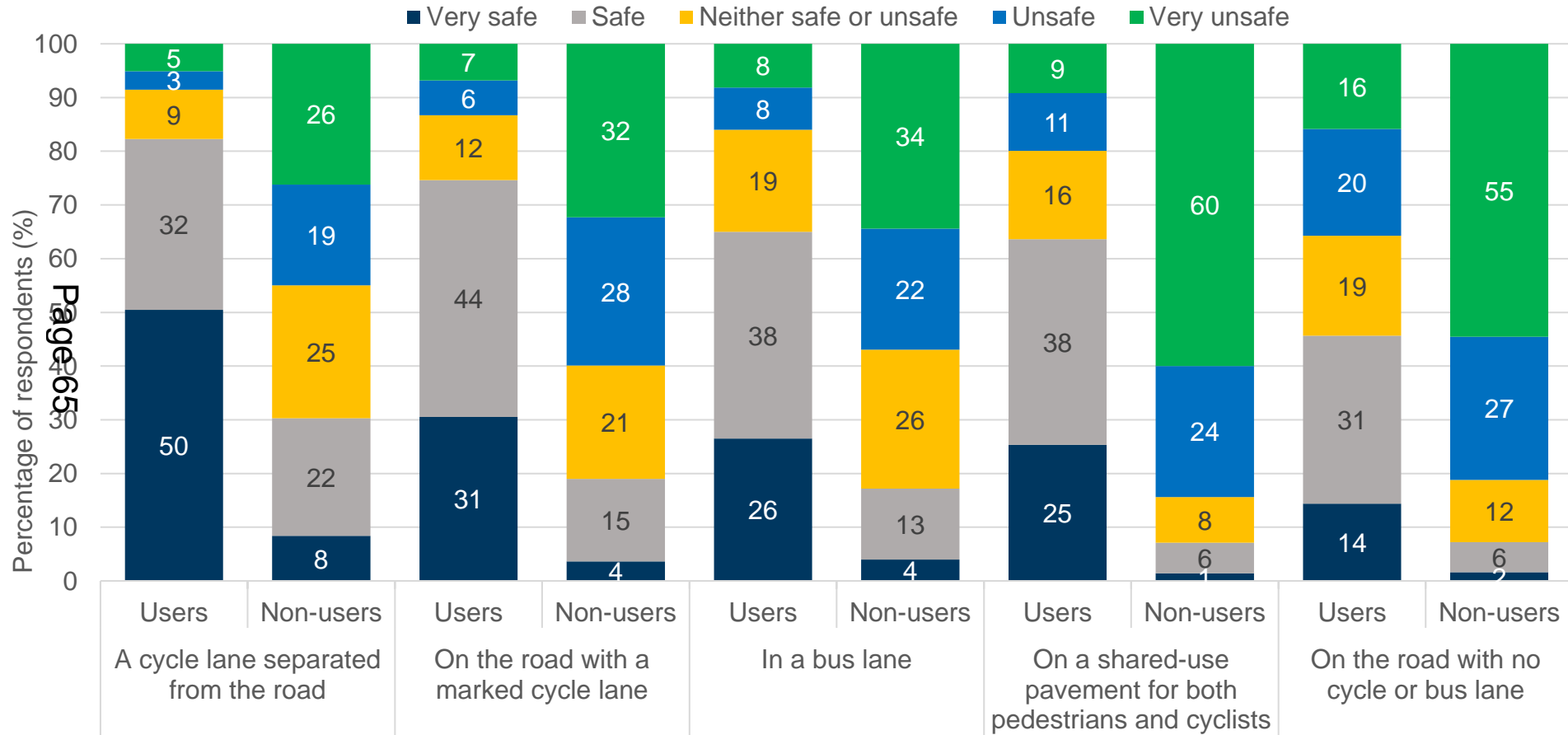
Q: **'If you have used an e-scooter as part of the rental trial, where have you felt safe riding it?'** | Base: Trial users – left to right W4 (822), W3 (270), W2 (589) | W4 (826), W3 (269), W2 (589) | W4 (823), W3 (270), W2 (590) | W4 (814), W3 (266), W2 (589) | W4 (827), W3 (270), W2 (594)



- Consistent with previous waves, trial users feel most safe riding a rental e-scooter in a cycle lane separated from the road (89% safe or very safe)
- Throughout the trial, over three quarters of trial users feel safe or very safe riding rental e-scooters on the road with a marked cycle lane (80% in Wave Four) or on a shared-use pavement for both pedestrians and cyclists (79% in Wave Four)
- Trial users consistently feel least safe riding rental e-scooters on the road with no cycle or bus lane (35% feel unsafe or very unsafe in Wave Four)

Safety – sharing spaces

Q: **‘Thinking about any occasions where you were sharing space with people using e-scooters, how safe did you feel?’** | Base: left to right (761), (2,425) | (760), (2,452) | (751), (2,387) | (762), (2,508) | (758), (2,467)



‘Other’ comments (Base: 3,282)	%
Unsafe in pedestrian only spaces/ pavements	3
Greater concern about unsafe riders	2
Unsafe when weaving/ not using provided lanes correctly	2
Feel unsafe anywhere	<1
Problem with illegal scooters	<1
No relevant comment	91
Other	2

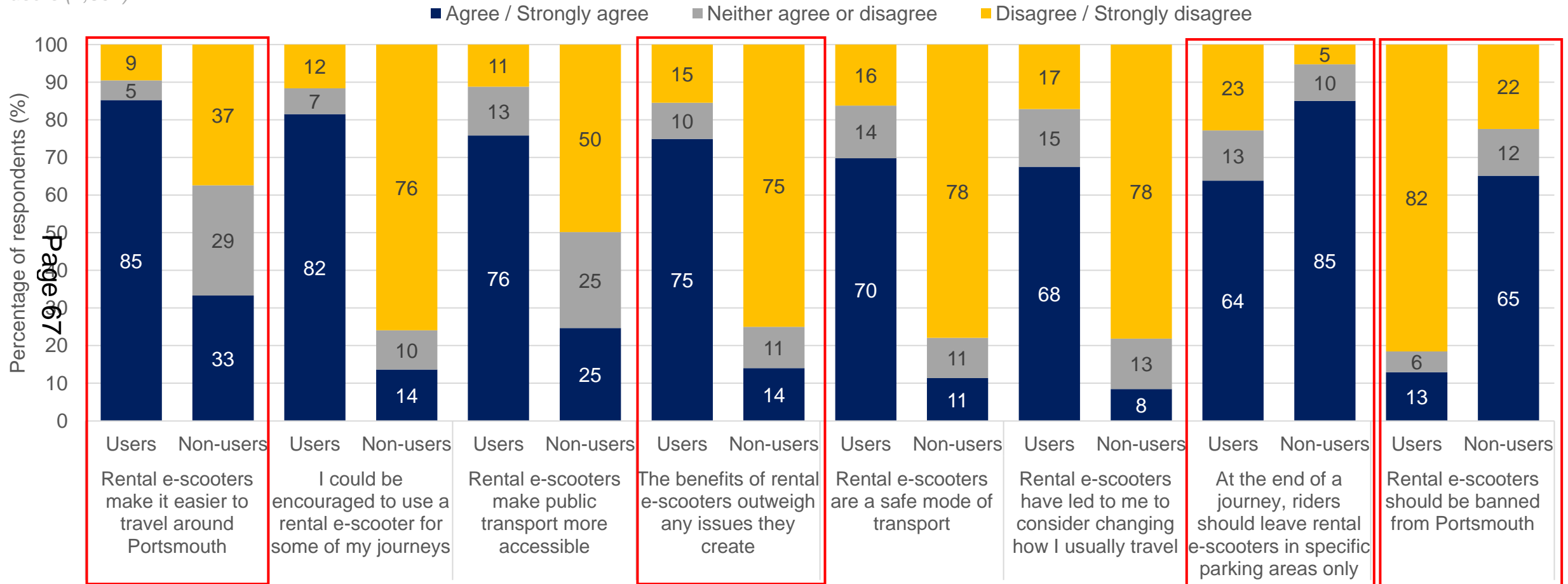
- Overall, trial users feel more safe sharing spaces with people using e-scooters than non-trial users
- Half of trial users feel very safe sharing a cycle lane separated from the road with people using e-scooters, with a further 32% feeling safe here. However, only 30% of non-trial users feel safe or very safe sharing this space with people using e-scooters, although this is higher than other areas
- Both trial users and non-users feel least safe sharing the road with no cycle or bus lane with rental e-scooter riders (36% of users and 82% of non-users feel unsafe or very unsafe)



Attitudes towards e-scooters

Agree or disagree, users and non-users

Q: *'To what extent do you agree or disagree with the following statements regarding the rental e-scooter trial?'* | Base: Trial users (758) | Non-users (2,502)

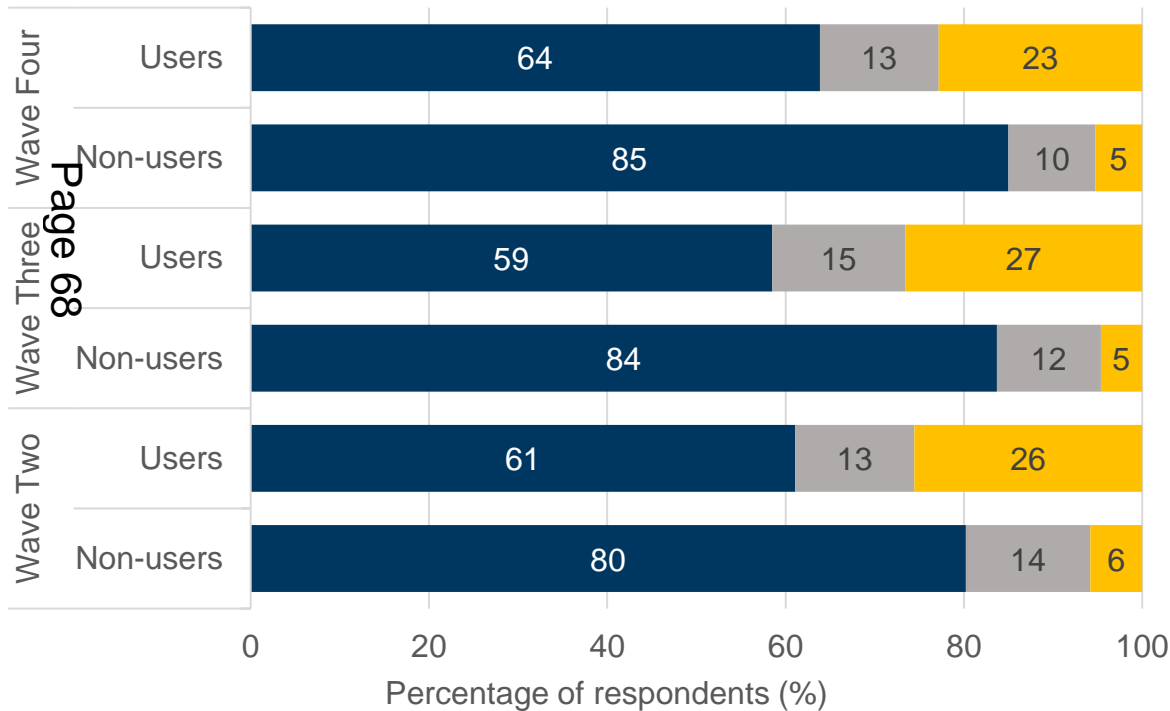


- Overall, opinions are largely polarised between users and non-users
- The highest proportion of users feel that rental e-scooters make it easier to travel around Portsmouth (85%), along with one third of non-users
- The majority of both users and non-users agree that at the end of a journey, riders should leave rental e-scooters in specific parking areas only (64% users and 85% non-users)
- Three quarters of users agree that the benefits of rental e-scooters outweigh any issues they create, whereas the same proportion of non-users disagree with this statement
- The majority of users disagree that rental e-scooters should be banned from Portsmouth (82%), whereas just under two thirds of non-users agree with this statement (65%)

Agree or disagree, comparison to previous waves

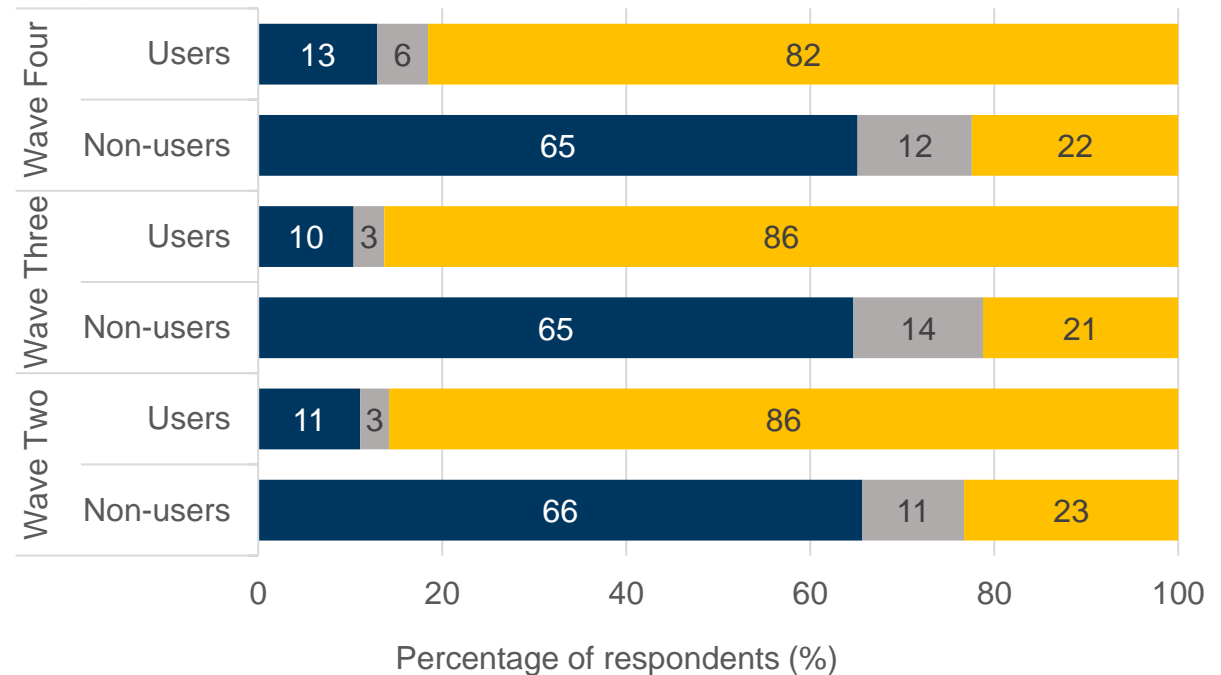
Q: **'At the end of a journey, riders should leave rental e-scooters in specific parking areas only'** | Base: W4 (758), (2,502) | W3 (241), (1,576) | W2 (540), (2,309)

■ Agree / Strongly agree ■ Neither agree or disagree ■ Disagree / Strongly disagree



Q: **'Rental e-scooters should be banned from Portsmouth'** | Base: W4 (758), (2,502) | W3 (241), (1,584) | W2 (541), (2,315)

■ Agree / Strongly Agree ■ Neither agree or disagree ■ Disagree / Strongly disagree



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- Non-trial users agree or strongly agree with these two statements the most. Attitudes towards these statements have remained consistent throughout the trial
- Non-trial user agreement that riders should leave rental e-scooters in specific parking areas only has remained the same since Wave Three, but a slightly higher proportion of trial users agree or strongly agree with this statement compared to previous waves (64% compared to 59% in W3 and 61% in W2)
- The proportion of non-users who agree or strongly agree that rental e-scooters should be banned from Portsmouth has remained consistent with previous waves (around two thirds), although a slightly higher proportion of trial users agree with this statement compared to previous waves

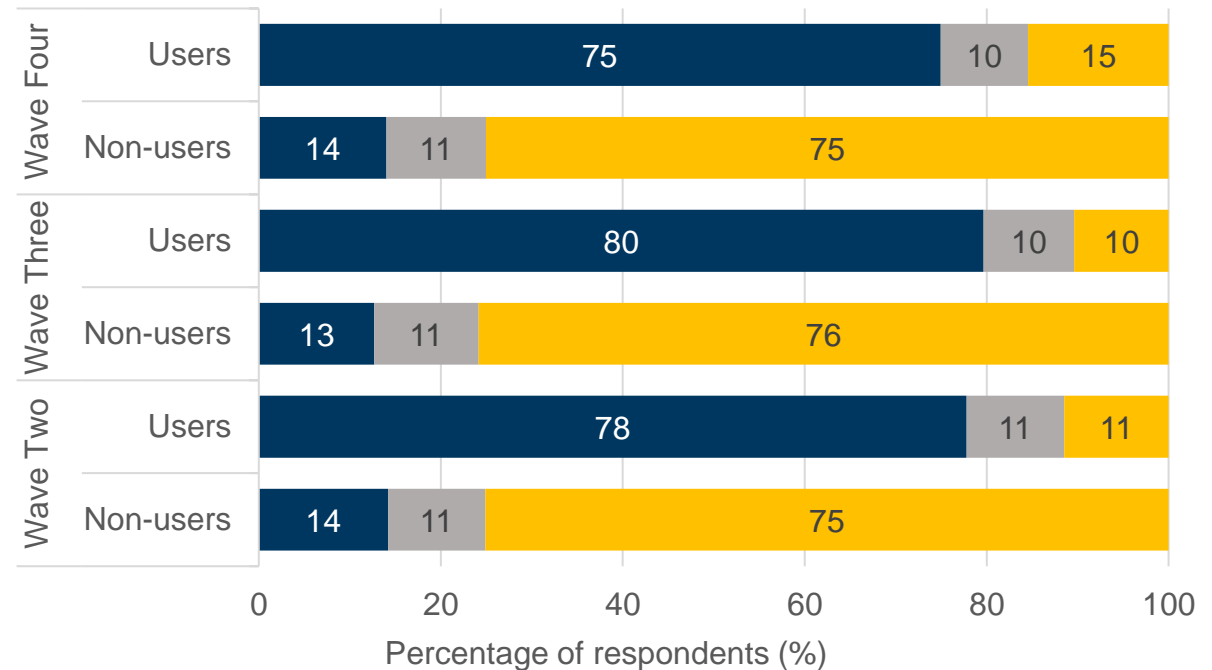
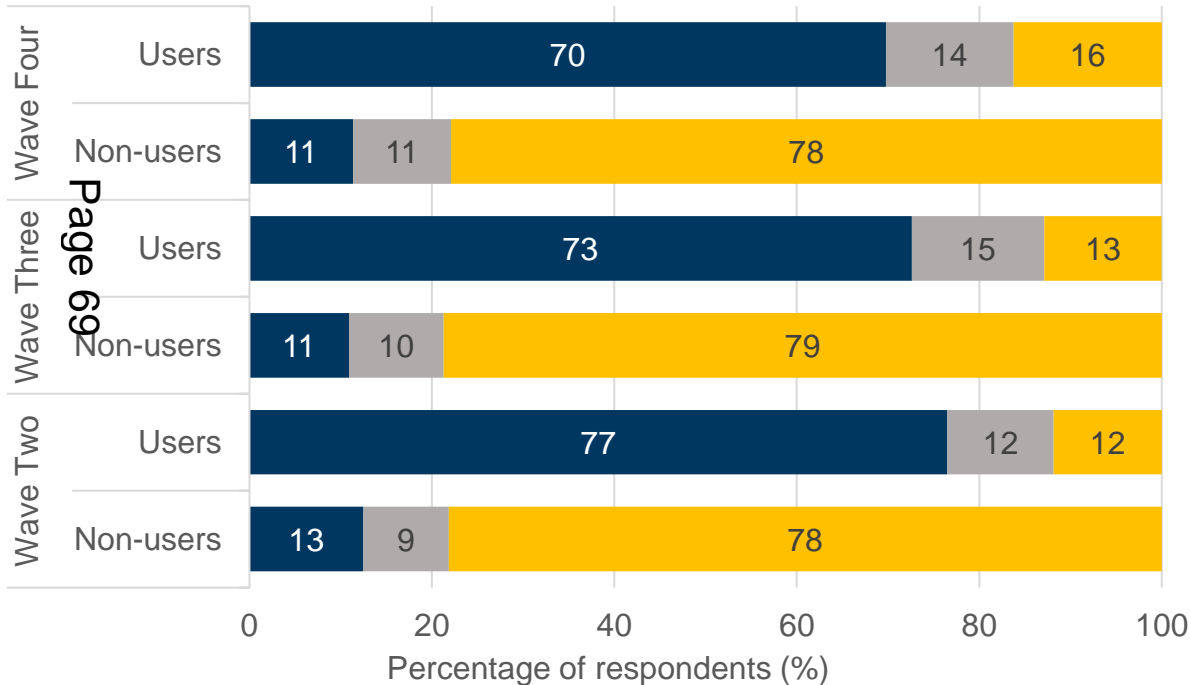
Agree or disagree, comparison to previous waves

Q: **'Rental e-scooters are a safe mode of transport'** | Base: W4 (758), (2,502) | W3 (241), (1,590) | W2 (540), (2,317)

Q: **'The benefits of rental e-scooters outweigh any issues they create'** | Base: W4 (758), (2,502) | W3 (241), (1,578) | W2 (540), (2,311)

■ Agree / Strongly agree ■ Neither agree or disagree ■ Disagree / Strongly disagree

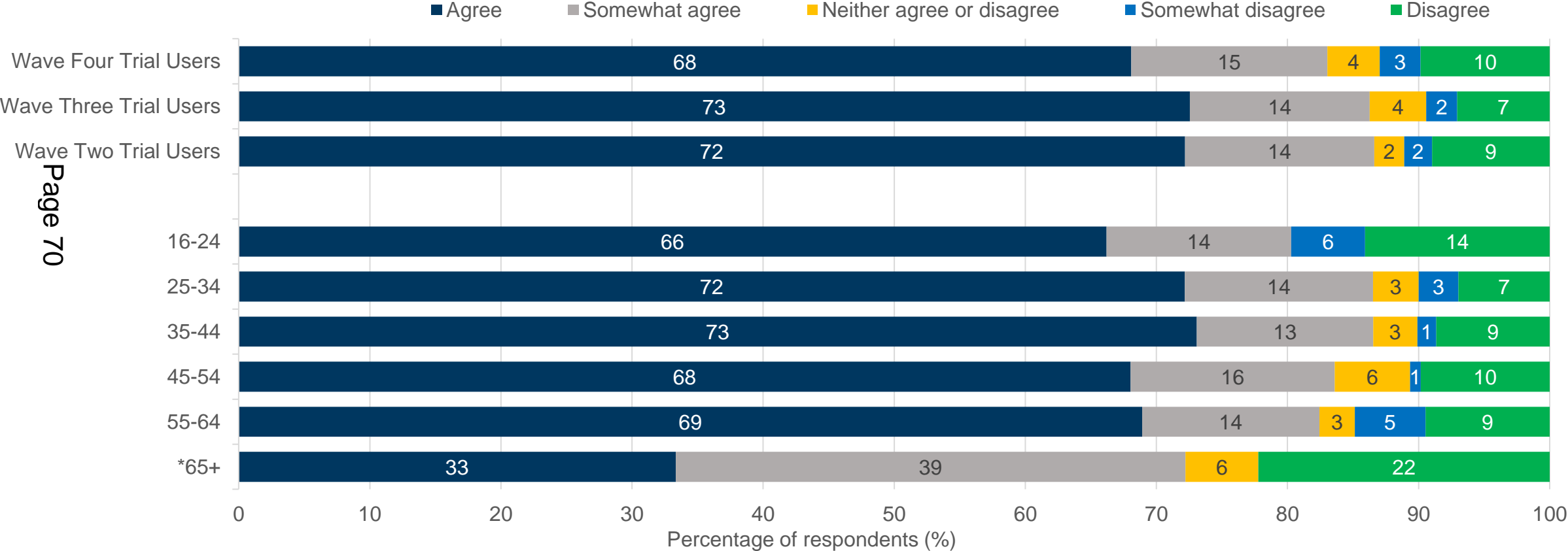
■ Agree / Strongly agree ■ Neither agree or disagree ■ Disagree / Strongly disagree



- Agreement among non-users that rental e-scooters are a safe mode of transport has remained relatively consistent throughout the trial (11% agree in Wave Four and Three, 13% in Wave Two). The majority of trial users agree that rental e-scooters are a safe mode of transport, however, this figure has slightly decreased since earlier waves of research
- A slightly smaller proportion of trial users agree that the benefits of rental e-scooters outweigh any issues they create compared to previous waves; agreement has remained relatively consistent for non-users for this statement throughout the trial

Recommending using rental e-scooters

Q: **‘Based on your experience of using rental e-scooters, to what extent do you agree with the statement below?’**
“I would recommend using the rental e-scooters to other people”. | Base: Trial users, from top to bottom – (802), (255), (568) | (71), (230), (208), (122), (74), (18*) *Caution small base

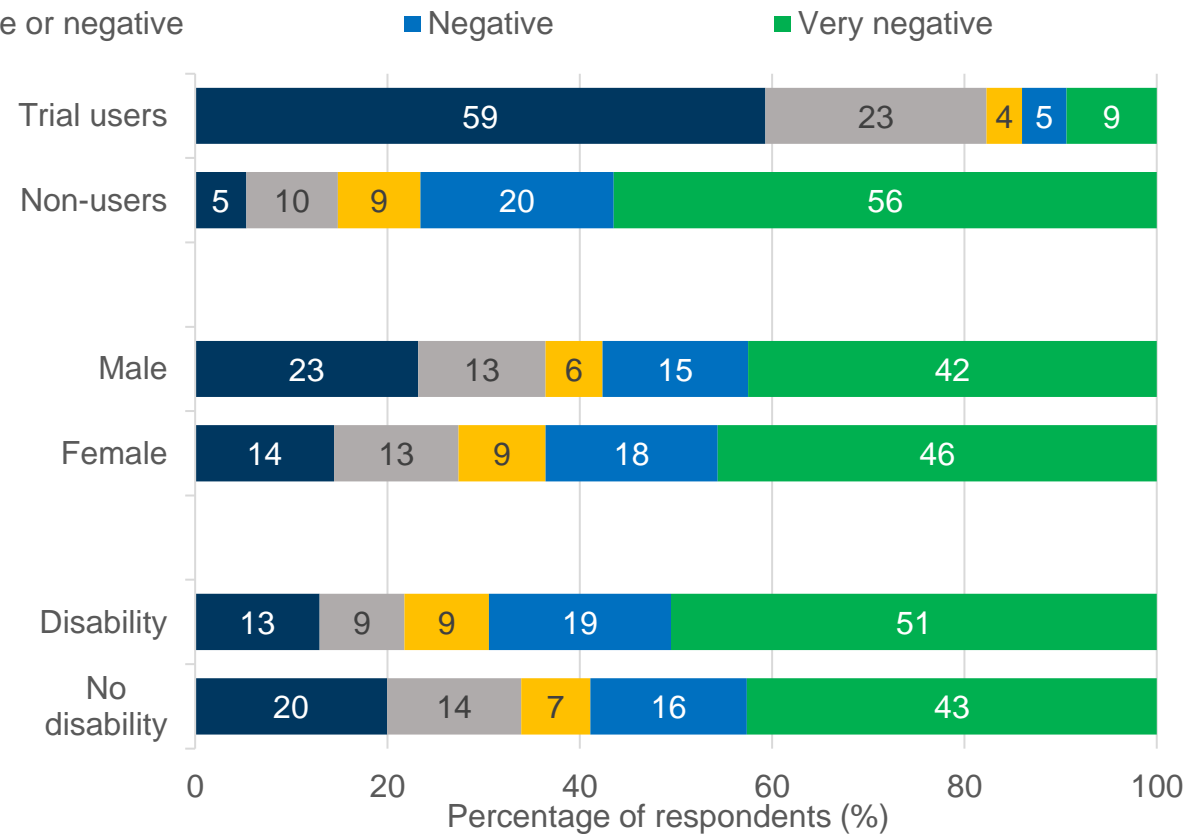
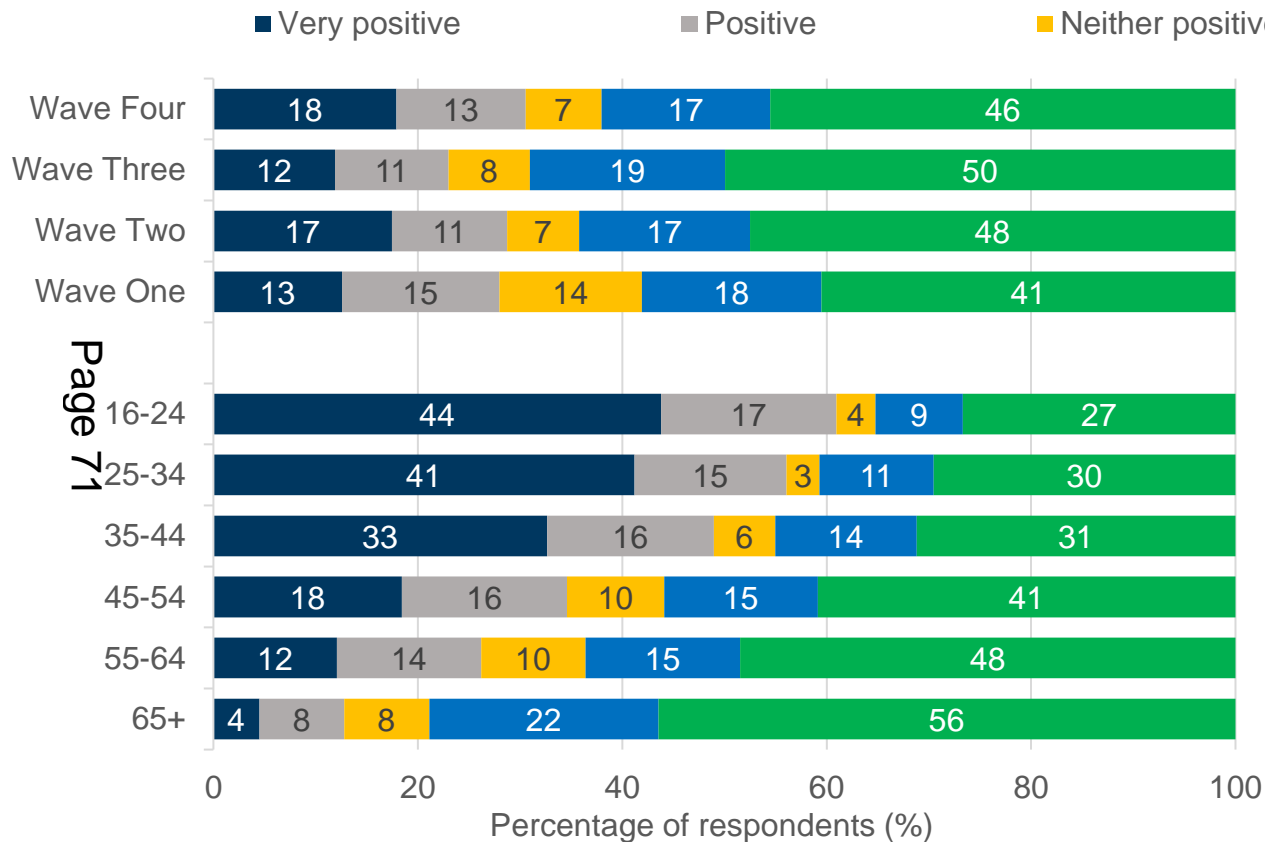


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- The majority of trial users agree that they would recommend using the rental e-scooters to other people (68%), and a further 15% somewhat agree, this is slightly lower than for previous waves
- Apart from those aged 65 and over, over two thirds of all age groups fully agree would recommend the rental e-scooters to other people. One third of those 65 and over agree they would recommend the trial, although there is a small base number for this group

Overall attitudes towards rental e-scooters in Portsmouth

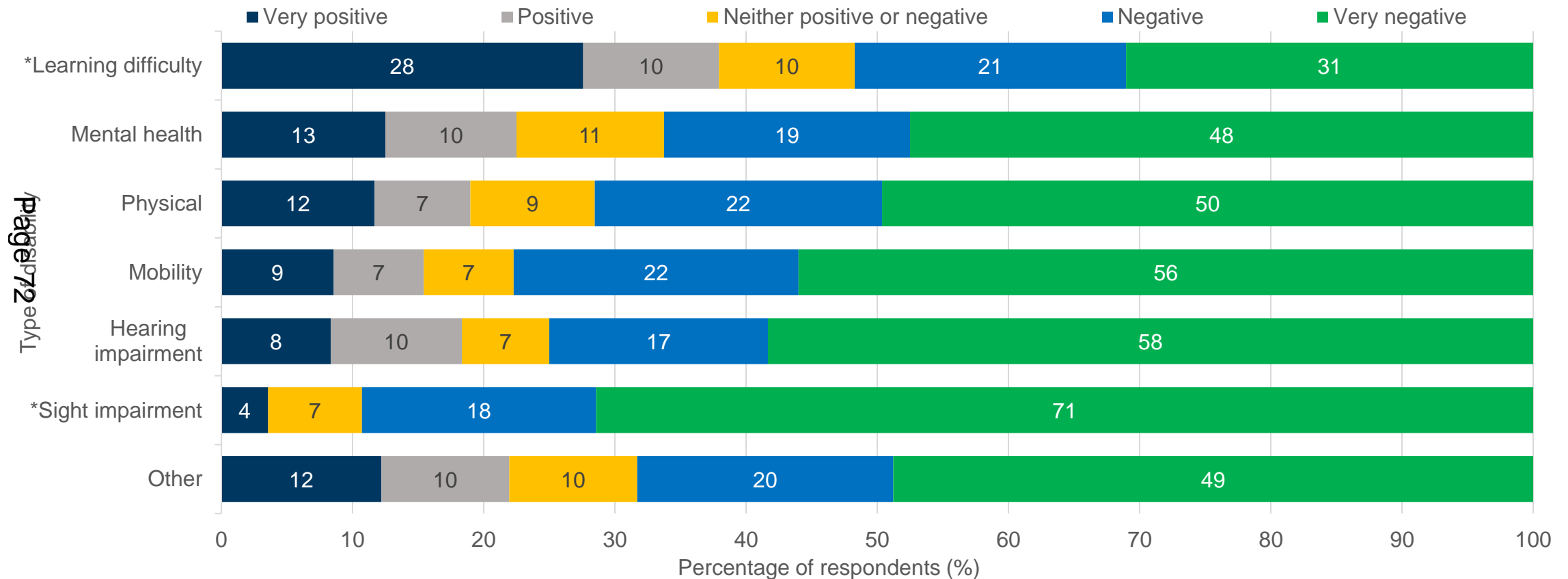
Q: **‘Overall, how do you feel about rental e-scooters operating in Portsmouth?’** | Base: left chart, top to bottom - Total sample W4 (3,254), W3 (1,818), W2 (2,837), W1 (2,317) | (105), (403), (484), (526), (588), (758) | right chart, top to bottom – (757), (2,497), (1,572), (1,369), (386), (2,518)



- Overall, a higher proportion of respondents feel positive or very positive about rental e-scooters operating in Portsmouth than in previous waves (31%, compared to 23% in W3)
- The younger the respondent the more likely they are to feel positively about rental e-scooters operating in Portsmouth (57% of those aged 16-24 feel positive or very positive, whereas only 12% of those aged 65 or over feel this way)
- The vast majority of trial users feel positive about rental e-scooters in Portsmouth (82% positive or very positive), whereas non-trial users are more likely to feel negative (76% negative or very negative)
- Males appear to feel slightly more positive than females, whilst those without a disability are slightly more positive than those with a disability

Overall attitudes to rental e-scooters in Portsmouth – by disability

Q: **‘Overall, how do you feel about rental e-scooters operating in Portsmouth?’** | Base: Respondents with a disability – from top to bottom (29*), (80), (137), (175), (60), (28*), (41) *Caution small base



- Respondents with a learning disability feel most positively about rental e-scooters compared to those with other disabilities (28% feel very positive), followed by those with a mental health disability (13% very positive) and a physical disability (12% very positive)
- However, over half of respondents with a mobility disability, hearing impairment or sight impairment feel very negative about rental e-scooters operating in Portsmouth. 71% of respondents with a sight impairment feel very negative about rental e-scooters (71%)



Further comments

Further comments

Q: *'Any further comments regarding the rental e-scooter trial?'* | Base: Total sample (3,254)

Further comments	%
Use/ abuse by riders and young people	25
Better regulation and more enforcement of training and safety procedures	18
E-scooters are dangerous	16
Unsupportive of trial/ want to ban e-scooters	11
Generally supportive of trial and rental e-scooters	8
Riders do not follow rules of the road (e.g. running red lights, pedestrian crossings)	8
Riders do not/ should be wearing protective equipment (e.g. helmets, safety vests)	6
Rental e-scooters encourage use of private e-scooters	5
Improve infrastructure (e.g. safer lanes for e-scooters)	4
More or better positioned parking racks needed	3
No comment	71
Other	15

"I don't have any issues with e scooters in principle but have witnessed far too many dangerous incidents on the road. On several occasions scooters weaving between cars, jumping red lights and most commonly two people on one scooter. Also, I don't think that I have seen one user wearing a safety helmet."

"If used with proper rules and regulations they could be an asset [...] E-scooters should need a licence and the rider should have insurance.* There should be a minimum age regarding use."

"I think they are an excellent addition to transport in the city. I would like to see the cycle paths improved, both numbers of them and the quality of the paths - they are very hard going on a scooter which has little 'give'. Thanks for introducing them in the city and I hope you can keep them!"

*Rental e-scooter users must be 18 and hold a driving licence; insurance is provided by Voi.

- A quarter of respondents are concerned about irresponsible use of the rental e-scooters, particularly by young people who may not hold a licence
- Just under a fifth would like to see better regulation of rental e-scooters and more enforcement of training and safety procedures (18%), whilst 16% generally feel that e-scooters are dangerous
- Just over a tenth are unsupportive of the trial and would like to ban e-scooters (11%), however 8% express support for the trial and rental e-scooters. The same proportion are concerned about riders not following the rules of the road, such as running red lights or not stopping at pedestrian crossings (8%)
- 'Other' comments include suggestions to include helmets with the scooters or make them compulsory, lower the speed limit, or to allow all e-scooters or better tackle private ones



Councillor engagement

Positive use of the trial

Councillors were asked why they think people use the trial and what they believe are the appeals and benefits of the scheme.

❖ Convenience

Councillors describe the rental e-scooters as a **flexible** mode of transport, with the ability to pick them up and leave them 'anywhere'. They praise the **strategic** placement of docking stations around the city, enabling users to conveniently use the e-scooters to reach a variety of destinations.

❖ Affordability

Councillors find that the rental e-scooters are an **affordable** and **cost-effective** way of travelling in the city. This is in relation to the cost of **public transport** in Portsmouth, which was described as 'extortionate', as well as the cost of **owning and running a car**. Particularly, councillors highlight the current context of increased **prices of fuel** and cost of living in making rental e-scooters a more affordable mode of transport. They argue the affordability of rental e-scooters makes them an **accessible** form of transport for those on lower incomes.

❖ Environmentally friendly/ sustainable

As they are electrically powered, councillors appreciate that rental e-scooters are a more **environmentally friendly** mode of travelling, particularly in comparison to cars. They highlight that residents who **would have taken a taxi** for a particular journey may now use a rental e-scooter instead, further reducing the number of car journeys. Councillors point out the greater appeal of rental e-scooters to the younger population as potentially reducing the possibility of **young people needing to learn to drive** and buy a car to travel independently.

❖ 'Filling a hole'

Councillors also refer to rental e-scooters as '**bridging a gap**' in Portsmouth's transport network, such as that left by poor public transport. Describing rental e-scooters as a 'self-teaching' form of transport, they highlight its **accessibility** and ability to **reduce pressure on other services**, like public transport. Additionally, councillors point out the big issues with **congestion and parking** in the city, arguing that rental e-scooters can alleviate the pressure here, particularly at popular **commuting times**.

"The convenience of it, that obviously you can just go from A to B and it's quite flexible in terms of getting across the city, again in a lot of ways better than public transportation"

"The locations of the docking stations ... that is excellent because they're placed in very good strategic locations."

"It's very cost effective and I think with the rising price of fuel ... and the rising cost of living it's a cheap mode of travel."

"I think they're really positive definitely on the whole because you know it is getting people out of their cars and less reliant on vehicles."

Concerns and factors preventing use

Councillors were asked what they think the main concerns and issues with the scheme are, and what they think prevents people from using the scheme.

❖ Safety and irresponsible use

Councillors agree that the most common issue raised around rental e-scooters is their lack of **safety**, particularly in relation to **irresponsible riding** and use. Councillors find many constituents perceive the rental e-scooters as **dangerous**. For the rider, they are seen as dangerous due to the **lack of helmet** provision with the e-scooter, as well as the **inappropriateness of road conditions** to support the trial. For example, councillors relay that cars often drive less than 2m from e-scooters, made worse by the abundance of narrow roads in the city, e.g. Eastwood, Elmwood, Southwood.

From a pedestrian outlook, councillors highlight that many residents are worried about **being hit by an e-scooter rider**. The **quietness** of the rental e-scooter makes them a particular hazard for the elderly or disabled, as it is difficult to hear them approaching.

Constituents often complain of **irresponsible use** of the rental e-scooters, with users **riding two to a scooter**, wearing **headphones**, using their **mobile phones**, and crossing at **junctions without looking**. Issues have also been raised with **underage riders** using the rental e-scooters.

❖ Tainted perceptions

Councillors highlight that there is a certain '**moral outrage**' and '**cognitive bias**' in the general understanding of rental e-scooters which often taints the perception of them. They indicate that often residents who do not like rental e-scooters do not like e-scooters 'full stop', and recognise that this perception has often been influenced by the **illegal use of private e-scooters** around Portsmouth. They argue that the tainted perception of rental e-scooters prevents many residents from trialling the scheme.

"If they're [e-scooter riders] coming on pavements or they're going really fast and not stopping at junctions, just generally not having good road sense, then obviously that's bad for people who are, you know, disabled or partially sighted."

"I did receive actually two complaints yesterday from the Cosham High Street precinct ... One lady was over 70. She's disabled as well and she didn't see."

"I think a lot of them [complaint givers] haven't tried it because they just they've sort of made their minds up in a way, you know, it's a bit of cognitive bias about the scheme and about the scooters and their purpose."

Concerns and factors preventing use (continued)

Councillors were asked what they think the main concerns and issues with the scheme are, and what they think prevents people from using the scheme.

❖ Confidence and training

Councillors find that there is often a **lack of confidence** in residents who do not currently use the scheme, rather than an aversion to the trial. This largely results from a lack of technical understanding from the public, with little opportunities, or knowledge of, **training schemes and events** for new riders.

❖ Personal characteristics

Councillors highlight that there are an array of **personal characteristics** which often deter residents from using the rental e-scooter trial. In particular, councillors recognise the ageing demographic of Portsmouth and the fact that **older populations** are less likely to use the trial due their physical characteristics. Councillors also pointed out from personal perspectives, mirroring other residents of Portsmouth, travelling by rental e-scooter is much less accessible for **those with children and families**, including pets.

❖ Circumstantial barriers

Councillors generally agree that rental e-scooters can be a great mode of travel, but are not always suited to particular circumstances. For example, rental e-scooters are vulnerable to **varying weather conditions** and not especially suitable for travelling during the rain or cold weather. They are also not always suitable for different types of journeys, such as **food shopping** where riders would have to carry home several potentially heavy bags. Councillors feel that cars, in particular, will always hold more appeal than rental e-scooters for these journeys.

❖ Alternative travel operators

Councillors indicate that the rental e-scooter trial operating in Portsmouth may cause concern for other travel operators, particularly **taxis and private hire vehicles**. They highlight complaints that the rental e-scooter trial may **reduce business** for these operators.

"I'd like to see more of that [training sessions] in different locations across the city, you know? So let's say there's one up in Paulsgrove, there's one in Cosham, Hilsea, Copner, you know, all in these district centres where there are quite a significant amount of racks."

"I don't think a higher age group will be willing to use e-scooter."

"One of the taxi reps, he says they're [e-scooters] a menace and then but also they're competition as well."

Suggested improvements

Councillors were asked how they think the scheme could be improved.

❖ Training

Councillors feel that there should be more **training events and opportunities** to teach people how to use the rental e-scooters correctly. They think this is particularly important for **younger riders** who may not know how to drive or understand the Highway Code, and that this training should include **education on the impact of irresponsible use** on other road and pavement users. Councillors suggest this could include more in-person training events, visits to educational facilities, or through in-app training and videos.

Councillors also suggest that this training include work to **raise confidence and proficiency** among riders and potential riders who lack the confidence to use the rental e-scooters frequently. They feel that this training could improve both the **safety** of the scheme, as well **the general public's perception** of the scheme, as residents are generally most concerned with the safety of rental e-scooters, particularly when ridden by young or inexperienced riders.

❖ Infrastructure

Councillors feel that the scheme would greatly benefit from an **improved travel infrastructure** in Portsmouth. In particular, they suggest an improvement to the **cycling infrastructure** all over the city, to provide rental e-scooter riders a separate lane to use. This would create **safer routes** for riders and reduce the number of clashes with pedestrians and other road users, making the scheme feel safer for non-users too. They feel this would greatly reduce current issues with the scheme.

In the long term, councillors also suggest a **better integration with other transport systems** to improve the scheme. For example, ensuring there are sufficient parking racks at public transport stations, like train stations and bus stops, to enable further onward travel

"More sort of training and more information about how to use the e-scooters safely would make sense ... maybe videos or something in the app that would be good."

"It would be good to think about if we're thinking about commuting onward travel. So for example at train stations ... people can literally go off a train and, you know. and go and use them."

"I think it's the same as cyclists, it's exactly the same argument, we need to create a better and safer environment for cyclists, and then cyclists and scooters can share the same thing."

Suggested improvements (continued)

Councillors were asked how they think the scheme could be improved.

❖ Information and general understanding

Councillors feel that there could be more done to **promote the rental e-scooter trial in a positive light** to improve public perceptions of the scheme, as many residents may not know the benefits of the scheme. Feeling that the positive outcomes of the trial can often outweigh the negative issues, they suggest emphasis on the positive impacts of the trial. This could include its **affordability and convenience** in the current **cost of living crisis**, the positive **environmental impact**, particularly in reducing car and other private vehicle usage, as well as its potential to **reduce congestion and parking problems** in the city.

Councillors feel that benefits to the community as a whole should be included in its promotion, rather than just those benefits to the user. They suggest more involvement in **community events** could improve public engagement. Through this, they feel that residents may feel more inclined to use the scheme if their perception of the rental e-scooters is re-framed through a more positive lens.

"I think better to go and to have your stall there and to let the people know what are the benefits and what you can, how can you improve and how means what you are doing to improve it." [sic]

"I think that that's a really positive story to tell, because I think there's a lot of people are sceptical about the impact that it's [the trial] having."

Suggested improvements (continued)

Councillors were asked how they think the scheme could be improved.

❖ Routes and rack locations

Councillors feel that the rental e-scooter scheme could benefit from work **to improve routes for the scheme**, particularly in better linking up the **north and south** of Portsmouth, as well as **from east to west**. They feel this would help to further bridge the gap left by public transport for these routes and promote the scheme as an alternative mode of travel. Additionally, they suggest including routes down **quieter roads** to enable newer riders to gain more **confidence** in using the rental e-scooters on a less populated and busy road.

Councillors were also asked how they feel the location of parking racks could be improved for the scheme. As previously mentioned, councillors suggest better **integrating the rental e-scooters with other forms of transport** through the strategic placement of parking racks near bus stops and train stations. Better integration with the **park and ride scheme** as a way to promote sustainable travel was also mentioned.

Councillors suggest ensuring **large places of work** have sufficient rental e-scooter parking to encourage commuters to travel in this way, giving examples such as **QA hospital and Lakeside**. More racks at popular **leisure and event destinations**, such as at **Fratton Park**, were also suggested to alleviate congestion on the road on event days. The **Mountbatten centre** was also suggested as a destination for further parking racks to align with the council's goal to promote healthy travel and activity. Places with **limited parking**, such as **Southsea seafont**, were identified as good locations to locate parking racks to discourage car use to these locations.

"The sort of routes from north to south, particularly where cycling provision isn't great and people don't feel safe, and, you know, on a bus, it does take a really long time to get from the north to south because of the stops and the traffic."

"On a Sunday or Saturday morning, when the local aspiring footballers are going to play football, they've got some way they can actually get there by another means of transport, so you're not actually encouraging them to drive."

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Transport Planning

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

Solent E-scooter Rental Trial, Portsmouth sub-project

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

- Existing
- New / proposed
- Changed

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

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

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

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

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

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

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

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

There has been no impact.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

The operator, working with the Council, monitors the level of e-scooter travel within the city. The council's monthly E-Scooter Working Group and Board meetings review and evaluate information relating to Health and Safety as it arises and take the necessary action. As of September 2022, with more than 18 months' of data from the trial, Solent Transport is continuing its supplementary work (approved by Solent Transport's Joint Committee) to help better understand and develop data outputs from the trial, including safety and social inclusion benefits achieved.

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?

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

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

Voi, the Council's scheme operator, has a pricing structure option that gives users from low income groups unlimited monthly travel passes (Voi 4 All) at a 50% discount. This initiative was developed with the aim of making the service as affordable and inclusive as possible and to improve access to employment, education and healthcare. The scheme was expanded in 2022 to include refugees.

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

Passenger numbers of VoiPass members Portsmouth along with rental e-scooter mileage in the city. As of September 2022, with more than 18 months' of data from the trial, the number of Portsmouth users registered for the low income VoiPass remains lower than hoped. The Council and Solent Transport reviewed this with Voi in spring 2022 to determine actions to address it, such as marketing activity to ensure that availability of the discount is as widely communicated as possible to those who would be able to take advantage of it, while arranging meetings with other trial areas in the UK to learn of any novel approaches that have been shown to be effective elsewhere. A Solent-specific marketing campaign began in July 2022 and the early signs are encouraging, with three times as many "Voi 4 All" rides being taken in Portsmouth in August than in July,

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

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

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

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

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

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

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

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

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

Recent surveys indicate that mode shift from cars and taxis in Portsmouth is encouragingly high, with Voi's summer 2022 survey indicating a 46% figure, and the council's most recent survey that closed in September 2022 indicating an even higher figure of 54%. Voi states that 196.6 tonnes of CO2 equivalent has been saved in Portsmouth by September 15th 2022. The calculation process has been reviewed to help verify this, and it is clear that a high degree of mode shift from the most polluting modes is key to reducing carbon emissions.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

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

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

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

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

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

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

There has been no impact.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

There has been no impact.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

There has been no impact.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

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

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

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

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

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

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

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

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

As mentioned above in B1, the most recent surveys conducted have indicated high mode shift from car and taxi - 46% according to Voi's survey, and 54% according to PCC's. As scooters do not generate tailpipe emissions, such a high level of mode shift from the most polluting modes is helping to improve local air quality in the city, with Voi calculating that the trial has already reduced Portsmouth's PM2.5 particulate emissions by 16kg.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

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

Surveys and data collected by the Operator and the Council will enable an assessment of the impact on modal shift. Data collection and engagement will also inform the highway safety impact of the project. As mentioned above in B1, the most recent surveys conducted have indicated high mode shift from car and taxi - 46% according to Voi's survey, and 54% according to PCC's. This may suggest it is helping to improve road safety, but PCC's survey also indicates that safety concerns are nonetheless widespread among users and non-users alike. Further work is being undertaken by the Council and Solent Transport to obtain better data, especially from the police. At present, it is hard to differentiate between police-recorded incidents involving privately-owned scooters and those that are part of the trial, which are subject to much stricter vehicle standards and oversight.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

There has been no impact.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

There has been no impact.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

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

Q8 - Who was involved in the Integrated impact assessment?

Gareth James (Future Transport Zone Project Manager)

This IIA has been approved by: Hayley Chivers (Interim Transport Planning Manager)

Contact number: 023 9283 4672

Date: 28 September 2022

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Equality Impact Assessment

Full assessment form 2018

www.portsmouthccg.nhs.uk

www.portsmouth.gov.uk

Directorate:

Regeneration

Service, function:

Transport Planning

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

Solent E-scooter Rental trial, Portsmouth sub-project

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

- Existing
- New / proposed
- Changed

Lead officer

Gareth James

People involved with completing the EIA:

Gareth James

Introductory information (Optional)

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

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

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

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

Step 1 - Make sure you have clear aims and objectives

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

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

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

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

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

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

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

Correspondence received from the DfT, dated 5th October 2021, stated: "It would be helpful if all current trial areas could participate in the trial extension [beyond 31st March 2022], but there is no compulsion and no need to make an immediate decision. We will write to trial areas in the New Year asking them if they want to take part in a further trial extension to November 2022." Portsmouth's trial was subsequently extended until 30th November 2022 following approval at the March 2022 Traffic and Transportation Cabinet Meeting.

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

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

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

What outcomes do you want to achieve?

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

What barriers are there to achieving these outcomes?

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

Step 2 - Collecting your information

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

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

Using your existing data, what does it tell you?

The council's latest e-scooter rental survey (the Wave Four survey) carried out between 8th August 2022 and 4th September 2022 provides useful, recent insight into the demographic composition of Voi's user base, and the varying attitudes towards e-scooters among Portsmouth residents, notably:

The younger the respondent, the more likely they are to have used the scheme - over half of those aged 16-24 have used the scheme (68%), compared to only 2% of those aged 65 and over.

Males are more likely to have used the scheme than females (29% compared to 18%).

Those without a disability are more likely to have used the scheme than those with a disability (26%

compared to 16%).

The younger the respondent, the more likely they are to feel positive about the trial: 61% of 16-24 year olds feel either positive or very positive, compared to 13% of those over 65.

More males feel positive about rental e scooters than females, although a similar proportion feel very negative.

Respondents with a learning disability feel most positively about rental e-scooters compared to those with other disabilities (28% feel very positive).

The majority of respondents with a sight impairment feel very negative about rental e-scooters (71%), while only 4% feel positive or very positive about them.

Step 3 - Now you need to consult!

Who have you consulted with?

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

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

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

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

The council continues to encourage and welcome feedback from the public to help improve the scheme, consultation is carried out on every site proposed for a new e-scooter parking rack (often leading to changes), and the council has carried out four public surveys at different stages of the trial - the latter of which was referenced above in Step 2 - to inform refinements to the scheme and decision-making around it.

Stakeholders were invited to discuss the e-scooter trial in September 2022 to help understand if they had any concerns now that the trial has been operating for 18 months. They all declined the invitation, which potentially suggests the measures and controls in place have been largely successful, although quarterly meetings planned with equalities groups such as VIAG will provide further opportunities to obtain feedback from key local stakeholders.

Step 4 - What's the impact?

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

Generic information that covers all equality strands (Optional)

Ethnicity or race

None known

Gender reassignment

None known

Age

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

Disability

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

Religion or belief

None known

Sexual orientation

None known

Sex

None known

Marriage or civil partnerships

None known

Pregnancy & maternity

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

Other socially excluded groups or communities

None known.

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

Health Impact

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

Yes No

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

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

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

Step 5 - What are the differences?

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

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

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

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

Yes No

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

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

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

Our supplier Voi is conducting a 12 month project with Warwick University to define an Acoustic Vehicle Alert System (AVAS) for e-scooters. The team will conduct a thorough analysis to inform product development. Voi's research will address several important questions including the effect of artificial e-scooter sounds on rider and pedestrian behavior (including the visually impaired), as well as the relevant impacts if some scooters have sound and others don't. It will also investigate use of a dynamic sound which adjusts based on the environment e.g. background sounds and travelling speed of the scooter. These findings will directly impact the types of scooters deployed over the trial by PCC.

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

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

All e-scooters are equipped with unique registration numbers, enabling easy reporting and improving accountability for those that misuse the scooters and pose risks to vulnerable/disability groups. In late 2021, Voi solicited input from Portsmouth City Council regarding the design of its next model of e-scooter, that is due to be developed this year, and the Council has put forwards the suggestion that the rear registration number should be made more prominent (larger and potentially higher).

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

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

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

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

We are not in a position to make a long-term recommendation until the e-scooter rental trial has been completed. However, based on data and feedback received during the first 18 months of the trial, it is recommended to continue the trial until May 2024 to gather further data including for equalities impacts. This will help inform subsequent council decisions around e-scooters as well as national policy.

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

Stakeholder engagement was undertaken as part of the development of the trial and has been ongoing throughout the trial, informing the operational changes outlined above along with rider education. The council continues to encourage feedback to help improve the scheme, and consultation is carried out on every site proposed for a new e-scooter parking rack, which sometimes leads to relocations informed by equality considerations. The council has also carried out four public surveys at different stages of the trial to inform refinements to the scheme and decision-making around it, but they did not identify any additional equality considerations. As of September 2022, the trial has demonstrated the measures implemented to date have been successful at mitigating the scheme's impacts on the specified protected characteristics detailed above. This will continue to be monitored for the duration of the trial, both at the local scale and through the wider trial evaluation being undertaken by the DfT. The council is continuing to work with Voi to minimise impacts and, where possible, to make the scheme accessible to residents with these protected characteristics.

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

(Please complete the fields below)

Action

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

Timescale

November 2022 - May 2024

Responsible officer

Gareth James (Future Transport Zone Project Manager)

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

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

Step 7 - Now just publish your results

This EIA has been approved by: Hayley Chivers (Interim Transport Planning Manager)

Contact number: 023 9283 4672

Date: 28/09/2022

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

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

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

Agenda Item 5



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

Date of meeting: 20th October 2022

Subject: TRO 58/2022: Proposed one-way streets between Winter Road and Eastney Road

Report by: Tristan Samuels, Director Regeneration

Report author: Michelle Love, Safer Travel Manager

Wards affected: Milton

Key decision: No

1. Purpose of report

- 1.1 To consider the recommendation in line with the consultation results to implement the proposed one-way streets on Maxwell Road, Landguard Road, Tredegar Road and Reginald Road.

2. Recommendations

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

- 2.1 **Approves the implementation of TRO 58/2022, to implement a series of one-way streets including contra-flow cycling, following resident engagement and formal consultation.**

3. Background

- 3.1 These one-way proposals were initially raised with members through their interactions with residents either on street or at surgeries. The ward councillors for Milton ward had been receiving requests for the Council to consider the use of a one-way system around Landguard Road/Maxwell Road/Reginald Road and Tredegar Road.
- 3.2 In response to these requests, the Cabinet Member for Traffic & Transportation requested that officers undertake a Traffic Regulation Order (TRO) for the proposals outlined in section 4 of this report.

- 3.3 Following the formal TRO process, which invites objections to the advertised proposal, nine objections were received, a copy of these is included in the report in appendix B.
- 3.4 As a result and to further test the acceptability of the proposals, the Cabinet Member for Traffic & Transportation requested that officers carry out further engagement on the roads and the surrounding area. This was to ascertain if the formal TRO consultation was reflective of the majority of residents views in the area.
- 3.5 The engagement activity has taken place and is outlined in section 5 of this report.
- 3.6 The process for this activity has since been reviewed and as part of the development of schemes, feasibility will be required and engagement with residents to shape proposals before advertising a formal Traffic Regulation Order.

4. Traffic Regulation Order (TRO) 58/2022

- 4.1 A Traffic Regulation Order (TRO), TRO 58/2022 was advertised between 22nd March to 18th April 2022 with the plan shown in Appendix A.
- 4.2 On 22nd March 2022, TRO notices were displayed on-street on the 4 roads notifying residents of the proposal to create a set of one-way streets (except cycles) on Maxwell Road, Landguard Road, Reginald Road and Tredegar Road. A notification was also sent to the surrounding roads and as part of the formal TRO process, asked residents to submit their objections on the proposal by 18th April 2022. This allowed the 21-day statutory consultation under the TRO process.
- 4.3 The TRO consultation received nine public responses. The full responses to the TRO are shown in Appendix B, and the main themes of the responses were:
- There were no perceived issues with the existing road layout;
 - It would make it harder for car-owning residents to park close to their home;
 - Creating a one-way road would increase motor traffic speed, making the area more dangerous for children and other pedestrians;
 - A one-way road would restrict how car-owning residents could exit and enter the road.

5. Resident engagement

- 5.1 Following the advertisement of the formal TRO notice, there was concern that the responses to the TRO were not fully reflective of the residents' views. This issue was discussed with the Cabinet Member for Traffic & Transportation. It was agreed that the area would benefit from additional engagement activity to ensure



that all residents who wanted to participate in the surveys had had the opportunity to do so.

- 5.2 Between Monday 13th July and Monday 20th July 2022, Portsmouth City Council, Transport Engagement Team door knocked the properties on these roads - Tredegar Road, Maxwell Road, Landguard Road and Reginald Road. Residents were asked if they preferred the TRO design (option 1), a reversal of the direction of the TRO design (option 2), or no change to the road. In total 168 household responded to the residents' survey, out of approximately 455 households, representing a response rate of 36%.
- 5.3 Option One - Advertised in the TRO
- Maxwell Road through to Landguard Road from its junction with Winter Road to its junction with Eastney Road
 - Reginald Road through to Tredegar Road from its junction with Eastney Road to its junction with Winter Road
- 5.4 Option Two- Opposite direction to the TRO
- Landguard Road through to Maxwell Road would be made one-way from its junction with Eastney Road to its junction with Winter Road
 - Tredegar Road through to Reginald Road would be made one-way from its junction with Winter Road to its junction with Eastney Road
- 5.5 Option Three- No change
- All roads continue to be two-way
- 5.6 Analysis of the options feedback showed that the majority of survey respondents were in favour of implementing one-way streets on the four roads, with a total of 75% in favour. Overall, 55% of respondents were in favour of the one-way streets design proposed by the TRO (option 1). The reversal of the proposed one-way streets (option 2) was supported by 25% of respondents, and 20% of respondents would rather the roads remain two-way (option 3). Further to this a review was carried out by road of the results to investigate whether this impacted preferences. The majority on each road wanted a one way. Tredegar were split 50/50 on which direction although this had a lower response rate as expected due to this being a smaller road.
- 5.7 There were 150 responses to the question about the direction of cycling. 35% of respondents preferred one way cycling, 22.6% preferred two way cycling and 42% had no preference to a particular direction.
- 5.8 When speaking to engagement officers there were two themes of concerns raised. Firstly, the visibility when exiting the junctions if it was made into a one way and secondly the vehicle conflicts that occurred along the long stretches of road where there were no spaces to turn.

- 5.9 A full break down of the results of the resident's survey is provided in Appendix B of this report.

6. Reasons for Recommendations

- 6.1 Following the additional resident engagement and the results showing that the majority of resident respondents are in favour of TRO 58/2022, it is recommended that the scheme is approved for final design, and an independent Road Safety Audit (RSA) is conducted to ensure that the scheme is safe and legal for construction on street. The safety audit will include assessing the visibility when exiting the roads and any alterations that may be required.
- 6.2 Creating a set of one-way streets will allow residents to drive down the streets more easily, improving the flow of motor traffic in the area and reducing the vehicle conflicts.
- 6.3 Creating a contraflow cycle scheme will allow people cycling to travel easily in both directions with clearly marked information for drivers that this is a two-way cycle route.
- 6.4 The Portsmouth Transport Strategy¹ includes the strategic objectives to prioritise walking and cycling and deliver cleaner air. The national government active travel strategy 'Gear Change' (2020) and the latest guidance on cycle infrastructure design (LTN 1/20) recommends in favour of cycling in both directions on one-way streets. Therefore, cycling in both directions on all 4 roads is included within the scheme recommendations.

7. Integrated Impact Assessment

- 7.1 An integrated impact assessment has been completed for this proposed scheme and is included in appendix D of this report.
- 7.2 The IIA has determined that this scheme has no impacts on crime, housing, health, income deprivation and poverty, carbon emissions, energy use, climate change mitigation and flooding, the natural environment, air quality, transport, waste management, employment and opportunities, culture and heritage or the economy of the city.

8. Legal Implications

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

(a) securing the expeditious movement of traffic on the authority's road network; and

¹ [Portsmouth Transport Strategy 2021-2038](#)

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.”

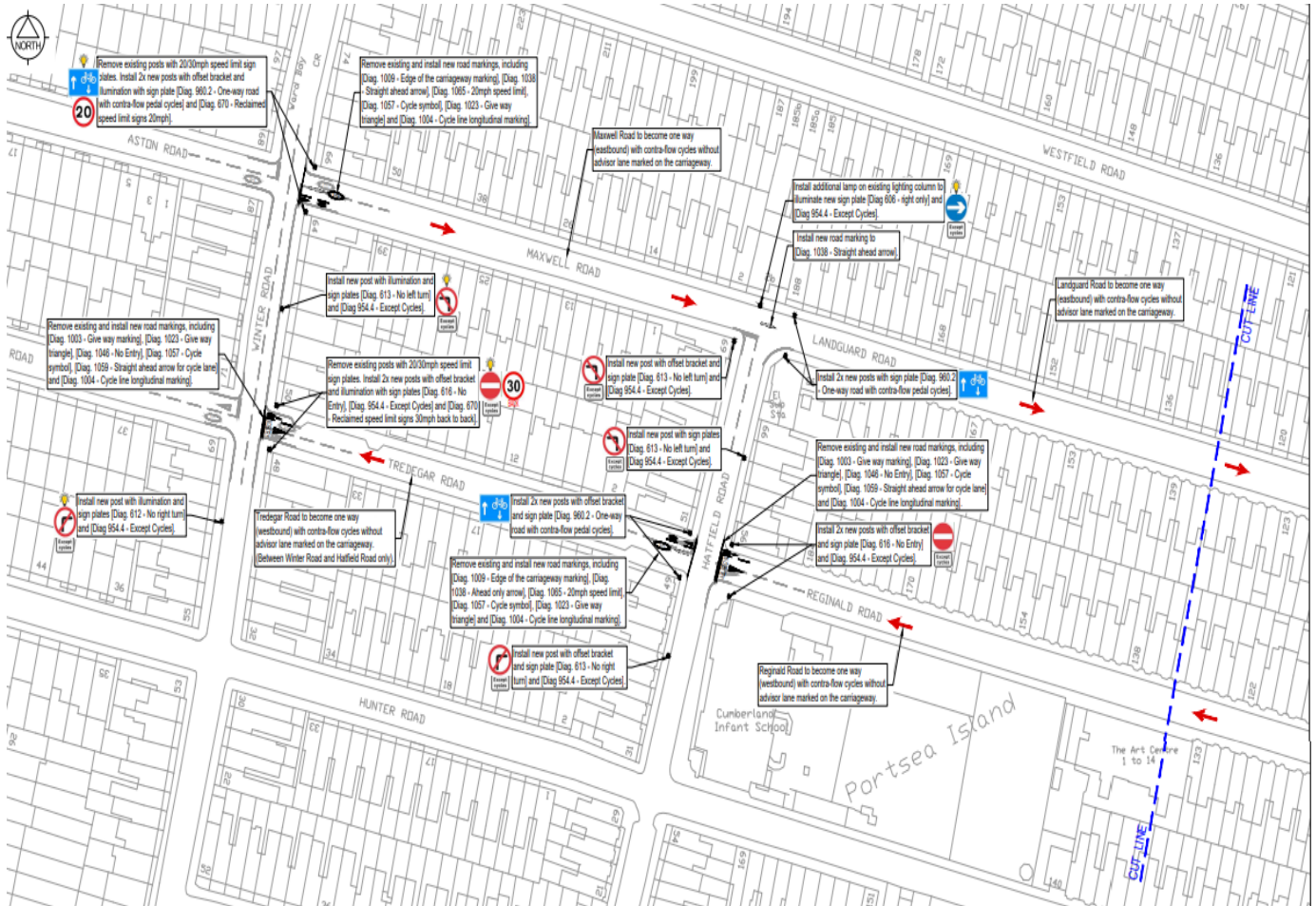
- 8.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 8.3 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 8.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 8.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.
- 8.6 Where a TRO is made the local authority must within 14 days publish a notice that the order has been made in a local newspaper. The notice must include amongst other things, where and when the order is available for inspection and that within six weeks following the making of the order that an application can be made to the High Court to question the validity of the order or any its provisions.
- 8.7 The local authority must take appropriate steps to ensure that adequate publicity about the order is given and must notify any person who has objected to the order (where such objection has not been withdrawn) that the order has been made. The notice of making the order must include the reasons why the objection was rejected.

9. Director of Finance's comments

- 9.1 The cost of the scheme (approx. £40,000) will be funded by the One-Way Streets and Low Traffic Neighbourhoods allocation in the capital programme approved by Full Council in February 2022.

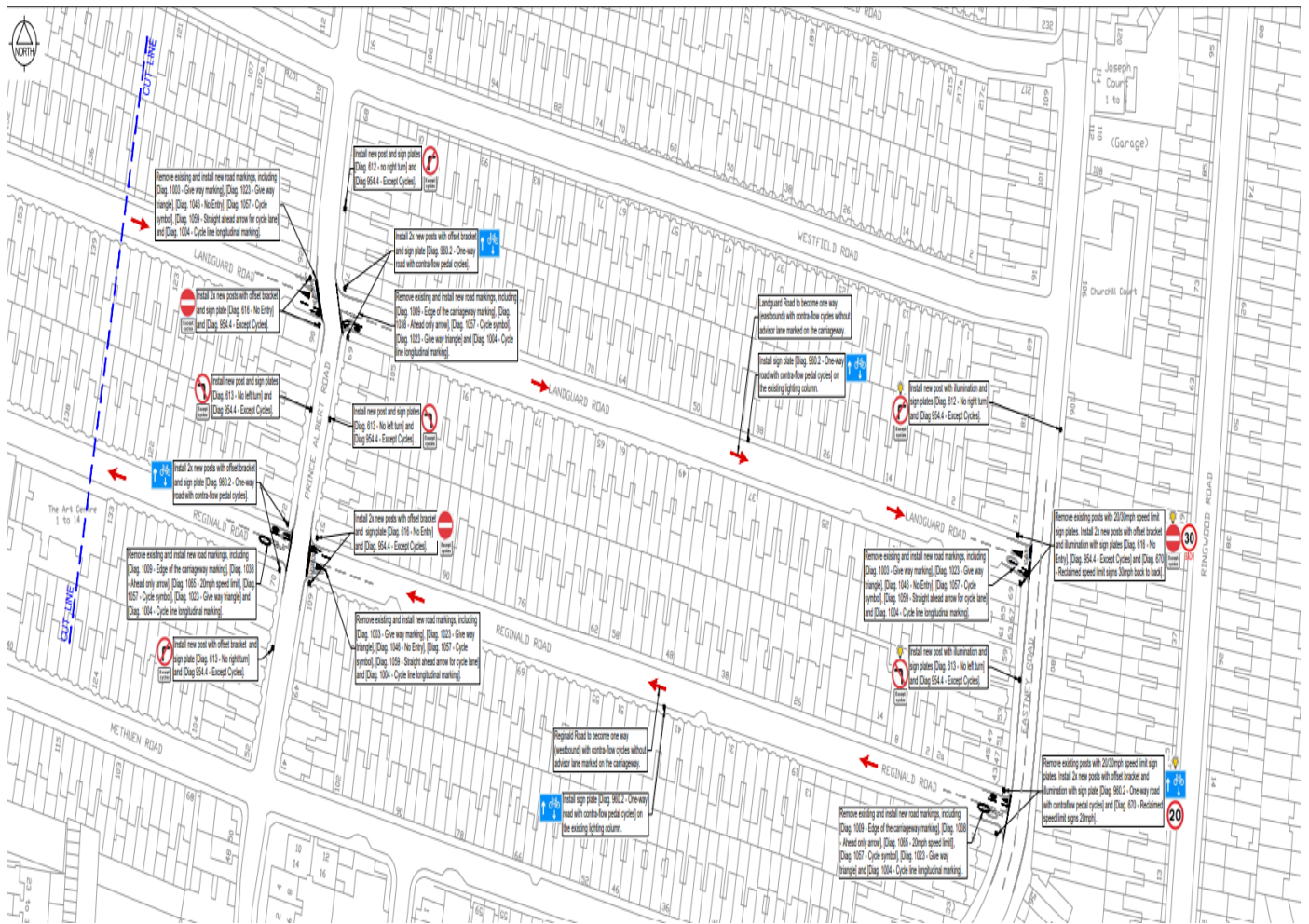
Appendix A - Plans attached to the Traffic Regulation Order notification

Plan A





Plan B



Appendix B: Public responses to the TRO

Objections to the proposed one-way streets

1) Resident, Maxwell Rd

I checked the statement of reasons to find out why this is being done and 'to reduce congestion' is confusing as i have never noticed a congestion problem nor does the statement of reasons explain actually how the one-way systems will solve it.

I think this is creating a solution to a problem that doesn't exist.

I am happy to stand corrected if there is any evidence highlighting the congestion problem and how this solution will solve it.

In my opinion this is just going to create a pain to access our roads, and create extra congestion on winter road, which is not the safest junction as it is, with cars being able to park both sides of the road.

On a separate note, why were the statement of reasons not included on the letter? It was only one sentence long and the back of the letter is completely blank. I have elderly neighbours who most likely do not have access to the Portsmouth website.

2) Resident, Hatfield Rd

The main object of the proposal seems to keep traffic flowing and minimise pollution, this is ludicrous considering the junctions in and around Southsea where traffic is deliberately held by poor road layouts causing tail backs more extensive then those in this proposal. I think attention needs to be directed elsewhere. Do not make this quiet residential back street worse.

I have never had a problem entering to exiting these roads all the years I have lived here. Since the introduction of parking permits things have improved in the evening as well. Even on bin day it is not an issue, one way systems will cause an annoyance.

Face facts, if the environment was the main player here then junctions along such busy roads as Goldsmith Avenue would be addressed by you in opening up closed side roads. Speed calming measures can stop 'rat runs'.

Compare junctions of Winter and Goldsmith Avenue at peak times then look at junctions of Reginald and Hatfield - no comparison ! Even Eastney Road is worth you looking at.

Do not make me drive around the block any more than I need to. I pay Car Tax, increased petrol costs and now a parking permit and I cant park in Electric Vehicle spaces now, I have to avoid cyclists and now e-scooters too.

I say no to this proposal ! Also isn't there enough street furniture cluttering up the pavements, now with the awful electric car charging points causing more trip hazards for the blind and frail we are looking at one way signs along with the 20 speed signs.

Leave us residents to police our own streets, there are no accidents or issues in said roads.

3) Resident, Maxwell Rd

I am keen to understand what the problem is with the current two way road, and what the perceived benefit of implementing a one way system would be.

I have lived on Maxwell Road for the last 7 years, and in that time I have not seen any problems with the two way system, with people just pulling in as appropriate to let other cars pass.

However, I do see an inconvenience with introducing a one way system, particularly when returning home in the evening and trying to find a parking space, and the flexibility currently available is good. Fortunately, I think that being on the eastbound "in road" from Winter Road is more convenient than it being the westbound "out road".

I think that allowing cyclists to continue to go both directions is more dangerous, as the expectation on a one way street is that nothing will be coming the other direction.

4) Resident, Tredegar Rd

I am writing to lodge my objection to the above proposed one way street change.

I am of the opinion that this change will increase motorists' speed down these streets and therefore become more dangerous for pedestrians, especially children.

Without speed humps, which I note are not being proposed, I think this will be an ill-advised and potentially lethal step, and it is for this reason that I am lodging my objection. If speed humps were installed first, I would then be in agreement.

5) Resident

Currently, if someone has stopped in the street to offload deliveries etc., we have the option of going turning round and going the other way; this happens frequently so making the roads one-way would cause significant inconvenience regularly.

There's also the consideration that, during busy periods, we'll be stuck in queues waiting to either turn in to or out of a street whereas with a two-way system, there's the option of turning round and going the other way.

For a one way system to work to everyone's benefit you'd have to assume all drivers are considerate. This is very definitely not the case, especially in the congested streets of Portsmouth, where the streets are regularly blocked by inconsiderate drivers who stop in the road rather than pulling into parking spaces. Again, a one way system would remove the option of going around these obstructions.

Then there's the speeding that is going to happen once drivers get used to the fact that they won't be encountering on-coming road users. 20 MPH roads are great except for those arrogant drivers that believe the limits don't apply to them and one way systems will only encourage them to speed more frequently and no, I don't think speed bumps on every road is a better answer than retaining the two way road systems.

I also, far too frequently, see drivers reversing out of or reversing the wrong way out down one way streets which indicates how unwelcome these road systems are.

If you want to throw some money into the local roads, do something about parking badly and those drivers "keeping" spaces for other drivers!

6) Resident, Reginald Rd

I object to the proposal of one-way streets in Reginald Road/surrounding roads due to increased mileage consumption, especially with the recent increase in the price of petrol. Also, speeds could be higher as studies suggest that drivers pay less attention to the roads as there's no conflicting traffic flow.

7) Resident

I feel it is ill thought out & likely to cause further traffic issues in the area (as the previous one-way schemes in the area have already done).

In addition to the scheme being a bad idea, your department was not even to get the details of its own proposal correct in the letter you sent on the 22nd March!

Pretty poor show all round, I feel.

Please let me know when you have abandoned the proposal.

8) Resident, Maxwell Rd

1. The change is unnecessary. I have resided here for 29 years and there is no problem with the current two way traffic system. When two vehicles come from opposite directions, it is no real problem for one vehicle to stop to allow the other to pass, even if a small amount of reversing is required to do so.

2. The 'Statement of Reasons' provided for this proposed change is a bland 'one size fits all' reason. "This Order is being proposed for facilitating the passage on the road of any class of traffic (i.e. to maintain access and/or to reduce congestion)." It does not provide any specific reason as to why it is felt necessary to apply this to Maxwell Road or any of the other roads to which this proposed Order applies.

3. Turning Maxwell Road into an eastward only direction makes parking outside of my house more difficult for me personally. I am 70 years old and have recently developed problems with mobility in my back and neck. Since my house is on the north side of the road, it is better for me to turn into the road in a westerly direction so that once outside it, I can also



look out of the driver side window to judge the position of the car relative to the kerb, instead of relying solely on the mirrors, which I will have to do if this change takes place.

4. Allowing cyclists to travel against the flow of vehicular traffic is a dangerous concept, especially for the cyclist. The whole point of a one way system is that all traffic, including cyclists, should travel in the same direction. Doing so increases safety for all road users, especially cyclists. I am a retired police officer so I write from personal experience. Allowing a cyclist contraflow increases the risk of accidents and should not be permitted just because doing so provides for additional funding from central government. That places money over lives.

5. To sum up, the proposed Order is change for the sake of change and fails to provide any tangible real benefits.

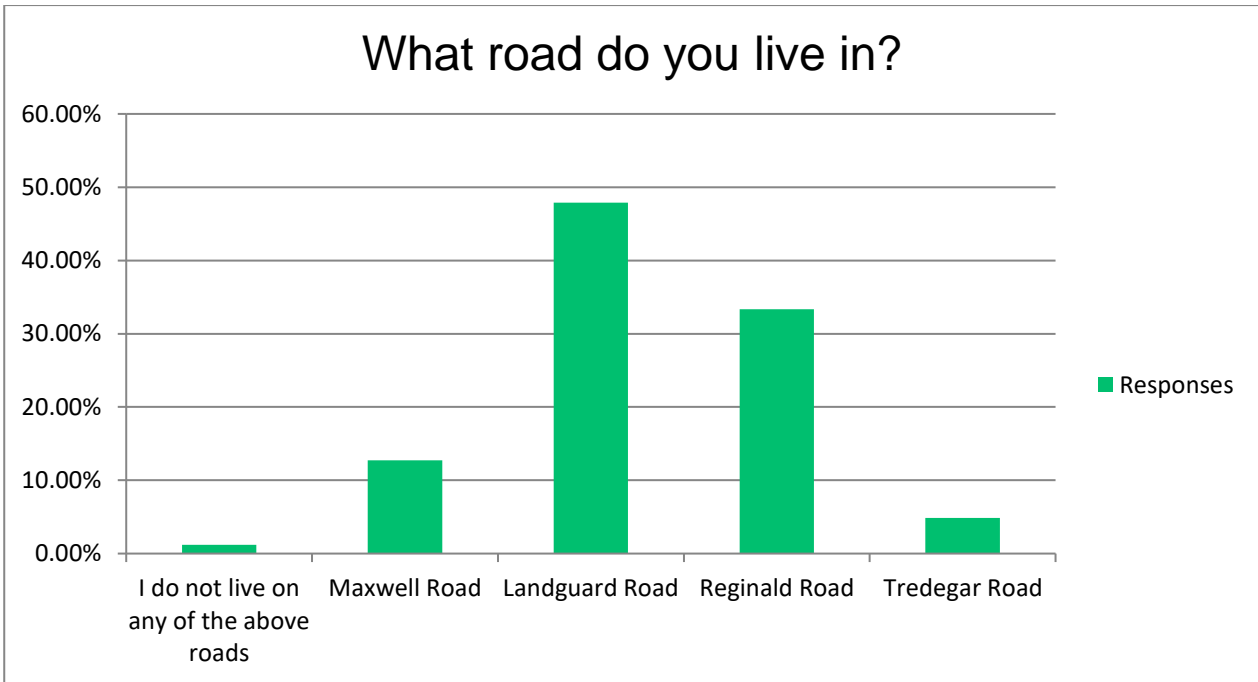
9) Resident, Landguard Rd

I do not see the reason for this. This will not help with the parking situation in Landguard, it has not in corresponding roads around Landguard and will serve no purpose at all except to make driving down the road more difficult for residents.

A better solution to parking would be to stop residents being able to park mobile homes/camper vans on the street all year round. They should be parked in facilities for such vehicles and pay the corresponding charge for this. Also work vehicles for larger companies should not be able to park on residential streets. These should be parking at their businesses address. This would free up more spaces within the street for residents to park in.

I regularly have to walk at night to places as I am unable to move my car after a certain time of night as I am not guaranteed a space. As a female this is not an ideal or safe situation especially on the winter months.

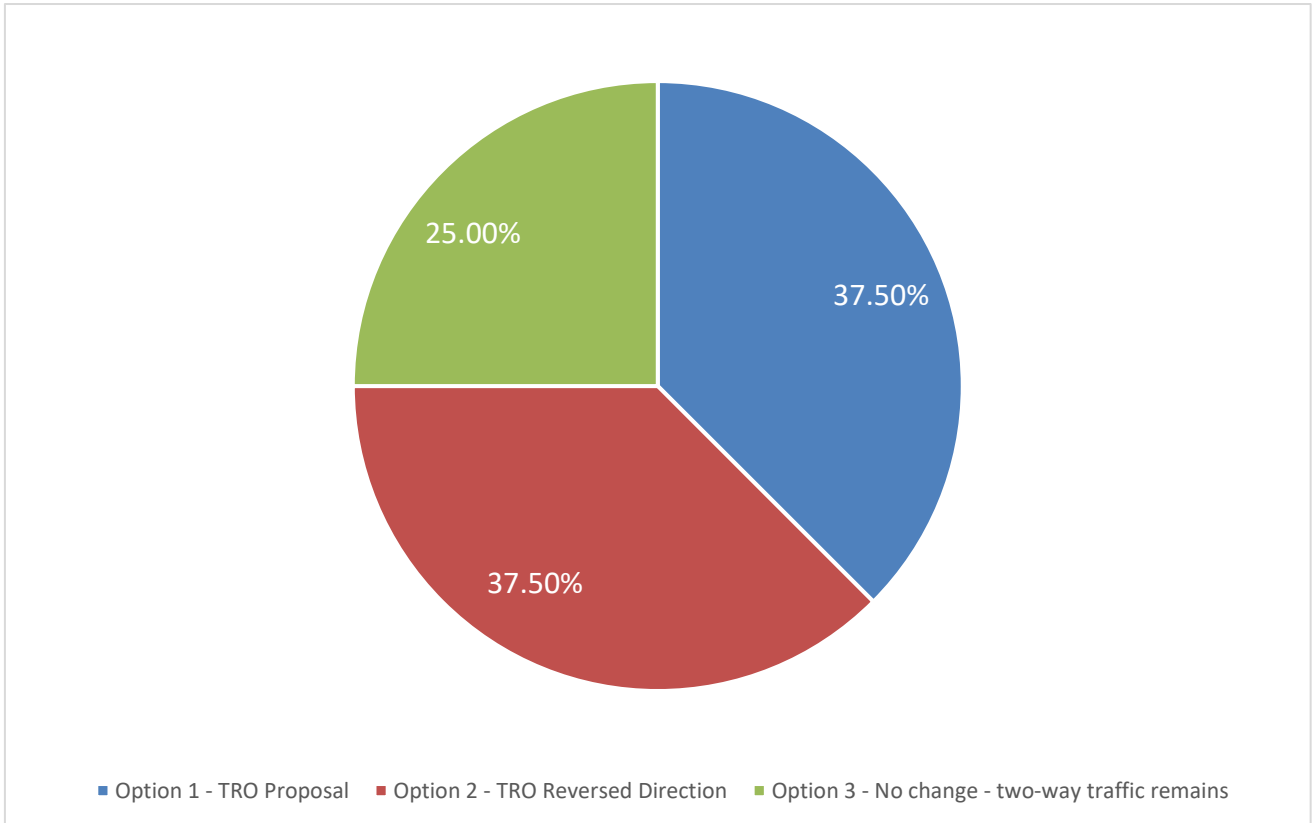
**Appendix C - Portsmouth City Council communications team
Survey results summary**



Answer Choices	Responses	
I do not live on any of the above roads	1.21%	2
Maxwell Road	12.73%	21
Landguard Road	47.88%	79
Reginald Road	33.33%	55
Tredegar Road	4.85%	8

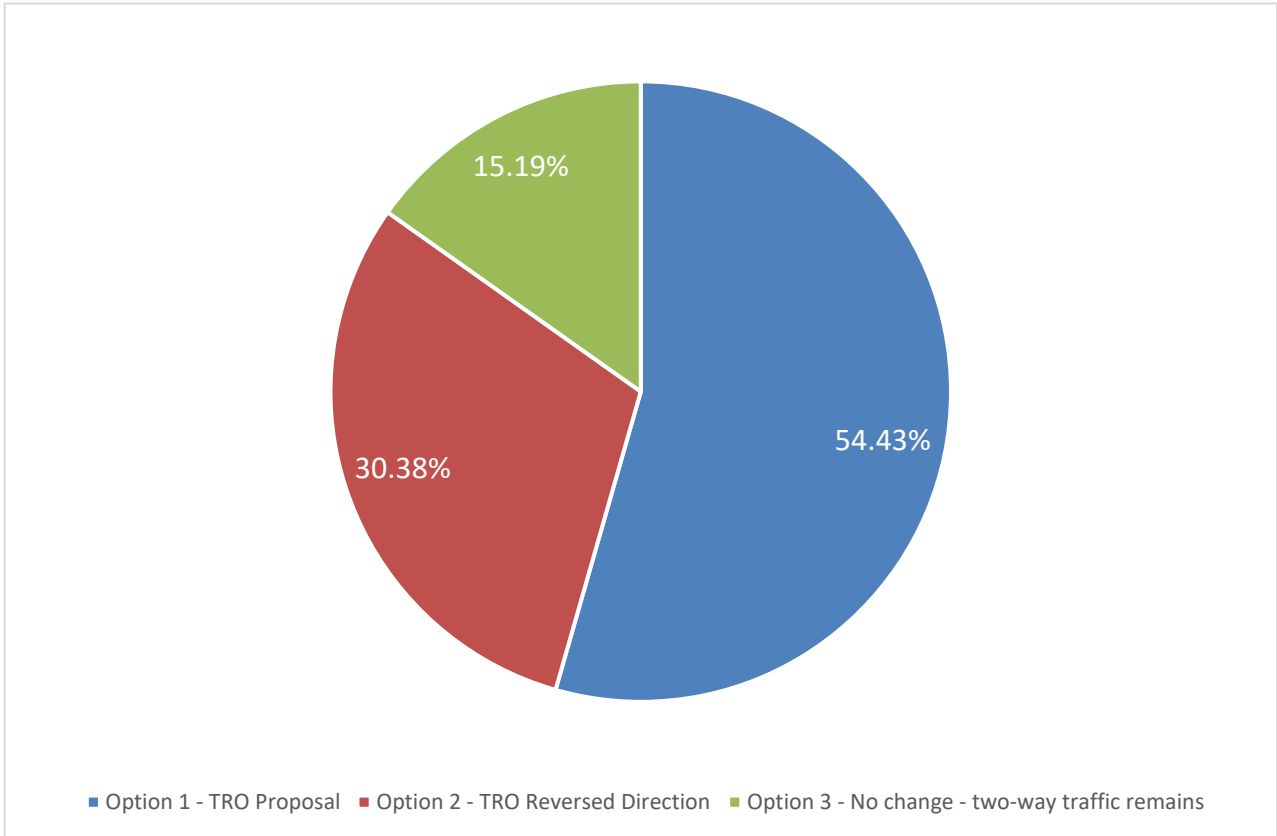
Tredegar Road Survey Results

Answer Choices	Responses	
Option 1 - TRO Proposal	37.50%	3
Option 2 - TRO Reversed Direction	37.50%	3
Option 3 - No change - two-way traffic remains	25.00%	2



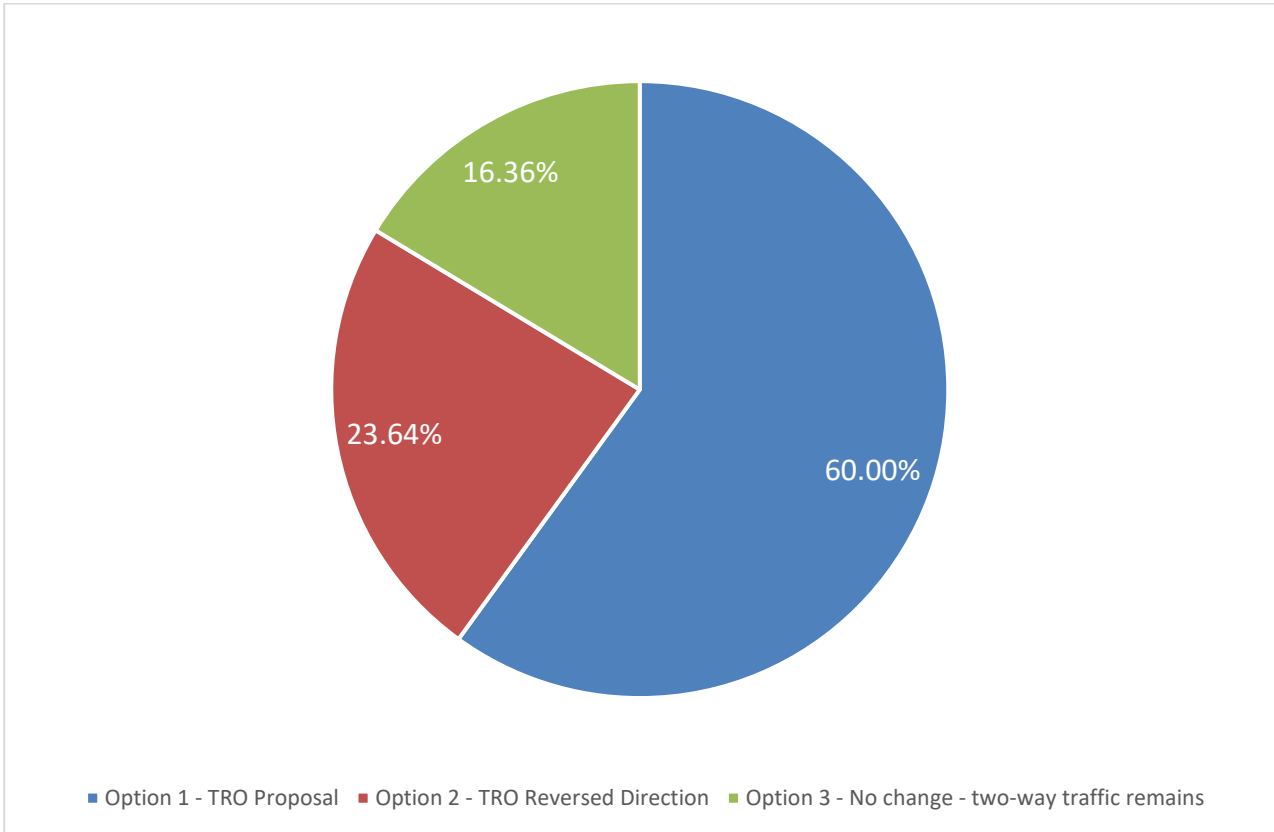
Landguard Road Survey Results

Answer Choices	Responses	
Option 1 - TRO Proposal	54.43%	43
Option 2 - TRO Reversed Direction	30.38%	24
Option 3 - No change - two-way traffic remains	15.19%	12
	Answered	79



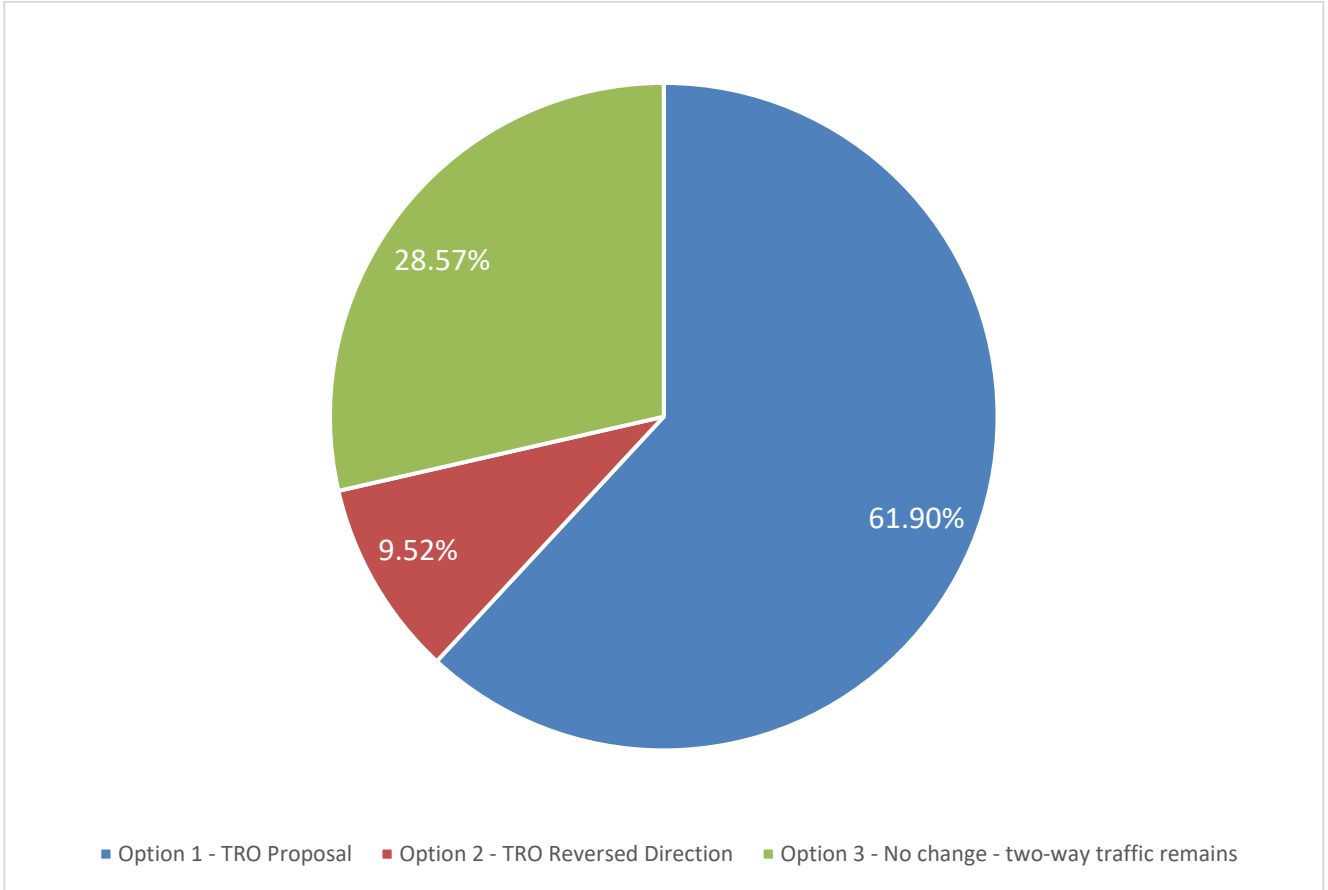
Reginald Road Survey Results

Answer Choices	Responses	
Option 1 - TRO Proposal	60.00%	33
Option 2 - TRO Reversed Direction	23.64%	13
Option 3 - No change - two-way traffic remains	16.36%	9
Answered		55



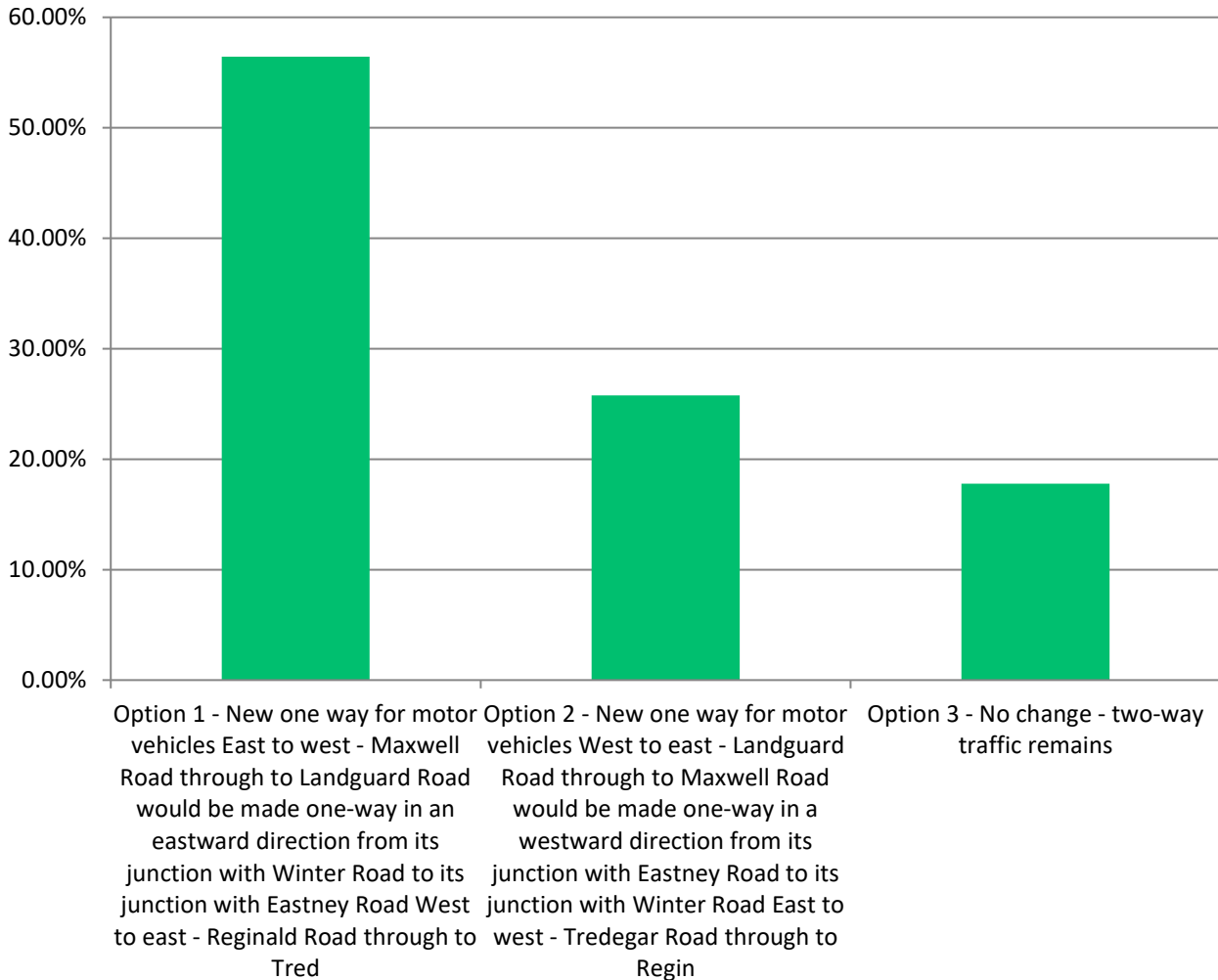


Answer Choices	Responses	
Option 1 - TRO Proposal	61.90%	13
Option 2 - TRO Reversed Direction	9.52%	2
Option 3 - No change - two-way traffic remains	28.57%	6
	Answered	21

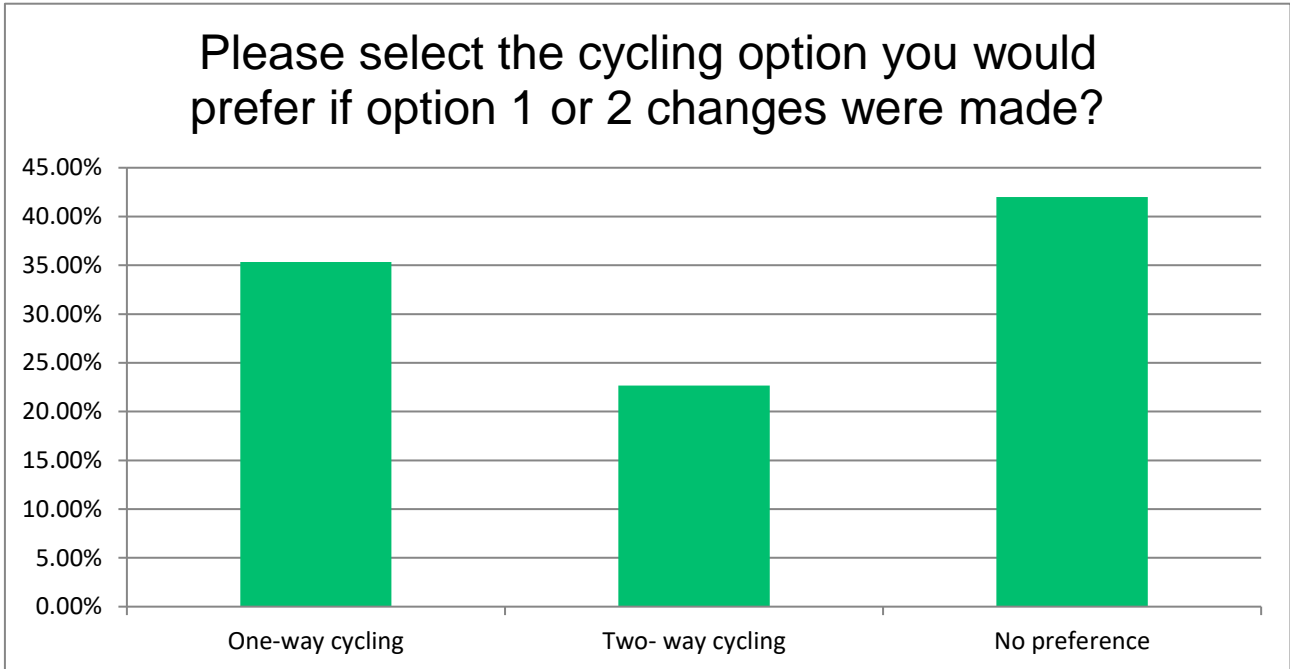




Please select your preferred option below by ticking one box



Answer Choices	Responses	
Option 1 - New one way for motor vehicles East to west - Maxwell Road through to Landguard Road would be made one-way from its junction with Winter Road to its junction with Eastney Road West to east - Reginald Road through to Tredegar Road would be made one-way from its junction with Eastney Road to its junction with Winter Road	56.44%	92
Option 2 - New one way for motor vehicles West to east - Landguard Road through to Maxwell Road would be made one-way from its junction with Eastney Road to its junction with Winter Road East to west - Tredegar Road through to Reginald Road would be made one-way from its junction with Winter Road to its junction with Eastney Road	25.77%	42
Option 3 - No change - two-way traffic remains	17.79%	29



Answer Choices	Responses	
One-way cycling	35.33%	53
Two-way cycling	22.67%	34
No preference	42.00%	63

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Active Travel

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

Milton One-Way Streets

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

- Existing
- New / proposed
- Changed

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

To create one-way streets along Languard/Maxwell/Reginald and Tredegar Roads between Winter Road and Eastney Road.

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?

These one-way proposals were initially raised with members through their interactions with residents either on street or at surgeries. The ward councillors for Milton ward had been receiving requests for the Council to consider the use of a one-way system around Landguard Road/Maxwell Road/Reginald Road and Tredegar Road.

In response to these requests, the Cabinet Member for Traffic & Transportation requested that officers undertake a Traffic Regulation Order (TRO) for the proposals.

Portsmouth City Council, Transport Engagement Team door knocked the properties on these roads -Tredegar Road, Maxwell Road, Landguard Road and Reginald Road. a survey,going door to door and received 168 responses of which 55% were in favour of the scheme.

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?

There is no impact on crime as a result of the scheme

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?

There is no impact on housing as a result of the scheme

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?

By providing one-way streets in the neighbourhood, residents will be able to drive more freely in either direction as vehicles will not have to stop and allow oncoming vehicles to pass; potentially reducing journey times. Cycling will still be permitted in both directions to ensure that the scheme still complements the Portsmouth Transport Strategy objective of promoting walking, cycling and a people centred transport network

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

This will be measured through a speed survey and a count of the number of cyclists.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

There is no impact on income deprivation and poverty a a result of the scheme

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?

The project is accessible by all drivers and cyclists and does not negatively impact on any protected characteristics.

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

N/A

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

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

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

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

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

Reducing idling time as cars do not have to wait for oncoming traffic to pass may reduce motor vehicle emissions. There is a risk that converting the roads to one way will increase the total number of vehicles using the roads so this may negate any benefit of the reduction in idling time.

How are you going to measure/check the impact of your proposal?
This can be measured using vehicle traffic counting.

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?

The scheme does not have an impact on energy use in the city.

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?

The scheme does not have an impact on flooding or drainage in the city

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?

This scheme does not have an impact on the biodiversity of the city.

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?

In the immediate area, air pollution may be reduced by cars stopping less as they will not have to give way to oncoming vehicles.

How are you going to measure/check the impact of your proposal?
Review annual status report of air quality.

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?

Motorists will benefit from a reduced chance of minor, slow moving, collisions because they will no longer have to give way to oncoming motor vehicles. However, without the risk of encountering oncoming motor traffic, drivers are likely to increase their speed. This could lead to more dangerous high impact collisions with other motor vehicles, pedestrians and cyclists.

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

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?

There is no impact on waste management

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?

There is no impact on Culture and Leisure

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?

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?

There is no impact on employment and opportunities

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

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

Large courier firms, taxi companies and out of city businesses could benefit from improved through flow through the neighbourhood when making deliveries to these 4 roads

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

Q8 - Who was involved in the Integrated impact assessment?

Tristan Thorn

This IIA has been approved by: Michelle Love

Contact number: 023 9283 4889

Date: 12/10/2022

Agenda Item 6



Portsmouth
CITY COUNCIL

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

Date of meeting: 20 October 2022

Subject: TRO 130B/2022: Old Farm Way - Disabled Persons Parking Places

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Drayton & Farlington

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the public response to the proposed disabled bays in locations in Portsmouth.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notice for TRO 130/2022

Appendix B: Public views submitted

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

2. Recommendations

In relation to the proposals promoted under TRO 130B/2022, it is recommended that:

- 2.1 **The Disabled Persons' Parking Bay in Old Farm Way (outside No 53) is implemented;**
- 2.2 **It is noted that the remainder of TRO 130/2022 came into operation under TRO 130A/2022 on 15 August 2022, due to no objections being received to those proposals. Therefore, any proposal approved following this report will be brought into operation under TRO 130B/2022.**



3. Background

3.1 Disabled parking bays are installed in residential areas to assist blue badge holders to park close to their homes and thereby reduce the distance they have to walk after parking their car. The bays are advertised following applications from individual blue badge holders. TRO 130/2022 advertised the installation of 8 disabled parking bays.

3.2 In order for a disabled parking bay to be considered, the applicant has to hold a valid Blue Badge, a vehicle has to be registered to the address, they must not have any usable off-street parking and there should be pressure on parking in the area.

4. Consultation and notification

4.1 Statutory 21-day consultation and notification under TRO 130/2022 took place between 28 June 2022 - 19 July 2022.

4.2 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.3), although any comments received are given due consideration. Appendix B contains the full representations received in response to the proposals.

4.3 In addition to the legal requirement of publishing the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed at affected locations.

4.4 Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

5. Consultation response

5.1 10 representations were received objecting to the installation of the disabled bay in Old Farm Way. These are outlined in appendix B of this report.

6. Reasons for the recommendation

6.1 **Old Farm Way, Drayton & Farlington:** An application for a disabled bay was received from a blue badge holder who lives on the northern side of Old Farm Way. There are no parking restrictions in that section of Old Farm Way and parking currently takes place on both sides of the road, with the north side parking partly on the pavement and partly on the road and the south side parking fully on the road. Along Old Farm Way where parking is unrestricted on both sides, vehicles tend to park fully on one side and then partially on the footway on the other. The side on which vehicles park fully on the road varies and in some parts it



is the north side that parks fully on the road. Footway parking occurs in many parts of the city. Vehicles obstructing the footway could receive a fixed penalty from the police. The government is considering providing local authorities with new powers to deal with vehicles parking on the footway but we do not currently have these powers.

- 6.2** A number of properties in this road have converted their front gardens into parking spaces and have had dropped kerbs installed, including one opposite to where the disabled bay is being proposed. Vehicles which currently park fully on the road on the south side will still be able to park on the south side, but they may decide to park partly on the pavement in order to do so instead of fully on the road. The resident associated with the disabled bay is currently parking in the road so there is little effect on the availability of parking space. The bay will enable the resident to park closer to their home and the way in which it occurs may change because of the presence of the disabled bay. Alternatives that have been considered are the installation of a hardstanding, funded through Adult Social Care, which would be very costly compared to the installation of an on-street disabled bay and would not pay for the kerb to be dropped as this is outside the property boundary. Installation of double yellow lines on one side of the road would reduce the available parking even further and are usually installed for road safety reasons, not as a means to stop parking.
- 6.3** An objection has been received from a resident concerned that it will obstruct access to their drive. A disabled bay can be marked at 1.8 metres wide in locations where the road width is very narrow, although normally where they are installed parallel to the kerb they are usually marked at 2 metres wide. The road width in that section is 5.9 metres leaving just under 4 metres clearance from the edge of the disabled bay to the dropped kerb opposite if a 2 metre wide bay was marked out, and not across the majority of the road as depicted in pictures provided by the resident. In that location we would recommend a bay width of 1.8 metres. They also suggested that the bay would obstruct the flow of traffic and cause problems for emergency service and waste/recycling lorries. No concerns have been raised by the emergency services or from the waste collection service.
- 6.4** An objection from a resident living on the same side of the road as the applicant has been received and refers to vehicles on their side of the road mounting the pavement to park and making it difficult for them, as the entrance to their property is often blocked by cars. The installation of the bay fully on the road could result in vehicles parking opposite deciding to partly use the pavement to park rather than vehicles parked on their side of the road, which should make it easier for them to access their property. They were also concerned at the problems it would cause vehicles owned by residents living opposite and expressed concern at emergency service and waste/recycling vehicles and asking if they had been consulted. The emergency services are consulted.
- 6.5** A second objection from a resident living on the same side of the road as the applicant has been received, suggesting that installing a disabled bay would cause



the road to be blocked and neighbouring properties being unable to access their drive and expressing concern at emergency service vehicles.

- 6.6** Two objections from residents living in the road have expressed concern that it will make the driving pattern for vehicles into a chicane and explaining that several vehicles have already been hit in the road by inconsiderate speeding drivers. The presence of parked vehicles often acts an effective form of traffic calming as they slow vehicles down as vehicles have to drive according to how vehicles are parked and not just in a straight line. As a result it should slow vehicles down and reduce the likelihood of accidents. This is not a through road and ends in a cul de sac in Denville Close so vehicles should not be travelling at excessive speed.
- 6.7** Two objections have been received from family members of a resident and referred to difficulties they have in parking when visiting and expressing concern at the difficulty that the resident will have in accessing their drive.
- 6.8** Three objections have been received from residents of Denville Close which is accessed from Old Farm Way, expressing concern at accessing their properties and causing issues for emergency vehicles and refuse collections. Two of these objections also suggested installing double yellow lines on one side of the road but noted that this would reduce parking even further. They also suggested the installation of a dropped kerb and hardstanding, these suggestions have been covered in 6.3.
- 6.9** The location for the bay was recommended as it can be installed directly outside the applicants property and thereby reducing the distance the applicant has to walk after parking their vehicle. Blue badges are issued to applicants who have an enduring and substantial disability which causes them, during the course of a journey, to be unable to walk or experience very considerable difficulty whilst walking and priority should be given to providing a parking space as close as possible to where they live. No concerns have been raised by the emergency services or waste collection companies.
- 6.10** Any fixed parking bay on the road will affect the parking around it. There has previously been a disabled bay marked on the carriageway outside no 45. This is likely to have caused similar impact to the one proposed outside no 53 on parking in the street but none of the problems highlighted were raised.
- 6.11** The alternative options are:
- (a) **Not to provide parking** - this is not recommended as the resident is a blue badge holder and badge holders with a vehicle at their property are eligible for a bay. An assessment by an Occupational Therapist has recommended that parking nearby is provided.
 - (b) **Re-advertise and provide the bay on the other side of the road** - this is likely to cause similar issues and will be further from the property, require the badge holder to cross the road and take more time to implement.



(c) **Harden the pavement and have the bay partially on the footway** - this would be expensive, the car would block the footway and mean the car will be at an angle when parked which would make it difficult for the badge holder to get in and out.

(d) **Create a hardstanding and dropped kerb** - the applicant originally requested a grant to provide this, but this was not supported by Adult Social Care as the applicant could apply for an on-street bay which would meet the need. The creation of a hardstanding would cost thousands of pounds and is not normally done if a bay can be provided.

It is therefore recommended that the bay is implemented as originally proposed.

7. Integrated Impact Assessment

7.1 An integrated impact assessment has been completed and is published alongside this report.

8. Legal Implications

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

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

8.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

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

9. Director of Finance's comments

9.1 The costs of works to implement the disabled bay (including the TRO) will be met from the On-Street Parking budget.

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

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

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

Title of document	Location
10 emails in response to the published proposals under TRO 130/2022	1. Portsmouth City Council's "TROteam" inbox, Microsoft Outlook 2. Parking team's online storage (content reproduced within the report; anonymised)

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

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

Appendix A: The public proposal notice for TRO 130/2022

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (DISABLED PERSONS PARKING PLACES) (NO. 130) ORDER 2022

28 June 2022: Notice is hereby given that the Portsmouth City Council proposes to make the above Order. The effect of which would be:

A) DISABLED PERSONS' PARKING BAYS (MINIMUM 5-METRE LENGTH)

Only vehicles displaying a Blue Badge or relevant permit issued by the Council may park at these locations:

Belgravia Road (outside no. 50)
Hollam Road (outside nos. 73/75)
Jersey Road (outside no. 19)
Malta Road (outside no. 19)

Meon Road (outside no.72)
Old Farm Way (outside no. 53)
Stride Avenue (outside no. 68)
Twyford Avenue (outside nos. 152/154)

B) REMOVAL OF DISABLED PERSONS' PARKING BAYS (NO LONGER REQUIRED)

Algiers Road (outside no. 42)
Balfour Road (outside no. 31)
Collingwood Road (outside no. 40 & 51)
Dormington Road (outside no. 37)
Francis Avenue (outside no. 98)
Glasgow Road (outside no. 39)
Hewett Road (outside no. 41)
Leominster Road (outside nos. 181/183)
Lynton Grove (outside no. 27)
Mafeking Road (outside no. 46)

Malta Road (outside no. 16)
Norwich Road (outside no. 11a)
Perth Road (outside nos. 2/3)
Petworth Road (outside no. 13)
Pitcroft Road (outside no. 6)
Pretoria Road (outside no. 81)
Stamshaw Road (outside no. 104)
Tokio Road (outside no. 36)
Wainscott Road (outside no. 7)
Winstanley Road (outside no. 19)

Copies of the draft Order and Statement of Reasons are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2022" at www.portsmouth.gov.uk. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

Persons wishing to object to these proposals must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to Alison Lawlor, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 130/2022 within 21 days of the date of this Notice (i.e. by **19 July 2022**) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Felicity Tidbury, Acting Assistant Director of Regeneration (Transport)
Portsmouth City Council



Portsmouth
CITY COUNCIL

Appendix B: Public views

Old Farm Way Objections to proposed Disabled Bay

1. Resident, Old Farm Way

I would like to object to the proposal of a disabled parking bay being placed outside 53 Old Farm Way. Reference: TRO 130/2022. This email outlays my reasons and representations.

Placing a disabled bay outside 53 Old Farm Way, opposite the entrance marking to my drive, will obstruct access to my drive. I will not be able to manoeuvre onto my drive. This is represented in the picture below.



I applied and was approved for my dropped kerb on 7th June 2018. I paid Colas Ltd £2659.64 on 5th July 2018. The dropped kerb was installed on 26th July 2018. If I can no longer access my drive via this dropped kerb please can you inform me if the dropped kerb will be extended free of charge or of the refund process for the dropped kerb.

Placing a disabled bay outside 53 Old Farm Way will obstruct the flow of traffic through Old Farm Way and into Denville Close. Cars will not be able to drive to the end of the road and turn around and this is vital in a no through road. Waste and recycling lorries already have difficulty accessing the road and turning around, this is witnessed weekly. The proposal of the disabled bay will fully obstruct waste and recycling lorries accessing the road. Emergency services also already have difficulty accessing the road. On 19th September 2021 an ambulance needed to attend my home to provide emergency care and transfer me to hospital and the ambulance had to park in the middle of the road many doors away. The proposal of the disabled bay will fully obstruct emergency services accessing the road.

Placing a disabled bay outside 53 Old Farm Way will drastically limit already restricted residential parking. Many of the surrounding houses to 53 Old Farm Way all have access to

two vehicles. There are roughly 15 plus residential cars that park between 68-76 Old Farm Way. Many of these cars mount the kerb on both sides of the road in order to fully enable all residents to be able to park their cars. The proposal of one disabled bay will diminish several residential parking spaces.



I hope that my reasons and representations for objecting are seriously taken into consideration. I hope that Portsmouth City Council take the time to assess the flow of traffic and restricted parking during the weekend which is the busiest time. If the proposal of the disabled bay is approved, I strongly recommend that Portsmouth City Council address the residential parking issues that this will cause. Conclusively I hope the location of the disabled bay proposal is re-considered.

2. Resident, Old Farm Way

I am writing to express my objection with regards to the proposed disabled parking space outside of 53 Old Farm Way, Farlington, (reference number above). I am raising this objection for a number of reasons, which I have outlined below.

Old Farm Way is a very difficult place for parking and, due to the proposed location of this bay, will only be made worse if this parking space is approved. Currently those who park near and around 53 Old Farm Way have to mount the pavement to park, due to cars parked opposite. Therefore, if this space is approved, vehicles in the houses opposite will have significant difficulties entering and exiting their parking area, as the disabled space car will be fully on the road. If cars are parked on both sides of the road, it will also mean that other vehicles will be unable to get past, which will affect those who live in Denville Close. The entrance to my property, is often blocked by cars, and I often struggle to negotiate my way past the vehicles when entering and exiting my house. If the

bay is approved, and parking is made more difficult, I can only envision this getting worse.

Emergency vehicles already have great difficulty negotiating the cars parked at the end of Old Farm Way. Often they are forced to remain stationary in the middle of the road, blocking other vehicles. Visiting care workers and nurses face similar issues.

I would ask whether any representatives from the emergency services have been consulted about this proposed bay? If access is further blocked, this could have catastrophic consequences for those needing emergency care on the street and the surrounding area. I mention this, as a few years ago my late husband was delayed getting to hospital whilst the ambulance attempted to turn at the end of the road.

Similarly, utility vehicles, such as refuse collections, can struggle to navigate the street. I have at times found it difficult to put out my bins, due to cars parked, and the collection drivers can't always see my bins. At one time, my bins were not collected due to this issue.

Members of my family regularly visit to support me with shopping and medical appointments and, as I have some mobility issues, I am concerned about the effect of additional parking problems.

I think that the street should be visited at various times of the day/night, on various days, and a full review of the road parking undertaken, to appreciate the residents' concerns regarding parking.

I hope you will take my concerns into consideration. I'd also appreciate it if my details are kept confidential.

3. Resident - Old Farm Way

Reference to the above ref number TRO 130/2022 I wish to appeal this and say it can not happen the road is already crowded and putting a disabled bay in outside the property which is in question it would cause the road to be blocked and the neighbouring property won't be able to get onto there drive which would then cause more problems into which is already a busy road.

>

> How are emergency's services going to get down here especially if it's an ambulance or another emergency service it will take them more time to get through which would cost someone's life.

4. Resident - Old Farm Way

The road is clearly not wide enough for the proposed bay. It will make the driving pattern into a chicane. Several cars have already been hit in the road by inconsiderate speeding drivers, including the car belonging to No. 53.

The majority of vehicles park on the opposite side of the road including at least one drop kerb and relevant markings. At least three, possibly four vehicles would need to find alternate places to park in an already over crowded residential road.

Our own vehicle would be at one end of the chicane and as such, put into unnecessary risk. Additionally our vehicles have overnight Bluetooth movement alarms which require them to be within a 20 meter range. We use one vehicle to block the other in as most vehicle theft is at night.

The close is also used quite heavily at weekends by families taking their children to play on the football pitches.

This is clearly not the solution. A better solution would be off street parking of some sort, as quite a few residence have already invested in.

We look forward to your feedback and solutions..

PHOTOS SENT IN SHOULD I INCLUDE?

5. Resident - Denville Close

I'm writing to raise concerns about the proposed disabled parking bay outside 53 Old Farm Way, Farlington. In the mornings, evenings and weekends, parking space on Old Farm Way and Denville Close is extremely limited, because most homes do not have offroad parking and the road itself is very narrow (not to mention in terrible condition and in desperate need of resurfacing). There is often barely enough space to drive down the road as it is, with cars parked up on the kerb on both sides of the road (which is itself a problem).

With a disabled bay providing guaranteed parking on the road outside number 53, I suspect access will at times become impossible for cars, let alone emergency vehicles such as fire engines and ambulances, along with refuse collection lorries and delivery vehicles. I live in Denville Close, and I have been trapped in my road on numerous occasions when a large vehicle such as an ambulance has been parked outside number 53. I fear this would become a much more regular occurrence if the proposed disabled bay goes ahead.

I fully appreciate and respect the fact that access is required for whoever needs this parking bay, but providing the bay on its own with no other changes is going to cause serious access problems, for them and everyone else. One solution would be to paint double yellow lines on the opposite side of the road to ensure that cars can only park on one side, but this will of course cause problems for those people who currently park their cars there. Another solution would be to provide a new dropped kerb and off-road parking at number 53 and/or other properties.

I urge you to actually come and look at the road in the early morning or late evening one day, or at the weekend, especially on a Saturday or Sunday morning when junior football matches/training are taking place on East Lodge playing field, to see for yourself the impact the proposed parking bay will have.

6. Resident - Denville Close

We wish to lodge a very strong objection to the above planning application, for the following reasons:

We live in Denville close, Farlington.

It is a residential address along with three other properties. All the residents own vehicles and the only access is via Old Farm way.

Access to Denville close is required at all times as one of us is a key worker, working a shift pattern with early start times and a late finish.

If a disabled bay is permitted outside of 53 Old Farm way, it could block access to Denville close for residents, visitors, emergency vehicles , bin collection and delivery drivers.

The solution to stop this could be double yellow lines across the road from 53 Old Farm way, but this could cause congestion along Old Farm way into Denville Close.
Double yellow lines would potentially take out 2 further parking spaces along Old Farm way as well. One space is already taken with a dropped kerb, with parking already happening on the pavements most evenings this could add to the issue.

Could consideration be given to a dropped kerb be put in 53 Old Farm ways front garden instead, to allow the resident access to their front garden?

We've noticed the front garden isn't maintained to the standard it used to be, so this could possibly remedy that issue.

If this is still a local authority property then community charge payers would be picking up the cost of the rubbish removal once present occupiers move out, where as a drive would be an asset to the property.

We haven't noticed anyone living in the property using a wheelchair or mobility aid as of yet. We are aware of hidden disabilities though.

7. Resident - Denville Close

I would like to object to the proposal above.

I feel it will block an already very busy and difficult corner. It will cause further parking issues, obstructing other vehicles especially emergency services & refuse collections

It will have a negative impact to both old farm way and Denville close

The council house in question could have a driveway for two cars and this should be the solution

8. Resident - address not given

I am writing to you to object to a disabled persons parking bay being situated outside No 53 Old Farm Way, Farlington. Po611a.

The parking situation isn't great at the best of times with most houses having at least 2 cars and a drive, I do not, but with a separate bay put in, this is essentially taking away 3 parking spaces which really won't help other residents and therefore making the situation worse! By putting this bay on the opposite side to where most parking takes place will cause a slalom effect, most cars don't seem to be able to drive in a straight line down this road as it is - those without drives have scratches on our cars to prove it, including my son who had over £600 worth of damage to his! Just showing that the road really isn't wide enough for spaces jutting out on the opposite side. On the side of No. 53 everyone parks on the pavement and most cars opposite park on the pavement as well (as it's a tight squeeze through for traffic) which isn't that ideal but it can make the flow easier whereas the positioning of the intended space will totally disrupt the flow of traffic and cause more parking problems.

I hope you will consider these points very carefully and thank you for taking the time to read through.

9. Family Member of Resident - Old Farm Way

I would like to object to the proposal of a disabled parking bay being placed outside 53 Old Farm Way. Reference: TRO 130/2022.

The flow of traffic through Old Farm Way will be blocked if the disabled bay is placed outside No. 53. Cars will not be able to drive to the end of the road and turn around which is a must in a no through road.

I am a family member of the resident who lives in the property opposite the proposed disabled bay location. When I visit my family member, usually on the weekends, trying to find a parking space is very difficult. I believe putting a disabled bay outside no. 53 will restrict parking and make it even more difficult to park.

My family member has a dropped kerb and drive and by placing the disabled bay outside no 53 will block her accessing her drive. If she can't access her drive she will also need to park on the road causing further parking problems.

I hope that Portsmouth City Council take the time to assess the flow of traffic and restricted parking on a weekend and that the location of the disabled parking bay proposal is re-considered.

10. Family Member of Resident - Old Farm Way

I would like to object to the proposal of a disabled parking bay being placed outside 53 Old Farm Way. Reference: TRO 130/2022.

The flow of traffic through Old Farm Way will be blocked if the disabled bay is placed outside No. 53. Cars will not be able to drive to the end of the road and turn around which is a must in a no through road.

I am a family member of the resident who lives in the property opposite the proposed disabled bay location. When I visit my family member, usually on the weekends, trying to find a parking



space is very difficult. I believe putting a disabled bay outside no. 53 will restrict parking and make it even more difficult to park.

My family member has a dropped kerb and drive and by placing the disabled bay outside no 53 will block her accessing her drive. If she can't access her drive she will also need to park on the road causing further parking problems.

I hope that Portsmouth City Council take the time to assess the flow of traffic and restricted parking on a weekend and that the location of the disabled parking bay proposal is re-considered.

(End of report)

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:

Parking Service

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

TRO 130/2022 proposed disabled bays

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 make it easier for blue badge holders to park closer to where they live.

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?

Statutory consultation took place for TRO 130/2022 between 28th June and 19th July 2022. The majority of disabled bays received no comments or objections, the bay that has received objections has the full details within the published 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?

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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?

This proposal will assist the more vulnerable in being able to go out in a vehicle, knowing that when they return they will be able to park close to their home. Blue badge holders who do not have off-street parking available to them, often find that they cannot park close to their home and feel that they cannot go out as they are unable to walk the distance home from where they have to park. The installation of disabled bays for blue badge holders helps to improve their mental health/quality of life by giving them confidence to go out and about knowing they will be able to park close to home when they return.

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

Feedback from blue badge holders

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?

The proposed disabled bay will benefit the blue badge holder by helping them to park close to where they live. Blue badge holders often have a walking disability which means they can only walk a short distance without experiencing very considerable difficulty when walking. When blue badge holders go out and about they can utilise dedicated disabled parking bays/exemptions from certain parking restrictions to enable them to access public buildings, shops and other services, however when they return home they can find they have to walk a considerable distance from where they park. The installation of disabled bays close to where a blue badge holder lives has a positive impact as it will enable them to park by their home. Only those with a valid blue badge can park in the bays, but each bay can be used by any blue badge holder so the proposal doesn't have negative impacts on other blue badge holders.

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

Feedback from blue badge holders

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?

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

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

If you want more information contact Triston.thorn@portsmouthcc.gov.uk 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?

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact Steven.Russell@portsmouthcc.gov.uk 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?

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

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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?

Denise Bastow - Parking Office Manager
Kevin McKee - Parking Manager

This IIA has been approved by:

Contact number:

02392688297

Date:

10/08/2022

Agenda Item 7



Title of meeting: Traffic and Transportation Cabinet Decision Meeting

Date of meeting: 20th October 2022

Subject: Langstone Road Traffic Calming 2022/23 budget

Report by: Tristan Samuels - Director of Regeneration

Report author: Michelle Love - Safer Travel Manager

Wards affected: Baffins

Key decision: No

Full Council decision: No

1. Purpose of report:

1.1 Following a recent feasibility study considering options for traffic calming at Langstone Road, this report has been produced to outline the data analysis carried out and the conclusions and recommendations within this report.

2. Recommendations

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

2.1 **Approves the installation of speed cushions on Langstone Road in Baffins Ward.**

3. Background

3.1 A feasibility was undertaken to review speeding issues on Langstone Road and to provide options for traffic calming measures at this location. This feasibility considered the following:

- Speed Survey Data
- Traffic Count Data
- Accident Reports

3.2 Analysis of the above data sets indicated that there was a considerable problem with speeding on Langstone Road, with this road being ranked highest out of more than 50 roads surveyed in the city.



3.3 Local authorities have various statutory duties under Section 39 of the Road Traffic Act 1988 related to road safety, including taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians. Casualty reduction can be achieved when an accident or problem, borne out by a treatable pattern, grouping, or common causation of accidents are identified.

3.4 The implementation of traffic calming on Langstone Road will help to address those statutory duties.

4. Reasons for recommendations

Speeding on Langstone Road

4.1 A speed survey and traffic count on Langstone Road was commissioned in March 2022. A radar system was installed at this location for one week and recorded the speeds of vehicles using the road as well as recording traffic count data.

4.2 The results of this survey are as outlined below:

- Langstone Road has an 85th percentile speed of 12.2mph in excess of the 20mph speed limit in the eastbound direction, and 11.7mph in excess of the limit in the westbound direction.
- Langstone Road has an average daily traffic count of 1264 in the eastbound direction and 1353 in the westbound direction.

Recorded Accidents & Incidents

4.3 There have been a total of five accidents on Langstone road within the last five years further supporting the requirement to implement traffic calming measures.

4.4 A summary of these accidents is as listed below:

- The accidents contributed to three slight injuries and two serious injuries.
- Cyclists were the most impacted making up 80% of casualties on the road.
- The speed was recorded as 30mph (10mph in excess of the limit) in 60% of the accidents reviewed.
- The most common manoeuvre recorded in these accidents was "going ahead".

Option evaluation and proposal

4.5 A number of different options were assessed at this location such as improved signage and lines, vehicle activated signage, speed bumps / humps / cushions and chicanes. Due to the severity of the speeding issues noted and the



presence of on street parking, it has been determined that the installation of rubber speed cushions is the most adequate solution at this location to address the speeding issues.

Design and Construction budget

- 4.6 Funding is required from the parking reserve to enable Portsmouth City Council to progress the detailed design and construction of the traffic calming measure identified as the most suitable at this location.

5. Integrated impact assessment

- 5.1 A full integrated impact assessment is included with this report.

6. Legal implications

- 6.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 6.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.3 Under section 90G of the Highways Act 1980 the local highway authority has power to construct traffic calming works which satisfy the appropriate restrictions. The works must be carried out in accordance with the Highway (Traffic Calming) Regulations 1999. The highway authority is required to consult with the chief officer of police for the area on such proposals.
- 6.4 Under section 55 of the Road Traffic Regulation Act 1984 a local authority shall keep an account of their income and expenditure in respect of designated parking places. Designated parking places are spaces designated on the highway for parking by vehicles generally or vehicles of any class specified in the order.
- 6.5 At the end of each financial year any deficit in the account shall be made good and any surplus shall be applied for specified purposes only or be carried forward to the next financial year.



6.6 Provided that the provision of further off-street parking accommodation in the local authority's area is unnecessary or undesirable any surplus can be used for other specified purposes including improving or maintaining the appearance or amenity of the road or the provision of outdoor recreational facilities. The installation of traffic calming works comes within the definition of improvements.

7. Director of Finance's comments

7.1 The cost of the works will be funded from a combination of the LTP funds within the approved Capital programme and from the Parking Reserve.

.....
Signed by:

Appendices:

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

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

Title of document	Location
Accident and casualty report 2020	W:\TES\TP\Data Analysis\Data reports\Accident Report
Accident and casualty report - deep dive analysis	W:\TES\TP\LTP\Schemes Information\LTP 21-22 schemes\6) Casualty & Speed Reduction 2021-22\Background research

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:

Safer Travel - Road Safety

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

Langstone Road Traffic Calming 2022-23

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

- Existing
- New / proposed
- Changed

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

The aim of this project is to improve road safety on Langstone Road through the installation of traffic calming measures as a result of evidence indicating that this is an issue. Speeding data has indicated speeds in excess of 15mph above the limit on the road, along with additional accident data and

resident complaints to further support this measure.

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

Engagement for this scheme will comprise of notification to residents during the period of applying for the TTRO for the works on site. This is standard for schemes of this nature, with speeding on Langstone Road a clear problem with a variety of data indicating that works at this location are necessary.

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?

There is no anticipated impact.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Implementation of traffic calming on Langstone Road is likely to reduce speeding issues thus improving road safety and reducing the number of accidents.

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

Routine monitoring of accident data in the city shall continue.

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?

There is no anticipated impact.

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?

There is no anticipated impact.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

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

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk 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?

Traffic calming measures may reduce the attractiveness of personal vehicle use and encourage greener options such as public transport. Additionally, the reduced speeds as a result of traffic calming will have a positive impact on road safety and may encourage cycling in the city.

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

routine data analysis undertaken by PCC at periodic frequencies may highlight any mode shift as a result of the traffic calming although any impact on this is likely to be insignificant.

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?

There is no anticipated impact.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

There is no anticipated impact.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

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

There is no anticipated impact.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

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

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

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

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

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

There is no anticipated impact.

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?

Speeding in excess of 15 mph above the permitted limit have been recorded on Langstone Road making this the location with the worst speeding issues on roads with available data within Portsmouth. Installing traffic calming in the form of speed cushions will reduce speeds on this road making the network safer for drivers and vulnerable road users.

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

Speed Surveys are typically conducted upon receipt of complaints from residents or as a result of accident reports. Both of which will be continually reviewed following implementation.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

There is no anticipated impact.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

There is no anticipated impact.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

There is no anticipated impact.

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?

There is no anticipated impact.

Q8 - Who was involved in the Integrated impact assessment?

Liam Norman (Project Manager)

This IIA has been approved by:

Contact number:

Date: