



NOTICE OF MEETING

CABINET MEMBER FOR TRANSPORT

FRIDAY, 7 JULY 2023 AT 10.00 AM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Allison Harper, Local Democracy Officer - Tel: 023 9268 8014
Email: democratic@portsmouthcc.gov.uk

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

Membership

Councillor Gerald Vernon-Jackson CBE (Cabinet Member)

Councillor Simon Boshier
Councillor Graham Heaney

Councillor Brian Madgwick

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

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

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

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

- Following the government announcement 'Living with Covid-19' made on 21 February 2022 and the end of universal free testing from 1 April 2022, attendees are no longer required to undertake any asymptomatic/ lateral flow test within 48 hours of the meeting; however, we still encourage attendees to follow the public health precautions we have followed over the last two years to protect themselves and others including vaccination and taking a lateral flow test should they wish.

- We strongly recommend that attendees should be double vaccinated and have received any boosters they are eligible for.
- If unwell we encourage you not to attend the meeting but to stay at home. Updated government guidance from 1 April 2022 advises people with a respiratory infection, a high temperature and who feel unwell, to stay at home and avoid contact with other people, until they feel well enough to resume normal activities and they no longer have a high temperature. From 1 April 2022, anyone with a positive Covid-19 test result is still being advised to follow this guidance for five days, which is the period when you are most infectious.
- We encourage those attendees with an underlying health condition 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.

AGENDA

- 1 Apologies**
- 2 Declarations of Interest**
- 3 Car Club TRO 137/2023 (Pages 5 - 32)**

Purpose of Report

To provide an update on the Traffic Regulation Order (TRO) consultation for the introduction of designated car club parking bays within four wards in Portsmouth; Central Southsea, Eastney and Craneswater, St Jude and St Thomas.

To seek approval for the proposed car club bay locations to be introduced in the first phase of the Portsmouth Car Club Scheme, following the TRO.

Recommendations

It is recommended that the Cabinet Member for Transport:

- 1. Provides formal consent for a Traffic Regulation Order to be made to introduce car club parking bays in the following locations:**
 - a. Talbot Road, east side, adjacent to No 92 Manners Rd (in place of a permit holder parking place);**
 - b. Devonshire Square (southern section), north side, outside the Co-**

- op store (in place of a permit-holder parking space);
- c. Festing Road, east side, outside No 7 (in place of a permit holder parking space);
 - d. Craneswater Park, south side, opposite No 34, (in place of a permit-holder parking place);
 - e. Clarence Road, east side opposite "High Mead";
 - f. Victoria Road South, east side, outside No 79a (in place of a permit-holder parking place);
 - g. Kings Road, north side, from a point 12 metres west of its junction with South Street westwards for 5.5 metres (in place of a permit holder/Pay & Display parking space);
 - h. Cottage Grove, north side, opposite No 50 Green Road (in place of a time limited/permit holder parking space);
- 2. Defers a decision on the proposed Car Club parking bays in Francis Avenue, Kimberley Road, Kent Road and High Street;
 - 3. Notes that an information report will be brought back to the Cabinet Member for Transport after six months of operation to update on scheme progress.
- 4 **Clean Air Zone - Yearly Operational Review 29th November 2021 - 29th November 2022 (Pages 33 - 48)**

Purpose of Report

The purpose of the report is to provide an update on the first-year operation of Portsmouth's Clean Air Zone, between 29th November 2021 and 29th November 2022. This report does not include air quality outcomes due to Government data not being available until at least Autumn 2023.

5 **Exclusion of Press and Public**

“That, under the provisions of Section 100A of the Local Government Act, 1972 as amended by the Local Government (Access to Information) Act, 1985, the press and public be excluded for the consideration of the following item on the grounds that the report(s) contain information defined as exempt in Part 1 of Schedule 12A to the Local Government Act, 1972”.

The public interest in maintaining the exemption must outweigh the public interest in disclosing the information.

Under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) England Regulations 2012, the reasons for exemption of the listed item is shown below.

Members of the public may make representation as to why the item should be held in open session. A statement of the Council's response to representations received will be given at the meeting so that this can be taken into account when members decide whether or not to deal with the item under exempt business.

(NB The exempt/confidential committee papers on the agenda will contain information which is commercially, legally or personally sensitive and should not be divulged to third parties. Members are reminded of standing order restrictions on the disclosure of exempt information and are invited to return their exempt documentation to the Local Democracy Officer at the conclusion of the meeting for shredding).

Item	Paragraph
Supported Bus Services - Appendix C	3

6 Supported Bus Services (Pages 49 - 70)

Purpose

The purpose of this paper is to seek approval for the award of contracts for supported bus services.

Recommendations

It is recommended that the Cabinet Member for Transport:

- 1. Approves the award of the contracts (that is to approve funding for the 12, 13, 14, 18, 22 and 25 bus services from 3rd September 2023 to 5th September 2026) as detailed in section 9 of this report; and**
- 2. Agrees to the award of the contracts (as set out in Exempt Appendix C) and delegates authority to the Assistant Director of Transport in consultation with Cabinet Member for Transport and Section 151 Officer, to finalise the required contracts;**
- 3. Notes that the Cabinet Member for Transport and Opposition Spokespersons will be consulted on any proposed future changes.**

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>

Date Not Specified

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Agenda Item 3



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet Member for Transport Decision Meeting
Date of meeting:	7 July 2023
Subject:	Portsmouth Car Club - TRO 137/2023
Report by:	Kerri Farnsworth, Interim Director of Regeneration
Report Author:	Kirsty Routledge, Principal Transport Planner
Wards affected:	Central Southsea, Eastney and Craneswater, St Jude, St Thomas
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To provide an update on the Traffic Regulation Order (TRO) consultation for the introduction of designated car club parking bays within four wards in Portsmouth; Central Southsea, Eastney and Craneswater, St Jude and St Thomas.
- 1.2. To seek approval for the proposed car club bay locations to be taken introduced in the first phase of the Portsmouth car club scheme, following the TRO consultation.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 **Provides formal consent for a Traffic Regulation Order to be made to introduce car club parking bays in the following locations:**
 - 2.1.1 **Talbot Road, east side, adjacent to No 92 Manners Rd (in place of a permit holder parking place);**
 - 2.1.2 **Devonshire Square (southern section), north side, outside the Co-op store (in place of a permit-holder parking space);**
 - 2.1.3 **Festing Road, east side, outside No 7 (in place of a permit holder parking space);**
 - 2.1.4 **Craneswater Park, south side, opposite No 34, (in place of a permit-holder parking place);**



- 2.1.5 Clarence Road, east side opposite "High Mead";
 - 2.1.6 Victoria Road South, east side, outside No 79a (in place of a permit-holder parking place);
 - 2.1.7 Kings Road, north side, from a point 12 metres west of its junction with South Street westwards for 5.5 metres (in place of a permit holder/Pay & Display parking space);
 - 2.1.8 Cottage Grove, north side, opposite No 50 Green Road (in place of a time limited/permit holder parking space);
- 2.2 Defers a decision on the proposed Car Club parking bays in Francis Avenue, Kimberley Road, Kent Road and High Street;
- 2.3 Notes that an information report will be brought back to the Cabinet Member for Transport after six months of operation to update on scheme progress.

3. Background

- 3.1. A car club is a scheme in which people can gain access to a car on a pay-as-you-go basis, removing their need to own one.
- 3.2. The importance of working towards increased sustainable transport options in Portsmouth is recognised as a key aspiration within Portsmouth's Transport Strategy¹. The growing demand for shared mobility options such as car clubs, which can reduce the need for private car ownership, particularly multiple car ownership for individual households, is detailed within Policy C; *Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes*.
- 3.3. Evidence from other car club schemes in operation show the success that can be achieved from a car club scheme. The CoMoUK Car Club Annual Report 2021² shows that an estimated 20 private cars have been replaced by each car club vehicle in the UK in 2021. This report also estimates that the total number of cars removed from the road in the UK by active car club members in 2021 was 116,811.
- 3.4. The key findings from the Transport for Greater Manchester Car Club Report 2021³, produced by CoMoUK, show that more than a third of respondents (35%) said they had reduced their use of a private car (20% reducing a little and 15%

¹ Local Transport Plan 4 <https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/>

² [632885c07c790d2577d1445f_CoMoUK_Car_Club_Annual_Report_UK_2021.pdf \(webflow.com\)](https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/632885c07c790d2577d1445f_CoMoUK_Car_Club_Annual_Report_UK_2021.pdf)

³ [https://uploads-](https://uploads-ssl.webflow.com/6102564995f71c83fba14d54/62a8ac6c46267b47a92fe8b7_CoMoUK%20Greater%20Manchester%20Car%20Club%20Report%202021%20Key%20Findings.pdf)

[ssl.webflow.com/6102564995f71c83fba14d54/62a8ac6c46267b47a92fe8b7_CoMoUK%20Greater%20Manchester%20Car%20Club%20Report%202021%20Key%20Findings.pdf](https://uploads-ssl.webflow.com/6102564995f71c83fba14d54/62a8ac6c46267b47a92fe8b7_CoMoUK%20Greater%20Manchester%20Car%20Club%20Report%202021%20Key%20Findings.pdf)



a lot). 7% of respondents stated they owned at least one car fewer than when they joined a car club, and 15% of respondents said that they would have bought a car if they had not joined car club. Evidence showed that approximately nine private cars were replaced for each of the 83 car club cars in Greater Manchester.

- 3.5. The Local Government Association's 2022 publication, *New Mobility Options: Car Clubs*⁴, sets out the benefits of car clubs, and suggests that on average, private cars spend over 95 per cent of their time parked, and car clubs could therefore be a much more efficient solution.
- 3.6. A successful car club scheme is operated in Wandsworth, with Wandsworth Council reporting in 2020 that membership had reached almost 30,000, meaning one in every seven driving licence holders in the borough was a car club member in 2020⁵, sharing 313 vehicles across the area.
- 3.7. The reduction in car ownership that can be achieved through a car club supports improvements to local air quality and reduced congestion. Portsmouth City Council recognises the urgent need to make improvements to the local environment and air quality, with a Climate Emergency being declared by the Council in March 2019, and much work underway to improve air quality. Following a High Court ruling in 2018, Portsmouth City Council was issued three Ministerial Directives relating to improvements to air quality, with the Portsmouth Local Air Quality Plan Full Business Case being produced following this, which was approved by central government in March 2021. A class B Clean Air Zone was launched in part of the city in 2021.
- 3.8. Whilst the development of a car club is not being taken forwards directly as part of the Clean Air Zone mitigation measures, as private vehicles are not directly impacted by the class B Clean Air Zone, PCC are keen to progress with a car club for the city. This will complement the other mitigation measures being taken forwards in the Local Air Quality Plan, to help reduce harmful emissions from road traffic and to offer a range of sustainable travel options for residents and businesses. One of the strategic objectives within Portsmouth's Transport Strategy is to *Deliver Cleaner Air*, and a car club can support with this, through enabling modal shift to shared mobility for some journeys.
- 3.9. A car club would offer an alternative to private car ownership for residents within the areas of the city in which the car club is focussed. This will particularly focus on residential areas where demand for parking is high, helping to reduce reliance on private vehicles and supporting a move away from the need to own a second or third vehicle. By introducing car club vehicles, demand for residential parking is expected to fall over time as residents can access a

⁴ <https://www.local.gov.uk/publications/new-mobility-options-car-clubs#section-two-whatcan-councils-do-to-support-car-clubs>

⁵ <https://www.wandsworth.gov.uk/news/2020-news/february-2020/success-of-car-club-membership-means-fewer-journeys-by-car-less-congestion-and-better-air-quality/>



vehicle when they need one, without needing private car ownership. The scheme could also be utilised by local businesses for business journeys.

4. Portsmouth Car Club

- 4.1. The development of a Portsmouth Car Club has been ongoing, as detailed in the report to the Cabinet Member for Traffic and Transportation meeting in March 2023⁶
- 4.2. Following a full procurement process launching in December 2022, Enterprise Car Club have been appointed as the operator for the Portsmouth Car Club. Within the Portsmouth Car Club scheme, car club vehicles will have designated parking bays, enabling guaranteed parking space in which to return the vehicle at the end of the journey.
- 4.3. All vehicles deployed to the Portsmouth car club will meet the Euro VI emission standards as a minimum, with the two vehicles to be based at Lakeside proposed to be battery electric vehicles (BEV) from the launch date. Consideration will be given to upgrading the residential vehicle fleet to BEV as electric charging infrastructure becomes available in the future, with future stages of the scheme expected to include electric or hybrid vehicles.
- 4.4. As part of the partnership with Enterprise, they are committed to developing their customer base through comprehensive marketing and communications activity targeted to the specific areas and creating awareness within the city. This includes events, social media, leaflets and other items. The council will celebrate key milestones with media releases and increase awareness by amplifying their marketing, whilst also providing guidance specific to our audiences including such things as creating a stakeholder comms tool kit that ensures councillors have all the information they need to communicate the scheme.
- 4.5. Enterprise Car Club currently operate a successful car club scheme at Wimbledon Park in Portsmouth. This car club, based in the Wimbledon Park Sports Centre car park, launched in September 2020 and has two car club vehicles. Both vehicles are well-utilised, with figures for May 2023 showing 55% utilisation for the two cars, and a combined hire time of 779.25 hours for this month. This compares to 358 hours of hire time in May 2021, illustrating the increase in usage of these vehicles.
- 4.6. Any Enterprise Car Club member will have access to all Enterprise cars around the country. Enterprise Car Club currently operate more than 1070 publicly available vehicles across 29 authorities, with two of these vehicles being available at Wimbledon Park Sports Centre Car Park.
- 4.7. Enterprise Car Club members will be able to unlock cars with their phone and rent them by the hour or day. For those without a smart phone, a customer

⁶ [\(Public Pack\)Agenda Document for Cabinet Member for Traffic & Transportation, 23/03/2023 14:00 \(portsmouth.gov.uk\)](#)



services team are available to assist with bookings. The initial membership fee for Portsmouth residents will be £20 a year and comes with a free £20 driving credit. The standard membership fee will then be £60 thereafter. The hire fee for vehicles starts at £6.70 per hour. Enterprise Car Club offer several benefits to members, including a free 200 Beryl minute bundle in which members receive 200 free travel minutes with Beryl bikes.

5. Site selection

- 5.1. Following Enterprise Car Club being selected to operate the Portsmouth Car Club, consideration was given to potential locations for the car club bays to be positioned within the four selected wards of Central Southsea, Eastney and Craneswater, St Jude and St Thomas. These wards were selected following a targeted research survey for residents and members of the public carried out in 2021, in which they came out highest in the survey question about likelihood to consider joining a car club in your area of the city, by residential ward. Central Southsea, St Jude and St Thomas were also identified following 2019 research which indicated their high potential for a car club.
- 5.2. Twelve potential car club locations were identified within these four wards, with three bays being considered within each ward initially, with a view to take forwards two bays within each ward during phase one of the scheme. The locations of the 12 proposed car club bays taken forwards to TRO consultation are shown in Appendix A. These bay locations were selected as they are in accessible and visible positions, within proximity to other car club spaces, and are largely located at, or close to the end of each road, minimising disruption.
- 5.3. Of the 12 proposed car club bay locations, 11 are within a residents parking zone area, where demand for parking is high. The scheme can help reduce the demand for residential parking, as people will be able to access a shared vehicle when they need one, reducing the need for private car ownership.
- 5.4. Appendix B shows a map of the eight on-street car club bays proposed to be taken forwards in phase 1, along with the four bays proposed to be deferred, as well as the existing car club bays in the city.

6. Consultation

- 6.1 In March 2023, approval was given by the Cabinet Member for Traffic and Transportation to proceed with Traffic Regulation Order (TRO) consultation for the 12 proposed car club parking bays. A statutory 21-day TRO consultation on the proposed car club on-street parking bay locations began on 11th April 2023 and ended on 2nd May 2023.
- 6.2 In addition to the 12 on-street bays, two bays are planned at Lakeside, in the north of the city. These spaces do not require a TRO as they will be placed in the Lakeside car park.



6.3 Nine responses were received to the formal Portsmouth Car Club TRO 137/2023 TRO consultation. Eight of these were to register an objection, with one requesting further information on a proposed car club bay. Additionally, one enquiry was received prior to the start of the car club TRO consultation, enquiring about the proposed car club bay in Kimberley Road, and raising concerns regarding the loss of a parking space in this road.

6.4 The proposed car club bay locations for which an objection was received are shown in the table below:

Car Club Bay	Number of objections	Key objection themes
Central Southsea		
Devonshire Square	1	<ul style="list-style-type: none"> • Parking in area is considered problematic, difficulties for residents' finding parking • Road is used for overspill parking from other roads
Francis Avenue	1	<ul style="list-style-type: none"> • Loss of another parking space for permit holders in Francis Avenue • Parking displacement at all car club bay locations
St Jude		
Kent Road	3	<ul style="list-style-type: none"> • KC zone already over-subscribed, with maximum of two permits per household • A space on Pier Rd could be utilised where KC permit holders cannot park • Not against the scheme in general, just against siting of a bay in Kent Road
KC Ward (Kent Road/Clarence Road)	1	<ul style="list-style-type: none"> • Difficult for residents to find parking space in area • Risk of damage to private vehicles from people driving unfamiliarised cars • Proximity of car club bay to a school, concern this will add to risk of people driving unfamiliarised cars • Concern regarding people possibly driving car club vehicles when under the influence of alcohol • Concern over visitor parking, if a parking space is used for a car club vehicle • Scheme under-publicised to local residents
Whole scheme objections		



All	2	<ul style="list-style-type: none"> • Loss of parking spaces to car club vehicles • Cleaning and maintenance of car club vehicles • Enforcement of scheme • Inadequate placement of TRO notices • Scheme under-publicised to local residents, wider consultation needed • Concerns regarding dangers of short-term car hire - scheme considered to put residents and local school children in danger • Parking in area is already felt to be vastly inadequate • Concern regarding people possibly driving car club vehicles when under the influence of alcohol
Eastney and Craneswater		
Craneswater Park	Enquiry	Request for further information on signage and road markings to be used.

6.5 Appendix C shows all anonymised responses received to TRO 137/2023.

7. Next steps

7.1 Installation of the approved designated car club parking bays is anticipated to be completed during August 2023.

7.2 The launch of Portsmouth Car Club is planned for August 2023, and will be publicised widely, including via local press advertising for all Portsmouth car club bays and a dedicated Portsmouth page on the Enterprise Car Club website detailing local provision and offers. At launch, approximately 20,000 homes located close to the bays will receive communications promoting the service and providing information.

7.3 The car club will be closely monitored by Enterprise Car Club, and data gathered will include the utilisation of each vehicle and membership numbers for the scheme. An information report will be brought back to the Cabinet Member for Transport after six months of operation to update on scheme progress.

8. Reasons for recommendations

8.1 Portsmouth is subject to a Ministerial Directive to deliver a citywide air quality local plan to bring forward compliance for nitrogen dioxide emissions in the shortest possible timescales. A car club would support the mitigation measures being delivered through the Portsmouth class B Clean Air Zone and would support improvements to air quality.



- 8.2 The information and concerns received from residents, along with the preliminary IIA, have informed the recommendations. All responses are included but redacted in Appendix C.
- 8.3 Of the 12 on-street parking bay locations that were included in the TRO consultation, it is proposed that only eight are taken forward in phase one of the scheme, with two bays present in each of the four wards detailed. This is to ensure a manageable size of scheme in the initial stages, to enable careful monitoring, minimizing impact on the local community in terms of re-allocation of parking spaces.
- 8.4 Consideration has been given to all responses received for the proposed car club bays, and the final locations proposed have taken into account the consultation feedback, geographical spread of parking bays and ease of accessibility of car club vehicles to residents.
- 8.5 The following four locations are proposed not to proceed at this stage, due to other bay locations having better geographical spread within the wards and being in closer proximity to other car club bays. Additionally, the proposed bay in Kent Road is not being taken forwards due to a larger number of objections being raised with regards to this location:
- Francis Avenue - west side, outside No 231A Albert Road
 - Kimberley Road - west side, outside 63D Festing Grove
 - Kent Road - south side, opposite No 17
 - High Street - north-west side, from a point 5 metres east of Oyster Street eastwards for 5.5 metres
- 8.6 Designated car club parking bays are required to support the success of a car club scheme in Portsmouth, ensuring the car club vehicles can be parked at the end of each journey.
- 8.7 The locations identified as potential designated on-street car club spaces have been identified as those which will best encourage usage of the car club.
- 8.8 The introduction of car club vehicles has been proven to reduce parking pressure particularly in residents parking zones, where schemes have been introduced elsewhere in the UK.
- 9. Integrated impact assessment**
- 9.1. An IIA has been undertaken, and is attached as Appendix D



10. Legal implications

- 10.1. 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
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 10.2. 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.
- 10.3. A TRO 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.
- 10.4. 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.
- 10.5. A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support for or any objection to the proposals. 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.

11. Director of Finance's comments

- 11.1 The cost of the TRO, signage and bay marking for the car club will be funded from the Air Quality Improvement scheme in the capital programme approved by Full Council on 28th February 2023.

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Signed by:

Appendices:

- Appendix A - TRO 137/2023 public notice
- Appendix B - Proposed, deferred and existing car club bays in Portsmouth
- Appendix C - TRO 137/2023 responses
- Appendix D - Integrated Impact Assessment

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

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

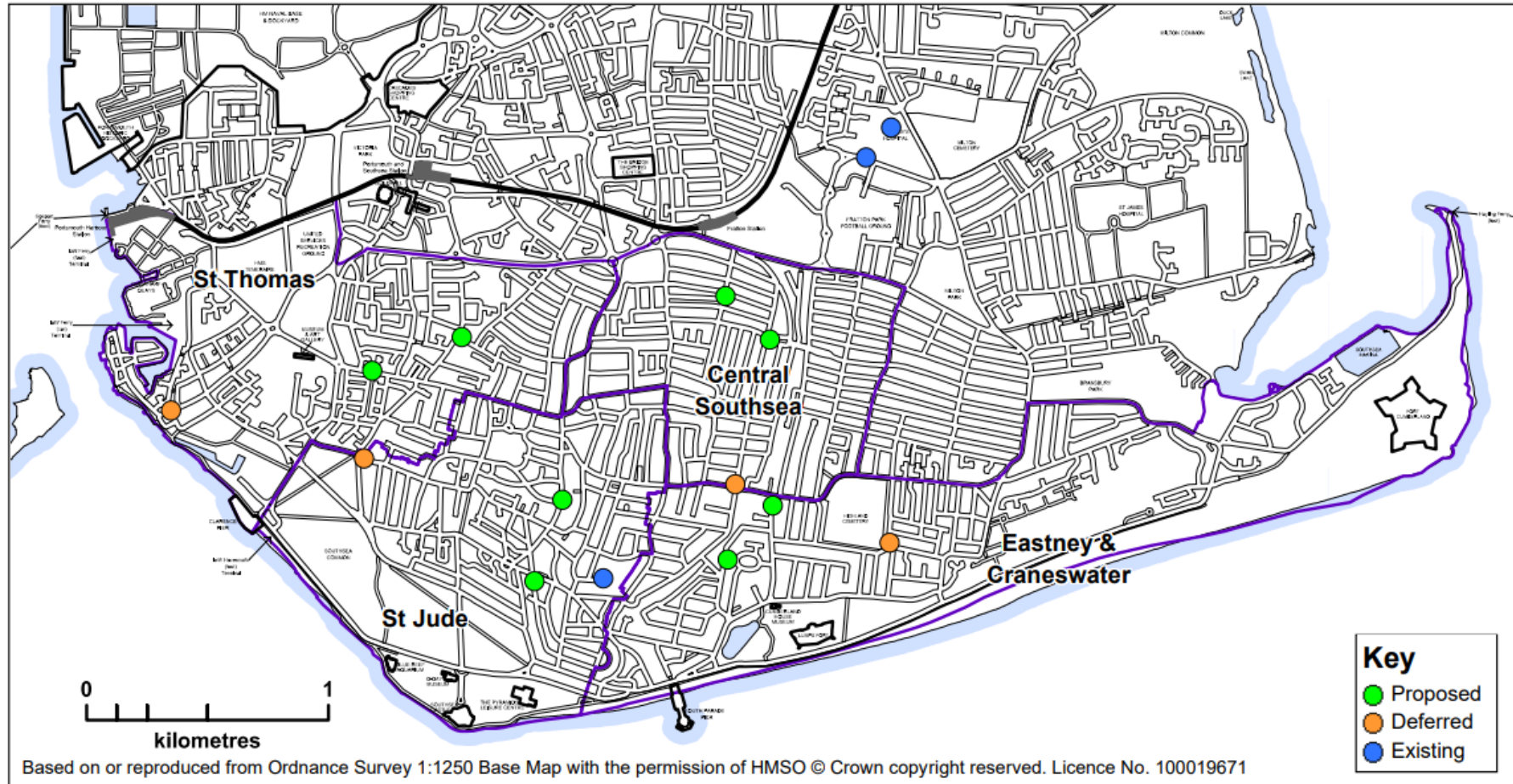
Title of document	Location
Portsmouth Transport Strategy	¹ Local Transport Plan 4 https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/
CoMoUK Car Club Report 2021	² 632885c07c790d2577d1445f CoMoUK Car Club Annual Report UK 2021.pdf (webflow.com)
Greater Manchester Car Club Report 2021, CoMoUK	³ https://uploads-ssl.webflow.com/6102564995f71c83fba14d54/62a8ac6c46267b47a92fe8b7_CoMoUK%20Greater%20Manchester%20Car%20Club%20Report%202021%20Key%20Findings.pdf
Local Government Association 2022, New Mobility Options: Car Clubs	⁴ https://www.local.gov.uk/publications/new-mobility-options-car-clubs#section-two-whatcan-councils-do-to-support-car-clubs
Wandsworth Council, 2020	⁵ https://www.wandsworth.gov.uk/news/2020-news/february-2020/success-of-car-club-membership-means-fewer-journeys-by-car-less-congestion-and-better-air-quality/
Car club report to Cabinet Member of Traffic and Transportation March 2023	⁶

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

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Signed by:

Appendix B - Proposed and deferred on-street car club bays in Portsmouth, and existing car club bays



THE CITY OF PORTSMOUTH (VARIOUS ROADS) (CAR CLUB PARKING PLACES) (NO. 137) ORDER 2023

1. Notice is hereby given that Portsmouth City Council intends to make the above Order under the Road Traffic Regulation Act 1984.
2. The effects of the Order would be to introduce parking places for Car Club vehicles in the following locations:

Talbot Road, *east side*, adjacent to No 92 Manners Rd (in place of a permit-holder parking place), **Devonshire Square (southern section)**, *north side*, outside the Co-op store (in place of a permit-holder parking space), **Francis Avenue**, *west side*, outside No 231A Albert Road (in place of a permit-holder parking space), **Festing Road**, *east side*, outside No 7 (in place of a permit-holder parking space), **Kimberley Road**, *west side*, outside 63D Festing Grove (in place of a permit-holder parking space) **Craneswater Park**, *south side*, opposite No 34, (in place of a permit-holder parking place), **Clarence Road**, *east side* opposite "High Mead", **Victoria Road South**, *east side*, outside No 79a (in place of a permit-holder parking place), **Kent Road**, *south side*, opposite No 17 (in place of a time limited/permit-holder parking space), **High Street Old Portsmouth**, *north-west side*, From a point 5 metres east of Oyster Street eastwards for 5.5 metres (in place of a permit-holder parking space), **Kings Road**, *north side*, from a point 12 metres west of its junction with South Street westwards for 5.5 metres (in place of a permit holder/Pay & Display parking space) , **Cottage Grove**, *north side*, opposite No 50 Green Road (in place of a time limited/permit holder parking space)

3. Copies of the draft Order, Statement of Reasons and Map are available to view on Portsmouth City Council's website: Search 'Traffic Regulation Orders 2023' 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.
4. Persons wishing to object to these proposals must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to TRO team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 137/2023 within 21 days of the date of this Notice (i.e. by 2 May 2023) 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.

Dated: 11 April 2023

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

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Appendix C

Responses to Traffic Regulation Order 137/2023 Consultation for Portsmouth Car Club designated parking bays

Specific car club bay	Comment Received	Objection/Support
Central Southsea - Talbot Road, Devonshire Square, Francis Avenue		
Devonshire Square	<p>I wish to register an objection to the proposed designated Car Club parking for Devonshire Square. Parking in this area is already problematic due to a high level of car ownership, and many houses being HMOs or having additional business vehicles (at least one taxi, a delivery van, a flatbed van, and a removal van regularly park in this street overnight). It's a regular occurrence to have to park several streets away in the evening. Because we've been forced to find parking in areas outside our zone in recent months, we've also received parking fines - an unwelcome additional cost to the parking charge we pay for our two cars. In addition, football traffic parks in this area which puts additional pressure on the availability of parking for residents during weekends and evenings, despite the 5-7pm restriction. Although the street has 14 spaces & 11 properties, the property beside ours has multiple occupants, as does that opposite - with additional associated vehicles. In addition, Devonshire Square is often used for overspill parking for residents of Jubilee and Bath Roads, which evidently have very tight parking. Consequently, I would ask you to reconsider the location of this particular Car Club space.</p>	Objection
Francis Avenue and All	<p>This TRO removes a further 11 Parking permit bays from the city which will mean the cars that used these places will now be pushed into other streets creating more of a parking concern, at this rate parking permits will be of no use as time goes on there will be no places available within your permit area.</p> <p>Fancies Avenue is a concern as this will mean for permit holders we are losing another space, recently to a Bike shed that would be better suited to flat fronted houses directly onto the street and areas of flats and apartments rather</p>	Objection

	<p>than in a road that houses have front porches and in some cases back alleyways to store bikes within their own sheds which some have purchased and placed within their own front porch.</p> <p>In total this year alone Francis Avenue will lose approx. 5 parking spaces, 1 to the bike shed, 1 for car share and around 3 at the top by Goldsmith Avenue.</p> <p>It also seems once all the work has finished by Fratton Bridge another pedestrian crossing by lights, closure of Orchard Road. More traffic will be pushed to use Fawcett Road, Victoria Avenue as more traffic builds up by Fratton Bridge due to slow movement along Goldsmith Avenue therefore pushing traffic toward using Jessie Road, Devonshire Avenue.</p> <p>Basically all you are doing is pushing traffic to make more rat runs.</p> <p>What happens in the future when more electric cars are around more parking places lost to be used for charging but not for parking??</p> <p>Who made the decision to put a cycle/scooter lane directly in front of a bus stand at Fratton Bridge accident waiting to happen.</p> <p>It is getting more dangerous to walk on a pavement with bikes and electric scooters using them instead of the road, which apparently is illegal but nothing is done about it.</p>	
Eastney and Craneswater - Festing Grove, Kimberley Road, Cranewater Park		
Craneswater Park	The proposal doesn't specify what signage will be introduced either on the road itself or the wall or lamppost next to the space. Also the proposal doesn't specify if the current residents parking time restrictions will apply to the space. Please could you clarify.	Clarification requested regarding signage and road markings to be used
St Jude - Clarence Road, Victoria Rd South, Kent Road		
Kent Road	<p><u>Three separate objections received, as detailed below</u></p> <p>I am not against the scheme as I believe it could work electric cars placed around the city for general use may ease the current traffic issues. My objection is to the placement of the dedicated space for it in Kent Rd, the KC zone is already over subscribed with a maximum of 2 residents permits per household. I understand it is only 1 space but why take that away when a space on Pier Rd could be utilised where KC permit holders cannot park. Parking near to our properties is vital for easy access for loading and unloading, shopping, holidays, children etc. I would ask that</p>	3 Objections for Kent Road. Support for scheme overall

	you take residents concerns into consideration and move the placement of the space to Pier Rd for future support in projects.	
KC Residents Parking Zone - Clarence Road and Kent Road	<p>I would like to put in my objection to the 'Car Club' happening within the KC Zone for the reasons below:</p> <ol style="list-style-type: none"> 1. Parking is already hard enough without adding more rental cars to the mix. 2. Extra risk of damage to my car from users in rental cars which there are not fully familiarised with. <ol style="list-style-type: none"> a. If damage did happen by rental car how would I go about claiming? 3. The extra risk of people driving non-familiarised cars. 4. The area has a school next to the area proposed which puts even more risk on people driving non-familiarised cars. 5. How does the system stop people from coming out of the pubs nearby getting into a rental and driving when under the influence. Note I have seen this happen with the E-scooters. 6. If the rental car stays in a car spot who is paying for the parking if I had visitors to my flat and there had a car I then would have to pay for visitor parking. <ol style="list-style-type: none"> a. Does this mean as a resident I don't require paying my yearly parking and visitors? <p>Also, never had a survey on this just saw two signs mentioned in brief detail. We can not lose that many parking spots in this area, as I am a blue light on-call responder I know for a fact that my response time is already affected by the parking situation.</p>	Objection
Comment not bay specific		
All	<p>I would like to register my objection to this proposal.</p> <p>Has PCC not learnt its lesson from the disastrous e-scooter scheme? More parking spaces being lost to "Car Club" vehicles...why? The people who hire these vehicles will not look after them, as they won't be theirs. Who will check them, clean them, make sure they aren't parked dangerously or left abandoned in locations where they will create problems for local residents? No doubt the</p>	Objection

	<p>police, just like with the e-scooter scheme, will not have the time to deal with issues created</p> <p>Please do not implement YET ANOTHER ridiculous scheme when you know, you absolutely know, that there will be zero enforcement.</p>	
All	<p>I am writing to object to 137/2023 for the 'car club' on three counts.</p> <p>First, the planning notices themselves were placed in an inadequate way. The notices have supposedly been up for 20 days and have not seen them. The notices should be more widely spread, the only two I have been able to see this afternoon are hidden behind areas where cars are constantly parked, only a pedestrian on that particular side of the road would be able to see them. My partner and I personally walked down that road as recently as 29.04.23 and did not see them as we were on the opposite path.</p> <p>Additionally as the car scheme will directly effect the residents of the local area notifying residents directly rather than just placing them in a half hidden location would have been more effective. Frankly, I have seen tree cutting notices better signposted. I would argue direct notification should be made and signs placed more widely in the effected area to allow a genuine public consultation before 137/2023 moves forward.</p> <p>Secondly, the example seen in relation to the scooter hire scheme demonstrates that the dangers short term hire cars pose are unacceptable. I have personally seen people walk directly from pubs in Southsea to the scooter rentals and drive them drunk. I have seen people on scooters crash and also fall in front of moving vehicles, both at day time and at night. The hire of cars to potentially intoxicated people, with little to no verification that the drivers license registered on their smart device matches the person driving, or that that person is sober is terrifying. Given the area of the notices includes a school that has groups of young children walking around between buildings at all times of day there are also concerns for the safety of those school children if an incompetent, intoxicated or unlicensed driver gets behind the wheel. thirdly, parking in the area is already vastly inadequate for the number of cars and the level of tourism. As someone who lives in the area and regularly has parking and driving access removed or restricted, for example during runs or Victorious, reducing parking is not a viable option.</p>	Objection

	<p>My partner is part of the blue light services and is regularly on call for life or death situations and inadequate parking already increases his response times putting lives of locals and tourists at risk - no doubt an issue not isolated to him. Getting rid of personal vehicles is not viable for many locals, such as ourselves, and tourists have plenty of options for transport. Steps such as limiting the number of days a local permit holder can add visitor cars at the reduced fee, or putting it on a sliding fee as with the number of cars per address would be much more effective at limiting the number of cars in the area. In summary, this plan has been under publicised to the local residents, offers little to no benefit for the people who actually live in the area, and will put residents and local children in unnecessary danger.</p>	
Email response received prior to start of Traffic Regulation Order (TRO) Consultation		
Kimberley Road	<p>An email was received prior to the start of the car club TRO consultation, enquiring about the proposed car club bay in Kimberley Road, as detailed below. No formal objection was made during the TRO consultation period, but this feedback has been included, as it raises concerns regarding the loss of a parking space in this road:</p> <p>Where is this bay to be located? Has there been any consultation with the residents who are about to lose yet more space for parking in what is already a busy street? If not, why not</p>	Submitted as an enquiry, not as part of TRO Consultation

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Form name	Integrated Impact Assessment
Reference	IA516905034
Date	18/05/2023



Policy details

Request date	18/05/2023 10:13
Directorate	Regeneration
Service	Transport Planning
Title of policy, service, function	Portsmouth Car Club
Type of policy, service, function	New
What is the aim of your policy, service, function, project or strategy?	<p>The aim of a car club scheme in Portsmouth will be to provide a sustainable travel option for residents in Portsmouth, with an initial focus on certain areas of the city (Central Southsea, Eastney and Cranewater, St Jude, St Thomas), alongside Lakeside in the north of the city. This scheme will support the aims of the Local Transport Plan 4, particularly Policy C which has a focus on making parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes such as car clubs. It would also support the council's target to achieve net-zero carbon emissions by 2030.</p> <p>Whilst the Portsmouth City Council (PCC) focus of the car club would be on residential membership, businesses would be encouraged to sign up to the scheme directly with the car club supplier.</p>
Has any consultation been undertaken for this proposal?	yes

<p>What were the outcomes of the consultations?</p>	<p>Consultation was carried out in the form of two research surveys, one for residents and members of the public and one for businesses. The surveys were launched for a four week period on 13th September 2021 closing on 11th November 2021. The surveys were open to all on the PCC website, and was also promoted through a number of marketing and communications channels including Facebook, Twitter, LinkedIn and a press release. Additionally, a targeted letter drop was carried out to houses and businesses in the wards of Central Southsea, St Jude and St Thomas. A total of 879 people responded to the main survey and 60 businesses responded in the business survey. A key result of the main survey was that the majority of respondents who do not already belong to a car club would consider joining a car club in their area of the city (59%), just under a quarter (24%) would not consider joining a car club at the current time but would potentially consider membership in the future, and 17% would not consider joining a car club. 70% of respondents considering joining at present are 'very likely' (36%) or 'quite likely' (34%) to join (36%) whilst those considering joining in the future want more information before making a decision (64%). The four wards in the city which came highest in the survey question about likelihood to consider joining a car club in your area of the city by residential ward were St Jude (74%), Central Southsea (70%), Eastney and Craneswater (68%) and St Thomas (66%). Whilst the PCC scheme will not focus directly on business membership, with businesses instead being encouraged to sign up directly with the supplier, the key result from the business survey was that almost half of respondents who responded to the question of whether they would consider joining a car club for business purposes said they would consider joining (47%) and a further 19% would consider joining in the future. 34% would not consider joining. Traffic Regulation Order (TRO) consultation was carried out on 12 proposed car club bay locations between 11th April and 2nd May 2023. Following this, eight locations are proposed to be taken forwards within phase one, subject to approval from the Cabinet Member of Traffic and Transportation. The eight proposed bays are located within the wards of Central Southsea, Eastney and Cranewater, St Jude and St Thomas.</p>
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Has anything changed because of the consultation?	no
Did this inform your proposal?	yes
Please provide details	The results of the consultation helped inform some details of the scheme, such as the wards to focus the scheme in for phase one, having dedicated car club bays so that users are able to return the car to a bay at the end of their journey, and that small and medium sized vehicles will be used.

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Crime - Will it make our city safer?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Housing - will it provide good quality homes?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Health - will this help promote healthy, safe and independent living?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Offering residents and employees in the city the opportunity to become a member of a car club would provide an accessible and cost effective means of travel, supporting a positive quality of life. Car club members may be more likely to walk or cycle for short local journey's, particularly if they no longer own a private vehicle, supporting improvements in physical and mental health. Reductions in privately owned vehicles on the road (through replacement of private vehicles for car club vehicle usage) would support the creation of healthy places, again improving quality of life for residents. One fully established, it is hoped that the car club would help to reduce parking congestion, again improving the quality of life for the residents.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Record the membership and usage of the car club and its vehicles Monitor the number of privately owned vehicles in Portsmouth over the coming years as the car club becomes established Monitor on-street parking demand across the city, particularly in areas where residents parking zones exist</p>

Income deprivation and poverty - will it consider income deprivation and reduce poverty?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>This project could support easier travel for those who cannot afford to own a car, as being a car club member offers a reduction in the cost of travel, through only having to pay an annual membership, and miles travelled, but not having to pay for the cost, upkeep and maintenance of a personal vehicle.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Regular monitoring will be conducted on the car club scheme, in terms of membership, usage etc. An updated report will be taken to the Cabinet Member for Traffic and Transportation one year after the scheme launch.</p>

Carbon emissions - will it reduce carbon emissions?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	A car club would reduce the need to own a private vehicle, resulting in a reduction in private vehicle miles driven in the city. It is hoped that this measure would support and uptake in walking and cycling for short local journeys, through the reduction in privately owned vehicles. The car club vehicles will be a minimum of Euro 6 vehicles.
How are you going to measure/check the impact of your proposal?	Monitor uptake of car club membership and number of privately owned vehicles registered in the city over the coming years.

Energy use - will it reduce energy use?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	A car club would reduce the need to own a private vehicle, resulting in a reduction in private vehicle miles driven in the city, and the energy required to run the vehicles
How are you going to measure/check the impact of your proposal?	Monitor uptake of car club membership and number of privately owned vehicles registered in the city over the coming years.

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Through offering an alternative to owning a private vehicle, it is hoped that over time, once fully operational, the car club will result in improvements to public realm and public space, through a reduction in privately owned vehicles in Portsmouth.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Monitor uptake of car club membership and number of privately owned vehicles registered in the city over the coming years.</p>

Air quality - will it improve air quality?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>This project would assist in reducing traffic volume and congestion, leading to a reduction in air pollution, particularly NO2 and particulate matter. A key aim of the car club would be to remove the need to own a privately owned vehicle (or second vehicle). The fleet of vehicles in the car club would all be of a high standard (Euro 6 or electric vehicles), which are less polluting than older vehicles and diesel vehicles.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Monitor uptake of car club membership and number of privately owned vehicles registered in the city over the coming years. Assess air quality data for Portsmouth over the coming years.</p>

Transport - will it make transport more sustainable and safer for the whole community?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Through offering an alternative to owning a private vehicle, it is expected that this scheme would encourage some residents to replace their own vehicle for the use of a car club vehicle, helping to reduce congestion and high volumes of traffic over time. Reduced traffic volumes would help to create a safer and more pleasant environment for pedestrians and cyclists. All vehicles in the car club fleet would be of Euro 6 standard or higher, supporting a switch away from older more polluting vehicles to cleaner, more sustainable ones.</p>
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How are you going to measure/check the impact of your proposal?	Monitor uptake of car club membership and number of privately owned vehicles registered in the city over the coming years.
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Waste management - will it increase recycling and reduce the production of waste?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Culture and heritage - will it promote, protect and enhance our culture and heritage?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Employment and opportunities - will it promote the development of a skilled workforce?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	By offering car club membership to local businesses, this scheme would offer an attractive option for staff travel, particularly at locations where there is limited parking.
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How are you going to measure/check the impact of your proposal?	Assess the number of local businesses registered with the car club.
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Social value

Please explain how your policy, service, function, project or strategy delivers Social Value	This scheme will help to provide a sustainable travel option for residents and businesses in Portsmouth
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Involvement

Who was involved in the Integrated impact assessment?	Kirsty Routledge
Name of the person completing this form	Kirsty Routledge
Date of completion	2023-05-18

Agenda Item 4



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:	Transport Decision Meeting
Subject:	Portsmouth Clean Air Zone - Yearly Operational Review 29 th November 2021 - 29 th November 2022
Date of meeting:	7 th July 2023
Report by:	Kerri Farnsworth - Director of Regeneration
Wards affected:	Nelson, Charles Dickens, St. Thomas

1. Requested by

1.1 Report requested by the Cabinet Member for Transport.

2. Purpose

2.1 The purpose of this report is to provide an update on the first-year operation of Portsmouth's Clean Air Zone, between 29th November 2021 and 29th November 2022. This report does not include air quality outcomes due to Government data not being available until at least Autumn 2023.

3. Background

3.1 The Portsmouth Clean Air Zone (CAZ) launched on the 29th November 2021. The Class B charging CAZ charges older, more polluting heavy goods vehicles (HGVs), buses, coaches, taxis, and private hire vehicles (PHVs) for entry into Portsmouth's city centre.

3.2 The CAZ will need to be in place until compliance with legal limits have been met and have been proved to be permanent. Portsmouth will need to have been compliant with legal limits for at least two years and provide demonstratable evidence in the success of the measures to improve air quality, such that the removal of the Clean Air Zone will not lead to a reversal of these.



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)

3.3 Appendix A provides a summary of the operational figures from the first year of CAZ operation (November 29th, 2021 - November 29th 2022). Detail of the air quality issues in Portsmouth is outlined, and information is also provided on some of the measures introduced alongside the charging CAZ as part of the Local Air Quality Plan (2019)¹, including the Clean Air Fund and Workplace Sustainable Travel Fund.

4. Next Steps:

4.1 Portsmouth City Council's reporting on the air quality impact of the CAZ is dependent on work being undertaken by central government. Currently these findings are expected to be provided in autumn 2023. Once these findings have been provided, a review of the air quality impact of the CAZ will be brought to Cabinet.

4.2 An operational report on the second year (29th November 2022 - 29th November 2023) of the Clean Air Zone will be provided to Cabinet in spring 2024.

Signed by: Kerri Farnsworth

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Director of Regeneration

Appendices:

Appendix A - Portsmouth Clean Air Zone - Yearly Operational Review, 29th November 2021 - 29th November 2022.

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

¹ portsmouth.gov.uk/wp-content/uploads/2020/04/env-aq-air-quality-plan-outline-business-case.pdf



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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
Local Transport Plan 4	https://www.portsmouth.gov.uk/wp-content/uploads/2021/11/74.633-Local-Transport-Plan-2021-Final-Accessible.pdf
Air pollution: Applying All Our Health	https://www.gov.uk/government/publications/air-pollution-applying-all-our-health/air-pollution-applying-all-our-health
Clean Air Strategy 2019	https://www.gov.uk/government/publications/clean-air-strategy-2019
Appendix A. Local air quality problem and underlying causes	appendix-a-local-air-quality-problem-and-underlying-cause.pdf (portsmouth.gov.uk)
Portsmouth Local Air Quality Plan (2019)	env-aq-air-quality-plan-outline-business-case.pdf (portsmouth.gov.uk)
Portsmouth Transport Strategy 2021-2038	Portsmouth Transport Strategy 2021-2038
Portsmouth City Council Cabinet Meeting - 22 nd November 2022	Agenda for Cabinet on Tuesday, 22nd November, 2022, 12.00 pm Portsmouth City Council

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Appendix A - Portsmouth Clean Air Zone - Yearly Operational Review

29th November 2021 - 29th November 2022

1. Executive Summary

On 29th November 2021 Portsmouth's Class B Clean Air Zone (CAZ) was launched. Portsmouth was the third local authority to launch a CAZ, following from Bath & North East Somerset and Birmingham.

This report sets out the operational performance for the first year of the CAZ, from 29 November 2021 to 29 November 2022. This builds on the first quarter report, presented to Cabinet in June 2022².

Portsmouth City Council are expecting central government to provide a report on first year findings from the CAZ within autumn 2023. Due to this no air quality outcomes are included within this report, with this report providing operational figures from 29th November 2021 to 29th November 2022. All data was correct as of 1st February 2023.

It is worth noting that the government will require at least two consecutive years of data to begin looking at whether the CAZ has led to a satisfactory drop in air pollution in the area. If the CAZ is found to be compliant with UK recommended air quality levels after this time the government will inform us of our next steps.

	29/11/21 - 29/11/22
Total vehicles subject to a charge	248,021
Total vehicles entering the CAZ	129,363,703
Total number Penalty Charge Notices (PCNs) issued	6,037

	29/11/21 - 29/11/22
Compliance rate %	94%
Non-compliance rate %	6%
Average daily unique ³ compliant vehicles	41,404
Average daily unique non-compliant vehicles	2,393
Average daily unique vehicles detected in Zone	43,568

² [Decision - Air Quality Quarterly Report Portsmouth City Council](#)

³ A vehicle's movement through the CAZ counts once towards a *unique vehicle count*, no matter how many recurring visits the vehicle makes in the same day (midnight - midnight)

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Average daily locally exempt vehicle movements in Zone ⁴	242
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2. Background

Being a predominantly island city with only three roads on and off the island, the city faces unique challenges in improving air quality. It is recognised that air pollution has negative effects on health and can have a disproportionate impact on the most vulnerable in society such as children, older people, and those with pre-existing medical conditions. Portsmouth City Council recognises the importance of reducing harmful levels of NO₂ and is keen to continue to build on the progress already made in respect to improving air quality, delivering a package of measures which will contribute positively to the health of residents, employees, and visitors to the city.

Travel in the city is a major contributor to air pollution and the type of transport we choose for our journeys can help to improve our air quality. The council is making transport improvements to the city including safer cycling routes and facilities to make it easier to choose this way of travelling, improving public transport connectivity with the wider region, and providing electric charging points for residents choosing greener vehicles. We are improving the options for travel and together we can choose a greener, cleaner way of travelling for cleaner air in Portsmouth. Despite the work that has and continues to be undertaken, the city still faces challenges to reduce the concentrations of harmful pollutants in the air.

3. Air Pollution

3.1. Introduction

Poor air quality is the largest environmental risk to public health in the UK. Every year, between 28,000-36,000 deaths in the UK are thought to be caused by air pollution. Studies have shown that long-term exposure reduces life expectancy and exacerbates pre-existing conditions such as respiratory and cardiovascular diseases. Short-term exposure to elevated levels of air pollution can also cause a range of effects including exacerbation of asthma, effects on lung function, increases in respiratory and cardiovascular hospital admissions and mortality.⁵

3.2. National Limits

The main pollutant of concern in Portsmouth is Nitrogen Dioxide (NO₂). The Office for Health Improvement & Disparities advise that NO₂, particularly at high

⁴ [Clean Air Zone exemptions - Cleaner Air Portsmouth](#)

⁵ [Air pollution: applying All Our Health - GOV.UK \(www.gov.uk\)](#)

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concentrations, is a respiratory irritant that can cause inflammation of the airways. There is currently no clear evidence of a threshold concentration of NO₂ in ambient air below which there are no harmful effects for human health.

In 2010 Air Quality Standards Regulations were introduced into English Law and set legal binding limits for concentrations of major air pollutants that affect human health, including NO₂. The legal limit for NO₂, for which Portsmouth has exceedances in some monitored locations, is an annual mean of 40µg/m³.

Regulation 26 of the legislation requires the Secretary of State to develop and implement a national Air Quality Plan demonstrating how the limit values for air pollution will be achieved in the shortest possible time.⁶ Since 2010, the UK has been in breach of legal limits for NO₂ in many major urban areas.

3.3. Legal Challenges

The UK Government has lost 3 challenges in the High and Supreme Courts against environmental campaign group ClientEarth, for failing to take action to achieve the legal limits of air pollution NO₂ in the shortest possible time. Each challenge increased the number of local authorities being directed to take action. Portsmouth was included in the third of these challenges in 2018. Whilst the legal challenges focused on breaches of legal limits, the reasons behind them were to improve air quality and reduce health inequalities across England.

3.4. UK plan for tackling roadside NO₂ concentrations.

Government suggests that charging CAZs are an effective way to deliver compliance with legal limits for NO₂ in the shortest possible time. Charging CAZs define areas where vehicle owners are required to pay a charge if they drive through or within. The charge only applies to older, more polluting vehicles, specifically diesel vehicles that are older than Euro 6 and petrol vehicles that are older than Euro 4.

Central Government's 'UK plan for tackling roadside NO₂ concentrations'⁷ sets out an outline framework for introducing charging CAZs. In essence, the worse an areas air quality, the stronger the intervention required to reduce emissions to within legal limits in the shortest possible time. The following classes of charging clean air zones are set out, with an escalating number of vehicle classes being charged.

⁶ [Clean Air Strategy 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/clean-air-strategy-2019)

⁷ <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>



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Government guidance clearly sets out that '*local authorities should only introduce the minimum required to bring emissions within legal limits*' (40 µg/m³):

- Class A - Buses, coaches, taxis, private hire vehicles
- Class B - Buses, coaches, taxis, private hire vehicles, heavy goods vehicles
- Class C - Buses, coaches, taxis, private hire vehicles, heavy goods vehicles, vans, minibuses
- Class D - Buses, coaches, taxis, private hire vehicles, heavy goods vehicles, vans, minibuses, cars, motorcycles (optional)

There is no option for local authorities to pick or choose which vehicles they will charge; instead, they rely on modelled evidence to demonstrate why a particular class of CAZ is needed to bring about improvements in air quality in the shortest possible time.

The least intrusive classes - A & B - focus largely on vehicles with heavy duty engines. Unlike many light passenger and commercial diesel vehicles, which have not shown the expected improvements in engine type in recent years, the latest emission standard (Euro VI) shows significant improvements over Euro V in real world emission tests for heavy duty engines. However, these vehicles only make up relatively small percentage of the vehicle fleet (pre-CAZ, only 3% of vehicles operating within Portsmouth were HGV's, buses, and coaches⁸, but this accounted for 24% of NO_x⁹ emissions).

Introducing a CAZ means that non-compliant vehicles running on heavy duty engines are incentivised to upgrade or retrofit their vehicles to a cleaner standard. Without the intervention of the CAZ, it is unlikely that the same rates of vehicle upgrade would be achieved.

Taxis and private hire vehicles (PHVs) are also included as they form part of circuiting traffic; whilst a private car might make a single trip in and out of an area in a day, taxis and PHVs may make multiple trips in a single day, thereby continually adding to local pollution.

3.5. Portsmouth Local Air Quality Plan (2019)

⁸ [Appendix A: Local Air Quality problem and underlying cause \(portsmouth.gov.uk\)](https://www.portsmouth.gov.uk)

⁹ NO_x refers to the cumulative sum of NO and NO₂. NO can react with oxygen to form NO₂, so the cumulative total of both gases is considered when working with air pollution data.



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Portsmouth has seen persistent exceedances of the legal limits of NO₂. Extensive modelling in 2018-19 showed two locations, on Alfred Road and Commercial Road, which would have been in exceedance in 2022 unless action was taken to reduce emissions. Both are on the A3 route in and out of the city. An estimated reduction in NO_x of 4%-7% is required to achieve the legal limit at these sites¹⁰. There are also a further six road sections where NO₂ concentrations were forecast >37 µg/m³ in 2022, which, whilst not in exceedance of legal limits, are still considered high.

The Local Air Quality Plan (2019) Outline Business Case (OBC) set out Portsmouth City Council's approach to achieving compliance with legal limits for NO₂ at all locations citywide, leading to a healthier environment for all. The plan was produced in response to the Ministerial Direction issued to Portsmouth City Council on 4th October 2018, requiring the council to develop a plan which identified how compliance with legal limits for NO₂ can be achieved in the shortest possible time.

In order to identify the most suitable options for bringing down levels of NO₂ to within legal limits, a longlist of 64 different interventions was considered. These included both non-charging (such as anti-idling campaigns, changes to traffic signals etc) and charging interventions (i.e., different levels and types of vehicle charging). These options were assessed and refined using a series of assessment criteria. The primary assessment criteria were:

- Delivery timescales, where the charging CAZ benchmark was assumed to be 12-18 months.
- Potential scale of NO₂ reduction, based on emissions modelling undertaken as part of the 2018 Targeted Feasibility Studies or proxy estimates based on the potential change in vehicle flow, speeds and/or delay.
- Certainty of delivering the estimated change identified above, e.g., high certainty for options which ban traffic or reduce per vehicle emissions and low certainty for options which rely on individuals choosing to change their behaviour (e.g., travel planning initiatives).
- Risk of displacement of traffic or air quality limit exceedance to other Air Quality Management Areas.

The four sub-criteria which were assessed were the strategic case for the intervention, supply side capacity and capability, affordability, and achievability.

Delivery of a charging CAZ was forecast to take 12-18 months. As this was Government's preferred tool for bringing down emissions to within legal limits in the

¹⁰ [Portsmouth Local Air Quality Plan \(portsmouth.gov.uk\)](https://www.portsmouth.gov.uk)

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shortest possible time, any alternative suggestion would need to achieve the same reduction in emissions in a similar time frame. Therefore, any options which would take more than 24 months were assumed to have failed in the objective to reduce emissions to within legal limits in the shortest possible time.

After extensive studies and numerical modelling, looking at both charging and non-charging options, it was identified that a Class B+ CAZ was needed to bring levels of pollutants down to within legal limits in the shortest possible time. There was no non-charging measure which on their own, or in combination with other interventions, could sufficiently reduce emissions to within legal limits in the shortest possible time, as Portsmouth had legally been mandated to do by Central Government.

The final option, which Central Government instructed Portsmouth City Council (PCC) to implement, was a Class B CAZ. A Class B CAZ is one which charges non-compliant heavy goods vehicles, buses, coaches, taxis, and private hire vehicles. In order to reach compliance with legal limits PCC also delivered a number of non-charging measures alongside the Class B CAZ such as changes to traffic signals and revising Portsmouth's taxi and private hire licensing policy. The modelling forecast that this option would be effective at reducing emissions to within legal limits in the shortest possible time. There was therefore no legal need to introduce a CAZ C or D which could charge vans and cars.

The OBC technical work led to a preferred package of measures to achieve the primary objective of delivering a scheme that leads to compliance with NO₂ concentrations in the shortest possible time, without significantly worsening emissions elsewhere. These measures are outlined below with respective status updates:

- Class B Charging Clean Air Zone (CAZ) - *operational since November 2021*
- Travel planning and behaviour change measures - *successful distribution of the Clean Air Fund and Workplace Sustainable Travel Fund, further details below.*
- Progressive tightening of taxi licensing rules - *Approved changes to Licensing restrictions, leading to Portsmouth's licensed fleet being 98% compliant with the Clean Air Zone*
- Rapid charging points at taxi ranks - *ongoing roll out across the city, further details below*
- Changes to parking capacity and pricing south of the city centre - *work ongoing*
- Improvements to strategic cycling routes - *changes implemented as part of strategic schemes, but part of a wider rolling programme for active travel.*
- Changes to Alfred Road traffic signals - *implemented with ongoing monitoring to assess for any unforeseen consequences on the local network.*

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- Reduced fee/ free residents parking permits for low emission vehicles - *work ongoing*
- Targeted communications and marketing initiatives - *a rolling programme.*

The CAZ will need to be in place until compliance with legal limits have been met and have been proved to be permanent. Portsmouth will need to have been compliant with legal limits for at least two years and provide demonstrable evidence in the success of the measures to improve air quality, such that the removal of the Clean Air Zone will not lead to a reversal of these.

3.6. Impact of the Pandemic on Air Quality in Portsmouth

Since PCC was legally mandated to implement a Class B CAZ, the COVID-19 pandemic has significantly impacted on local economies and how, why, and when we travel.

Within Portsmouth, the initial lockdown measures resulted in significant reductions in vehicle movements in the city as residents observed the lockdown restrictions. At the height of the March 2020 lockdown use of motorised traffic in the city decreased to less than a third of pre-lockdown levels and cycling numbers increased by more than 150% compared to 2019¹¹. However, as lockdown eased, traffic levels increased along the main routes in the city, recovering to levels seen pre-pandemic.

An important implication of the pandemic for air quality was the disruption that it caused to the automobile market. In 2020, new car sales were down to their lowest level since 1992¹², and the number of newly licensed Heavy Goods Vehicles (HGVs) nationally was at its lowest level since 2014¹³. With the difficulties in obtaining a new vehicle, this acted as a boost to the second-hand market which primarily consists of non-compliant vehicles. From an air quality perspective this is problematic as newer vehicles are significantly less polluting than older vehicles.

4. Portsmouth Charging Clean Air Zone

4.1. Portsmouth CAZ Operational Update

Portsmouth's Clean Air Zone went live on 29th November 2021. The CAZ was implemented as part of a Ministerial Direction; this placed a legally binding duty on

¹¹ [Portsmouth Transport Strategy 2021-2038](#)

¹² [UK automotive looks to green recovery strategy after -29.4% fall in new car registrations in 2020 - SMMT](#)

¹³ <https://www.gov.uk/government/statistical-data-sets/veh05-licensed-heavy-goods-vehicles>



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PCC to undertake steps to improve air quality in the city, through the introduction of a Class B Clean Air Zone and supporting measures.

The operational figures outlined below and through the document are correct as of 1st February 2023. These are based off Automatic Number Plate Recognition (ANPR) data captured by cameras on the border, and inside, the zone.

	29/11/21 - 29/11/22
Total vehicles subject to a charge	248,021
Total vehicles entering the CAZ	129,363,703
Total number Penalty Charge Notices (PCNs) issued	6,037

The CAZ, which is a Class B, captures non-compliant vehicles upon entry to the zone using ANPR cameras. Non-compliant vehicles have to pay a daily charge, if they are not exempt nationally or locally, and those that fail to pay the charge are liable to receive a Penalty Charge Notice (PCN).

Only certain vehicles are subject to a charge in Portsmouth's CAZ. These are non-compliant (meaning older than Euro 6 if diesel, and Euro 4 if petrol) buses, coaches, taxis, private hire vehicles and heavy goods vehicles (including some larger motorhomes).

	29/11/21 - 29/11/22
Compliance rate %	94%
Non-compliance rate %	6%
Average daily unique compliant vehicles	41,404
Average daily unique non-compliant vehicles	2,393
Average daily unique vehicles detected in Zone	43,568
Average daily locally exempt vehicle movements in Zone	242

When looking at the rate of compliant and non-compliant vehicles, it is important to understand the way the CAZ system works. Due to the order of operations, vehicles that are nationally exempt are shown as non-compliant at this stage, as well as the small number of locally exempt vehicles. This means that the compliance rate above is likely to be higher than stated, and likewise the non-compliant lower.

	29/11/21 - 29/11/22
Daily Average number of vehicles issued a PCN	16
Total Number of Penalty Charge Notice's Issued	6,037
Percentage of vehicles subject to a charge issued a PCN	3%
Percentage of all unique vehicles issued a PCN	0.04%
Percentage of PCN's paid	84%

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4.2. Financial Information

For Year 1 (29th Nov 2021 to 29th Nov 2022) the Clean Air Zone generated an income of around £765,000. However, running costs were around £928,000. The deficit is currently covered by contingency carried over from the Implementation Phase and has been underwritten by Governments Joint Air Quality Unit.

4.3. Long Term Monitoring and Decommissioning

Portsmouth's Clean Air Zone will remain in operation until Government is confident that there has been a satisfactory drop in air pollution in the area. This will require at least two years of complete data. If the CAZ is found to be compliant with UK recommended air quality levels in that NO₂ levels are below the legal limit of 40µg/m³, after this time the government will let us know what our next steps can be. Portsmouth City Council are expecting central government to provide a report on first year findings from the CAZ within autumn 2023.

The 1st year assessment uses both modelled data and measured data. The Joint Air Quality Unit¹⁴ (JAQU) early assessment reports are compiled using the first full calendar year of data and that includes monitoring evidence, quarterly reporting, and central evaluation reports. The assessment will establish whether measured NO₂ concentrations and the plan measures are performing in line with the expected modelled rate of change. Further assessment is then made of monitored data for subsequent years to determine CAZ success and maintenance of success.

As part of the assessment of the CAZ, air quality monitoring sites across the city have been increased. This includes the addition of a new Continuous Air Quality Monitoring Station (CAQMS) installed on Alfred Road, and 72 additional Nitrogen Dioxide Diffusion Tubes (NDDT) sites - the result of this is that the city now has 233 NDDT sites in total.

5. Complimentary Measures

5.1. Clean Air Fund

As a mitigation measure for the impacts of the Clean Air Zone, including the interruption of day-to-day operations for businesses and individuals, Portsmouth City Council provided funding through the Clean Air Fund (CAF). This funding was

¹⁴ Joint Air Quality Unit (JAQU) is a partnership between the Department for Environment, Food and Rural Affairs (Defra) and the Department for Transport (DfT)



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secured from Central Government's CAF and has allowed the Council to provide grants for the operators/keepers of buses, coaches, taxis, private hire vehicles, and heavy goods vehicles.

PCC secured £3.52 million to help the most affected businesses upgrade ahead of the CAZ launch. Applications opened in March 2021 to high levels of demand. Given the limited funding available, applications were scored against a criteria, of which the most significant were:

- Location - is the business located in Portsmouth or the Isle of Wight?
- Is the business micro, small or medium sized (i.e., 0-249 employees)?
- How often does the vehicle enter the CAZ?
- Can the business rotate their fleet or plan routes that don't result in non-compliant vehicles entering the CAZ?

Successful applicants received funds towards retrofitting or replacing their non-compliant vehicles, so that they could access the CAZ without being penalised.

Portsmouth's CAF went live in March 2021 providing applicants several months to find replacement vehicles or undertake retrofit appointments before the start of the CAZ. Unfortunately, due to disruptions caused by the pandemic and Brexit, applicants were delayed in achieving the purposes of the grant. To date, PCC have allocated:

- 70 HGV grants, £16,000 available per vehicle.
- 58 to buses and coaches, £15,000 available per vehicle; this adds to the 105 buses already retrofitted in the city as part of work beginning in 2019.
- 170 to taxis and private hire vehicles. £1,500 available per standard vehicle; £5,000 available per wheelchair accessible vehicle. Licensed fleet now 98% compliant.

The CAF was administered alongside other complimentary measures, including changes to Taxi Licensing policy and employing four Engagement Officers to engage directly with stakeholder groups – a great model which has now been broadened to wider transport scheme delivery.

In November 2022, a decision¹⁵ was made to withdraw unspent Clean Air Fund (CAF) grants with a view to redistributing unspent funds, and ultimately close

¹⁵ [Agenda for Cabinet on Tuesday, 22nd November, 2022, 12.00 pm Portsmouth City Council](#)



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the CAF. Portsmouth City Council is currently working with Government to identify acceptable measures to redistribute remaining funds.

5.2. Workplace Sustainable Travel Fund

The aim of the Workplace Sustainable Travel Fund (WSTF) is to reduce single occupancy car journeys and encourage cycling and walking for both business journeys and travel to and from work. These behaviours translate into helping to improve the air quality in Portsmouth.

The 2021/22 fund was distributed as grants of up to £4,000, with at least 10% match funding required. The fund was oversubscribed, with 33 applications received. PCC were able to award funding to 22 applicants - 17 with the full funding requested and 5 part-funded.

Applications were received from churches, a nursery, various businesses (such as solicitors, mobile baristas, engineering consultancies) and not-for-profit organisations. Using the funding, they were able to purchase pool bikes, e-cargo bikes, bike shelters, cycling and walking accessories (helmets, hi-vis, waterproof clothing).

5.3. Electric Vehicle Charging Points

Progressive tightening of taxi licensing allowed Portsmouth City Council to secure funding for electric vehicle charging points dedicated to use by the taxi and PHV trade. Residential electric vehicle (EV) charging points have already been installed around the city. An installation programme for nine rapid chargepoints available for use only by the taxi and PHV trade has started, with ongoing installation at remaining sites planned for 2023. The locations chosen for these EV charging points were informed by trade surveys, to ensure that their locations were most beneficial for the taxi and PHV trade.



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Agenda Item 6



Title of meeting:	Cabinet Member for Transport Decision Meeting
Date of meeting:	7 July 2023
Subject:	Supported Bus Services
Report by:	Kerri Farnsworth, Interim Director of Regeneration
Report Author:	Simon Bell, Principal Public Transport Officer
Wards affected:	All wards
Key decision:	Yes
Full Council decision:	No

1. Purpose of paper:

- 1.1. The purpose of this paper is to seek approval for the award of contracts for supported bus services.

2. Recommendations:

It is recommended that the Cabinet Member for Transport:

- 2.1. Approves the award of the contracts (that is to approve funding for the 12, 13, 14, 18, 22 and 25 bus services from 3rd September 2023 to 5th September 2026) as detailed in section 9 of this report; and
- 2.2. Agrees to the award of the Contracts (as set out in Exempt Appendix C) and delegates authority to the Assistant Director of Transport in consultation with Cabinet Member for Transport and Section 151 Officer, to finalise the required contracts;
- 2.3. Notes that the Cabinet Member for Transport and opposition spokespersons will be consulted on any proposed future changes.

3. Background

- 3.1. The Transport Act 1985 outlines the statutory duty and powers of Portsmouth City Council, to consider the provision of bus routes where there is no commercial provision, but there is demand from residents and visitors who otherwise would be unserved by public transport.
- 3.2. Portsmouth has a relatively compact bus network, which has been facilitated by previous investment, which is planned to continue through South East Hampshire Rapid Transit (SEHRT) and the National Bus Strategy, Bus Service Improvement

Plan (BSIP), including bus priority, a comprehensive real time passenger information (RTPI) offer and good on street bus infrastructure. Most services are provided without subsidy but, for a number of years, the council has funded essential bus services which would not be provided commercially. The commercial public transport network has been impacted significantly since the COVID pandemic, as ridership levels have not returned to pre-pandemic levels particularly on the less frequent services.

- 3.3. These proposals support the council's Imagine Portsmouth, a city vision for Portsmouth City Council's Imagine Portsmouth¹, a city vision for Portsmouth's future by 2040, particularly about creating a city with easy travel and creating a green city. It also supports Portsmouth Transport Strategy², adopted in October 2021, and its vision that: "By 2038 Portsmouth will have a people-centred, connected, travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city".
- 3.4. The council currently subsidises bus services 12,13/14 (Sundays and bank holidays), 22 and 25, and since 2 April 2023, the previously commercial services 13 and 14 (Mondays to Saturdays) and 18 (daily) (see section 4 of this report). These routes provide essential travel links for those residents not served by the commercial bus network, which have been identified through proactive consultation exercises and feedback from the public.
- 3.5. At the meeting of the Cabinet Member for Traffic and Transportation in December 2022 it was recognised that uncertainty over the continuation of the Bus Recovery Grant (BRG) beyond March 2023 could lead to a further reduction in commercial bus services. In February, BRG was extended to June and in May further funding through to 2025 was announced. On 23 December 2022, local bus operator, First Solent gave notice to the council on their contracts for supported services 13/14 and 22 after 1 April 2023. First also advised that they would be de-registering previously commercial services 13 and 14 (Mondays to Saturdays) and 18 (daily) from the same date and would require council funding if these services to continue.
- 3.6. At the meeting of the Cabinet Member for Traffic and Transportation on 8 March 2023 permission was given to extend the local bus tenders and provide funding for services 13, 14 and 18 until 29 July 2023 to progress the procurement process and to deal with the emerging financial impact locally of the nationwide network review which was initiated by the Department for Transport. The contract history was set out in detail in the December report.
- 3.7. An openly advertised competitive tender process has been actioned in full compliance with the Public Contracts Regulations (2015), the council's Contract Procedure Rules and the council's governance processes. Tenders were received from multiple operators against a range of pre-set timetable options to ensure that essential travel links for existing communities could be maintained whilst ensuring best value for council taxpayers.
- 3.8. In line with DfT guidance, it is anticipated that the cost of awarding the recommended tenders in the current financial year will be met from unallocated Concessionary Travel budget.

¹ [The Vision - Imagine Portsmouth](#)

² [Portsmouth Transport Strategy 2021-2038](#)

4. Supported bus services

4.1. Portsmouth City Council currently supports the following bus services outlined in table 1.

Table 1:

Bus service	Route
12	Tipner - North End - Chichester Road - Fratton Way (Monday to Saturday off-peak)
13/14	City Centre - Fratton - Milton - Baffins (Daily)
18	Paulsgrove - QA Hospital - Cosham - North End - Fratton - Southsea (Daily)
22	Highbury - Cosham - Drayton - Farlington (Daily)
25	The Hard - Old Portsmouth - Southsea - Eastney - Hayling Ferry (Daily)

4.2. Following evaluation of the bids received, the following options met the award criteria:

- Service 12, maintain existing timetable
- Service 13/14 maintain existing timetable without additional college time journeys
- Service 18 maintain existing timetable at other times
- Service 22, maintain existing timetable
- Service 25 maintain existing timetable

4.3. Additional college time journeys were funded by season tickets paid for by students.

4.4. Further details of the tender evaluation are provided in business confidential Appendix C due to the information being commercially sensitive:

5. Reasons for recommendations

5.1 The proposals will maintain essential transport links for residents.

5.2 The proposals support the council's Imagine Portsmouth city vision for 2040 for easy travel and a green city as well as the Portsmouth Transport Strategy's vision for a people-centred, connected travel network.

5.3 Undertaking a full competitive tender process has ensured best value for council taxpayers.

6. Integrated Impact Assessment

- 6.1. An Integrated Impact Assessment is found in Appendix B and identifies the following impacts:
- The supported bus services improve quality of life and mental health for those who may be isolated without them.
 - The continuation of the supported services will support those protected characteristics who utilise the services particularly gender, age and disability.
 - The continuation of supported bus services supports modal shift from private car and supports cleaner air.
 - Some services may support individuals in accessing employment, education and training.

7. Procurement implications

- 7.1. As stated within Section 3 above the procurement process actioned has to date been undertaken in full accordance with the process set out within the procurement documents as well as the council's rules, governance processes and wider procurement regulations. The procurement process has been directly supported at all stages by the council's Procurement Service.
- 7.2. Whilst the evaluation of bids has been completed and the award recommendation has been subject to the council's governance approvals it should be noted that no correspondence has been issued to bidders to inform them of the council's decision as this cannot be actioned without approval of the recommendations set out within this paper.
- 7.3. If approval is granted to proceed the council will issue award decision notification to the bidders immediately after which the council is required under the Public Contracts Regulations (2015) to observe a mandatory 10 day standstill period. On the basis that correspondence is issued to bidders on 7th July 2023 and no substantive legal challenges to the council's award decisions are received the standstill period will expire at 23:59 on 17th July 2023 after which the council may lawfully enter into contract with the preferred bidder for each of the routes / Lots.
- 7.4. Until the standstill period has successfully completed the council must maintain strict confidentiality in respect of the identity of the bidders and the contents of the bids or risk impacting upon the integrity of the procurement process and breaching the Public Contracts Regulations (2015).

8. Legal implications

- 8.1. The Council has powers under the Transport Act 1985 in relation to the subsidy of passenger transport services. If the Council chooses to subsidise services, then it must do so via a competitive procurement process. This process is governed by the provisions of the Public Contracts Regulations 2015 ("PCR").

- 8.2. The Council also has its own requirements in relation to the procurement process as set out in the Contracts Procedure Rules which form part of the Council's constitution.
- 8.3. The Council undertook a compliant procurement process, and the results of that process are contained in the recommended awards decision set out in Appendix C. The Cabinet Member can either accept the award recommendations or choose not to award the contracts; to deviate from this would mean that the Council was not acting in accordance with PCR and therefore could be subject to a challenge under the procurement legislation from an aggrieved bidder.
- 8.4. The details of the tender exercise contain commercially confidential information and so are not subject to publication. In addition, the Council will observe a standstill period in accordance with PCR, which will commence when the Council notifies bidders of its chosen contractors. Consequently, the Council cannot at this stage publicise who the successful bidder/s are as this needs to form part of the regulated procurement process.
- 8.5. The conditions of contract have been drafted by legal services.

9. Director of Finance's comments

- 9.1. The cost to operate services 12, 13, 14, 18, 22 and 25 from 3rd September 2023 to 5th September 2026 will be funded through the Transport Portfolio cash limited budget.
- 9.2. The use of unallocated Concessionary Travel budget to meet the cost of reinstating bus service withdrawals was approved in the Traffic & Transportation Cabinet Member Decision Meeting on 16th February 2023.
- 9.3. Beyond the 2023/2024 Financial Year, should the forecast underspends in the Council's Concessionary fares revenue budget not cover the cost of the recommendations set out in this report, the balance will be sought from the Parking Reserve.
- 9.4. Any Bus Operating Grants that become available to the Council during the year will be used to offset the cash limited funds required. £35,000 of Bus Service Improvement Plan (BSIP) grant funding will be used to fund additional journeys added to Service 18.

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Signed by:

Appendices:

Appendix A - Route Maps for the bus services in this report

Appendix B - Integrated Impact Assessment (IIA)

EXEMPT Appendix C - Award recommendations

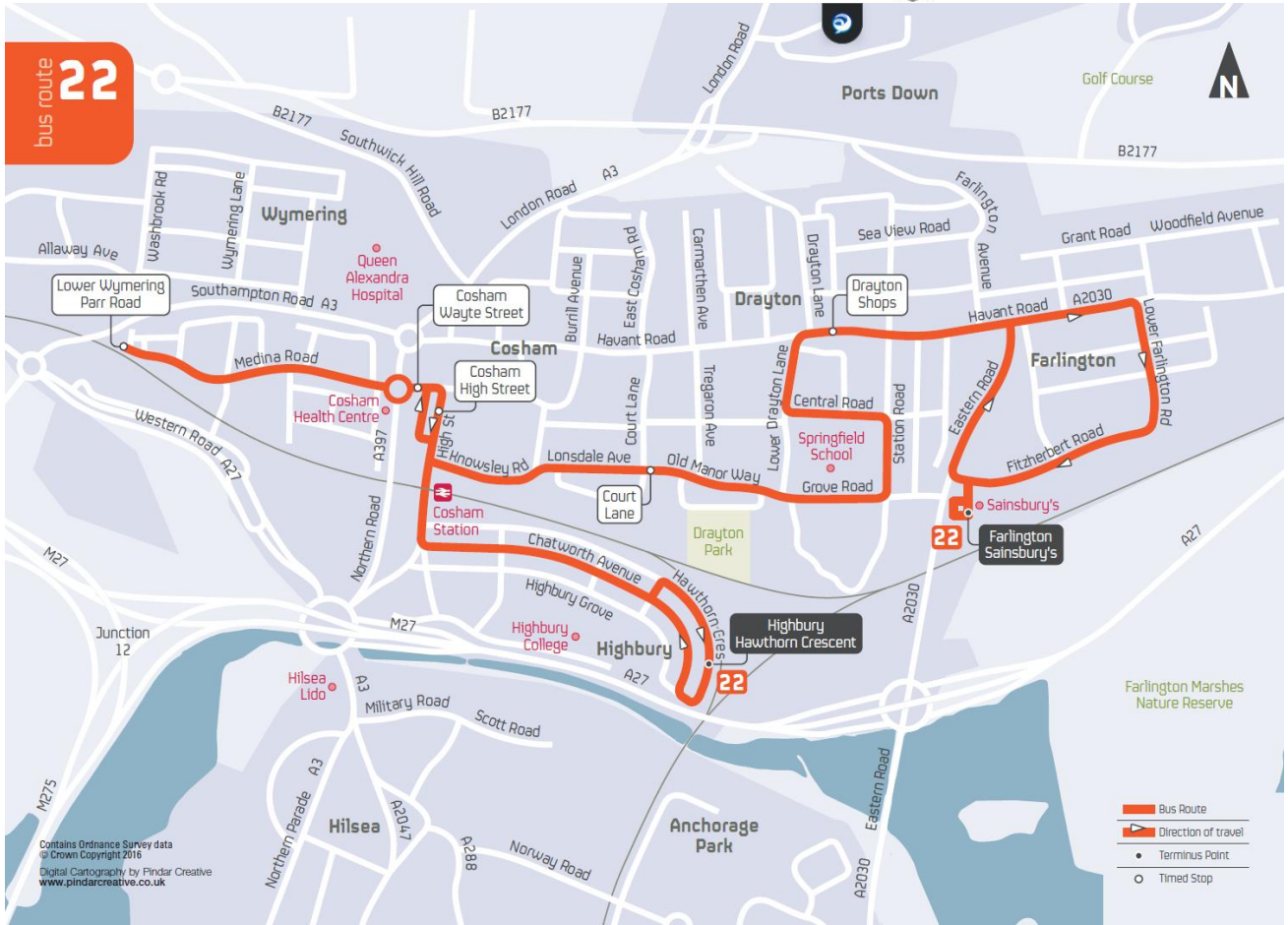
Background list of documents: Section 100D of the Local Government Act 1972

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
Portsmouth supported bus services -. Report to Cabinet Member for Traffic and Transportation, March 2023	Report presented to the Cabinet Member for Traffic & Transportation 8th March 2023
Portsmouth supported bus services -. Report to Cabinet Member for Traffic and Transportation, December 2022	Report presented to the Cabinet Member for Traffic & Transportation on Thursday 8th December 2022
Portsmouth supported bus services. Report to Cabinet member for Transport and Transportation July 2022	Agenda for Cabinet Member for Traffic & Transportation on Thursday 28th July 2022
Portsmouth's Bus Service Improvement Plan (BSIP)	Public transport - Travel Portsmouth
Bus Back Better	Bus back better - GOV.UK (www.gov.uk)
Imagine Portsmouth	The Vision - Imagine Portsmouth
Portsmouth Transport Strategy 2021-2038	Portsmouth Transport Strategy 2021-2038

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

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 Signed by:



Service 25



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Form name	Integrated Impact Assessment
Reference	IA518715435
Date	24/05/2023



Policy details

Request date	24/05/2023 15:49
Directorate	PCC Regeneration
Service	Public Transport
Title of policy, service, function	Portsmouth Supported Bus Services - to fund bus services in areas which would otherwise not have them.
Type of policy, service, function	Changed
What is the aim of your policy, service, function, project or strategy?	To improve the mental health and wellbeing of residents and provide essential access to food shopping, health, employment and leisure activities which they would not otherwise have.
Has any consultation been undertaken for this proposal?	yes
What were the outcomes of the consultations?	Residents and those using the supported bus services were interviewed and the proposals developed to reflect their priorities of access to food shopping and health appointments, visiting friends and family and access to employment.
Has anything changed because of the consultation?	yes
Please provide details	The timetable for the 18 was found to be confusing because of its 35 minute frequency.
Did this inform your proposal?	yes
Please provide details	The timetable for the 18 was changed to one with a regular frequency which was easier to remember.

Equality & diversity - will it have any positive/negative impacts on the protected characteristics? Page 63

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>Local bus services have a disproportionate proportion of passengers who have protected characteristics as outlined by the Equalities Act 2010. A survey of passengers in Portsmouth revealed that tendered bus services carries 15% more women than males. Results also indicate a high use by older people (47% using senior concessionary pass) and 18% of people identify themselves as disabled.</p>
<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>The continuation of the supported services after July 2023 will support those with protected characteristics who utilise the services. None of those groups will be treated differently.</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>No negative impact is identified.</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>A supported bus service on-bus survey and interviews was undertaken to understand passenger needs. In addition to this a workshop and on-line survey was undertaken with Portsmouth Councillors. Boarding data has been provided by the bus operator and surveys was carried out on service 18.</p> <p>In addition to this previous surveys including the 2021 Bus Service Improvement Plan resident survey, Transport, Environment and Community Safety 2021 were reviewed. The online and postal 2022 National Highways and Transport survey was used to measure satisfaction and the Transport Focus My Journey Portsmouth Survey 2023 which was interview-based will be used for baseline data.</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>We will be monitoring through the performance indicators of the Local Transport Plan and the Portsmouth Bus Service Improvement Plan in relation to</p> <ul style="list-style-type: none"> a) total bus patronage b) bus passenger satisfaction c) residents' satisfaction with bus services

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Housing - will it provide good quality homes?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Health - will this help promote healthy, safe and independent living?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Supported bus services will improve residents' mental health and wellbeing by providing access to social and cultural activities, exercise to and from the bus stop or in connection with active travel and helping maintain in-person contact with friends and family and the range of activities provided by the Council.
How are you going to measure/check the impact of your proposal?	By monitoring usage of and satisfaction with services.

Income deprivation and poverty - will it consider income deprivation and reduce poverty?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	One third of households in Portsmouth do not have a car so effective public transport improves opportunities for access to employment, education and training.
How are you going to measure/check the impact of your proposal?	By surveys of users.

Carbon emissions - will it reduce carbon emissions?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Buses in Portsmouth all have engines to the latest Euro 6 emissions standard. One bus can replace 50 cars and effective public transport can reduce the need to own or use a car.
How are you going to measure/check the impact of your proposal?	By monitoring the number of passengers using these services.

Energy use - will it reduce energy use?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Air quality - will it improve air quality?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>One bus can replace 50 cars and so reduce congestion and improve air quality. All buses in Portsmouth meet the latest Euro 6 emission standards and may have start stop technology which switches the engines off automatically whilst the bus is stationary.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>By the number of passenger journeys made on buses in Portsmouth.</p>

Transport - will it make transport more sustainable and safer for the whole community?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>The supported bus routes will ensure that residents throughout the city have access to public transport irrespective of age, disability or access to a car.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>By monitoring passenger use of the services.</p>

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

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Culture and heritage - will it promote, protect and enhance our culture and heritage?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Effective, clean, modern, public transport allows the widest sections of the community to engage in the cultural life of the city, reduces the need for parking spaces, improves air quality and protects the fabric of our landmark buildings by reducing emissions and pollution.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>By measuring use of the services.</p>

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

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Supported bus services will improve access to employment, education and training.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>By monitoring use of the services.</p>

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

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Effective public transport increases the labour force within 40 minutes travel of more employers and improves access for customers to retail and entertainment facilities.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>By monitoring the use of services.</p>

Social value

Please explain how your policy, service, function, project or strategy delivers Social Value	Operators of supported buses services are required to work with the Council to identify and deliver social value.
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Involvement

Who was involved in the Integrated impact assessment?	Hayley Chivers, Simon Bell and James Nevell
Name of the person completing this form	Peter Shelley
Date of completion	2023-05-24

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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