



# NOTICE OF MEETING

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## **CABINET MEMBER FOR TRANSPORT**

**THURSDAY, 14 SEPTEMBER 2023 AT 10.00 AM**

**COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH**

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

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

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## **Membership**

Councillor Gerald Vernon-Jackson CBE (Cabinet Member)  
Councillor Simon Boshier  
Councillor Graham Heaney  
Councillor Brian Madgwick

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

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**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

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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 TRO 24 - Various Parking Restrictions (Pages 5 - 28)**

#### Purpose of Report

To consider the public response to the proposed parking restrictions in a number of locations in Portsmouth.

#### **RECOMMENDATIONS**

**That the Cabinet Member for Transport:**

- 1. Agrees that the proposed loading restriction in Cosham Park Avenue is not implemented;**
- 2. Agrees that the proposed E-scooter parking in Frensham Road is implemented;**
- 3. Agrees that the proposed E-scooter parking in New Road is implemented;**
- 4. Notes that the remainder of TRO 24/2022 was brought into operation under TRO 24a/2022 on 4 September 2023, due to no objections being received to those proposals with the following exceptions:**
  - (a) the proposal for double yellow lines on Fawcett Road was withdrawn**
  - (b) the proposed E-scooter parking on Francis Avenue and Baffins Road were withdrawn in light of comments made.**
  - (c) the proposal for an electric charging bay on Harley Road was withdrawn due to objections.**

**(d) the proposal to remove the parking bay in Cranbourne Road to allow room for a drop kerb was modified to reduce the bay in size and the objection was withdrawn**

**5. Notes that any proposals approved following this report will be brought into operation under TRO 24b/2022.**

**4 Electric Vehicle Strategy - Approval to Consult (Pages 29 - 46)**

Purpose of Report

This report seeks approval to commence public consultation on the draft Portsmouth Electric Vehicle Infrastructure (EV) Strategy (Appendix A).

**RECOMMENDATION**

**That the Cabinet Member for Transport approve the content of the draft Portsmouth Electric Vehicle Infrastructure Strategy, detailed in Appendix A, for public consultation.**

**5 Portsmouth Parking Strategy - Permission to Consult (Pages 47 - 66)**

Purpose of Report

This report seeks approval to commence consultation on the draft Portsmouth Parking Strategy objectives and policies (Appendix A) with stakeholders and the wider public.

**RECOMMENDATIONS**

**That the Cabinet Member for Transport approves the content of the draft Portsmouth Parking Strategy objectives and policies for public and stakeholder consultation.**

**6 Portsmouth Rental E-Scooter Trial (Pages 67 - 78)**

Purpose of Report

This report provides an update on the operation of the rental e-scooter trial that is currently scheduled to run until 31 May 2024.

**7 Solent Transport Business Plan 2023 - 2024 (Pages 79 - 96)**

Purpose of Report

This report seeks ratification of Solent Transport Business Plan for 2023-2024 which was approved at Solent Transport Joint Committee on 6 March 2023.

**RECOMMENDATIONS**

**That the Cabinet Member for Transport ratifies the Solent Transport Business Plan for 2023 - 2024.**

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

Council's website and posters on the wall of the meeting's venue.

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# Agenda Item 3



Portsmouth  
CITY COUNCIL

**Title of meeting:** Cabinet Member for Transport Cabinet Decision meeting  
**Date of meeting:** 14 September 2023  
**Subject:** TRO 24/2022 - Various Parking Restrictions  
**Report by:** Kerri Farnsworth, Interim Director of Regeneration  
**Report Author:** Kevin McKee, Parking Manager  
**Wards affected:** Cosham, Fratton and Central Southsea  
**Key decision:** No  
**Full Council decision:** No

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## 1. Purpose of report

- 1.1 To consider the public response to the proposed parking restrictions in a number of locations in Portsmouth.

In this report, TRO means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 24/2022  
Appendix B: Public views submitted.

## 2. Recommendations

It is recommended to the Cabinet Member for Transport that:

- 2.1 The proposed loading restriction in Cosham Park Avenue is not implemented.
- 2.2 The proposed E-Scooter parking in Frensham Road is implemented.
- 2.3 The proposed E-Scooter parking in New Road is implemented.
- 2.4 It is noted that the remainder of TRO 24/2022 was brought into operation under TRO 24a/2022 on 4 September 2023, due to no objections being received to those proposals with the following exceptions:
- (a) the proposal for double yellow lines on Fawcett Road was withdrawn
  - (b) the proposed E-scooter parking Francis Avenue and Baffins Road were withdrawn in the light of comments made.



**(c) the proposal for an electric charging bay on Harley Road was withdrawn due to objections.**

**(d)The proposal to remove the parking bay in Cranbourne Road to allow room for a drop kerb was modified to reduce the bay in size and the objection was withdrawn.**

**Any proposals approved following this report will be brought into operation under TRO 24b/2022.**

### **3. Background**

3.1 Parking restrictions and amendments are considered and may be proposed where concerns are raised by residents, councillors, the public and/or emergency, public or delivery services in relation to road safety and traffic management, and/or to accommodate a change to the highway network. A number of traffic regulation orders are put forward each year in response to such concerns and requests raised about locations across the city. TRO 24/2022 was formed of 15 such proposals.

3.2 Parking congestion has continued to increase in most parts of the city. This has led to some drivers parking in places they would not have considered previously, such as on bends or within road junctions. With lockdown restrictions eased, parking in some of the less suitable locations has either become normal practice, or the road safety issues would reoccur if motorists chose to park there again in future. Therefore, it has been necessary to consider new parking restrictions in some locations.

#### **Cosham Park Avenue**

3.3 A resident of Cosham Park Avenue expressed concern about vehicles parking and unloading in the turning head at the end of the road. There are currently double yellow lines in the turning head, and these are enforced both by regular patrols and when complaints are received. The yellow lines do permit vehicles to stop to load or unload and for blue badge holders to park for up to three hours.

3.4 The parking and unloading is considered to be associated with the doctor's surgery and pharmacy which can be accessed from Cosham Park Avenue and has a car park. To reduce the problem in the turning head a loading restriction was proposed between 7am and 7pm Monday to Friday the times the surgery was open. The building, housing the surgery and pharmacy has its own car park.

3.5 In response to the proposal three objections were received and one letter of support. The objectors did not feel there was a significant issue cause by vehicles stopping and were concerned that the proposed restriction may interfere with the pharmacy and surgery receiving deliveries and that the activity may be displaced.

3.6 Neither the pharmacy or the surgery responded to the consultation and have been contacted separately, prior to finalising this report. No response has been received.



- 3.7 In view of the comments from the objectors it is recommended not to introduce the loading ban but to continue to enforce the double yellow line restriction. It should be noted that if the Council did want to implement the loading restriction, the matter would need to be considered by a public enquiry.

**Rental e-scooter parking**

- 3.8 The objection received in response to proposed e-scooter rental parking was a general objection to the e-scooter rental trial rather than the sites advertised in this traffic order. In response to the main concern raised, it should be noted that the council does not fund the e-scooter rental trial. Project costs associated with the development and running of the project are met by Solent Transport, in accordance with the funding allocated to the trial by the Department for Transport as part of the Future Transport Zone (FTZ) programme. Solent Transport also fund a Project Manager dedicated to Portsmouth who is coordinating the scheme. All other costs associated with running the service are met by the operator, Voi.
- 3.9 There were no objections to the remaining two sites advertised, Frensham Road and New Road, and it is recommended to proceed to installation at these sites.

**3. Consultation and notification**

- 4.1 The statutory consultation (publication of a Notice of Intent) is a legal obligation and is an opportunity for anyone affected by the proposed restrictions to give their views and to indicate if they support or object to the proposals. Each response is considered on its own merits, and any questions are answered.
- 4.2 The Notice of Intent was published in the Portsmouth News and on the Council's website. Notices were also erected on street furniture in the vicinity of the proposed restrictions, and a copy of the Notice was posted on all affected streets.
- 4.3 A redacted copy of objections is shown in Appendix B.

**5. Reasons for recommendations**

- 5.1 In view of the objections from residents in Cosham Park Avenue saying that they do not consider there is a significant problem we believe that the imposition of a loading restriction would be disproportionate.
- 5.2 It is recommended that the E-scooter bays are implemented to further support this scheme.

**6. Integrated impact assessment**

- 6.1 This report has undergone a preliminary Integrated Impact Assessment (IIA).



- 6.2 A full IIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010.

## 7. Legal implications

- 7.1 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."
- 7.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 7.3 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 7.4 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.
- 7.5 A proposed TRO must be advertised, and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.
- 7.6 If the effect of the order is to prohibit the loading and unloading of vehicles on a road on any day of the week:
- a) at all times;
  - b) before 7.00am;
  - c) between 10.00am and 4.00pm; or
  - d) after 7.00pm

and an objection has been made and not withdrawn a public inquiry must be held before the order is made.



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

8.1 There are no direct financial implications from the recommendations in this report to the cash limited budgets.

8.2 The cost relating to the E-Scooters will be met by the Future Transport Zone project funded by the Department for Transport.

.....  
Signed by:

**Appendices:**

Appendix A: public proposal notice for TRO 24/2022

Appendix B: public views submitted (redacted)

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

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

Title of document	Location

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

.....  
Signed by:

## Appendix A

### The Portsmouth City Council (Various Roads) (Waiting Restriction Amendments) (No.24) Order 2022

30 June 2022: Notice is hereby given that the Portsmouth City Council proposes to make the above Order. The effect would be as follows:

1. To introduce no waiting at any time restrictions in the following lengths of road:
  - a) **Bourne Road**, *south side*, From 47m west of its junction with Marsden Road, westwards for 31m; *North side*, From 7m west of its junction with Marsden Road, westwards for 67m
  - b) **Crofton Road (north end)**, *east side*, Across the entire extent of both buildouts adjacent to the College Park Infant School and Lyndhurst Junior School
  - c) **Fawcett Road**, *west side*, From 14m north of its junction with Albert Road, northwards for 6m
  - d) **Green Lane**, *south side*, From 6m west of the eastern closed end, westwards for 8m
  - e) **Moorings Way**, *south side*, across the dropped kerb of 80 and 82 Moorings Way; *north side*, Across the cycle track opposite 80 and 82 Moorings Ways
2. To introduce E-Scooter parking in the following lengths of road:
  - a) **Baffins Road**, *east side*, for 3m outside of property number 16
  - b) **Frensham Road**, *north-eastern closed*, for 5m in place of no waiting at any time restrictions
  - c) **Francis Avenue**, *north-eastern side*, for 5m in place of unrestricted parking bays, opposite Orchard Road
  - d) **New Road**, *south side*, for 5m in place of unrestricted parking bays outside of the Cooperative
3. To introduce an electric vehicle parking bay (minimum 5 metre length) outside number **80 Hartley Road**
4. To introduce Pay and Display Parking, 8am - 6pm in **Fratton Road**, *west side*, outside Royal Palki, for the entire unrestricted length.
5. To change the Limited Waiting Parking Bays in **Bourne Road** to 1 Hour Limited Waiting, No Return within 2 Hours, Monday to Saturday, 9am - 5pm
6. To introduce No Loading, Mon to Fri, 7am - 7pm in **Cosham Park Avenue**, *Eastern closed End*, From 92m east of its junction with High Street, eastwards to and including the eastern closed end
7. To remove the permit parking (BC Zone), Mon to Fri, 6am - 6pm, in **Cranborne Road**, *south side*, outside of properties 22 and 24.

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

Persons wishing to object to these proposals must do so by sending their representations to [TROteam@portsmouthcc.gov.uk](mailto:TROteam@portsmouthcc.gov.uk) or by post to Alison Lawlor, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 24/2022 within 21 days of the date of this Notice (i.e. by **21 July 2022**) stating the grounds for the objection.

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

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

## Appendix B

### Support to No Loading Mon to Fri 7am - 7pm proposals in Cosham Park Avenue under TRO 24/2022

#### 1. Resident, Cosham Park Avenue

We are writing in support of the introduction of No Loading Mon to Fri 7 am – 7 pm in Cosham Park Avenue.

We attach a few photographs in support of this action. (Due to file size). Should you require further evidence in order to pass this action, we will happily provide it. If any objections to this action are received, we would be very grateful to be given the opportunity to speak virtually to your meeting, in support of this action and can speak on behalf of many of the local residents.

Our reasons for supporting the introduction of No Loading are as follows.

- Health and safety of members of the public and local residents. There have been several accidents and near misses caused in large part by many vehicles which park on the double yellow lines in the hammer head section of the road, some illegally and some to offload. This makes accessing the site to the East of the hammerhead very dangerous, as illustrated by some of the images attached. In the photo you can see a blind person and their child having to walk in the way of moving traffic to negotiate around two vehicles which are parked on the yellow lines and loading / offloading.
- The other set of photos attached show one of the accidents which occurred in the area. The small white van parked on the double yellow lines was offloading and then reversed backwards and into the black car in the photograph. Fortunately, the elderly pedestrian in the photograph was unharmed.
- An elderly lady was run over and killed in the high street just at the end of Cosham Park Avenue, this was very traumatic for local residents. We feel it is only a matter of time before another such incident occurs, this time actually in Cosham Park Avenue if action is not taken.
- Cosham Park Avenue is a short dead-end Road with just twelve houses in it, but it is extremely busy from both a pedestrian and vehicle perspective. The pollution in the Road is terrible, several of the residents have chest conditions and some of the young neighbours have developed asthma since moving in. Many vehicles park on the double yellow lines, to load and offload and leave their engines running adding to the pollution. The pollution is visible on the houses. Cosham Park House itself was ice blasted recently, removing the dirt and pollution and now the bricks look very different and can be seen to be a yellow colour.

**Support to No Loading Mon to Fri 7am - 7pm proposals in Cosham Park Avenue under TRO 24/2022**

- We can see no logical reason as to why this action should not be passed. There is on road parking in the Avenue, to enable goods to be offloaded to local resident's houses and the site at the East end of the Avenue has it's own carpark which can be used for loading and offloading here. Due to the dead-end nature of the road and the fact both sides of the hammerhead are frequently blocked by vehicles parked / idling on the double yellow lines, this makes access for any emergency vehicles difficult. The carpark at the end is large enough to have ambulance vehicles and large scaffold vans access it.

We would welcome attending your meeting virtually, should you require further evidence to support passing this proposal.

**Objection to No Loading Mon to Fri 7am - pm proposals in Cosham Park Avenue under TRO 24/2022**

**1. Resident, Cosham Park Avenue**

We are writing to you with regards to The Traffic Regulation Order 2022 with particular concerns of the 'No loading Mon to Fri 7am to 7pm' on Cosham Park Avenue's Eastern End.

We are wondering as to why this has suddenly come about and whether the potential impact of this has been fully considered?

To be clear, we are fully AGAINST this proposal as we believe it will do more harm than good.

Firstly, when we bought our house over █ years ago now, we were already aware of the possible impact of living next door to Portsdown Group Practice and the accompanying pharmacy. We have never once had any issues with either the doctor's surgery nor the pharmacy and believe we have a great relationship with the man who takes care of the grounds.

It is a regular thing to have medical supplies vans, ambulances and prescription delivery drivers park up and wait / deliver / collect whatever it is they need. All of the people we have had contact with are very thoughtful with where they stop and as it is usually for such a short period of time, it is absolutely no bother at all.

Have you considered where these vans are to park up and wait or unload? On the high Street? There is never any parking. It is also a fair distance. Would the vans cause potential for crime such as knowing where medical vans park and attempting to gain access whilst being parked further away from the driver? In the surgery car park? The car park is so small and is always full from early morning, not to mention it is an incredibly tight car park and we can barely get our

**Objection to No Loading Mon to Fri 7am - pm proposals in Cosham Park Avenue under TRO 24/2022**

family car through there some days. How do you propose a transit or sprinter type van navigating the car park? We believe this to be more dangerous in actual fact. We have ■ children (■■■■■■■■■■ years old) and we feel having large vans clogging up the car park would be more hazardous for them. The car park is also a route we have seen many children taking to and from school. It would further increase congestion in the road and there is potential for an increase in pedestrian accidents. Taking away the possibility to load and unload causes increased congestion and greater pressure on the car park. We've seen huge vans have to reverse out in what can only be described as a twenty point turn when they discovered they couldn't actually travel through the car park! What about if an ambulance needed to collect a patient or another resource? Do you suggest they wait in a space in the high Street? How undignified for a patient to be wheeled down the road whilst suffering medically!

We note that the times of this proposed order are the EXACT time of the opening of the surgery and pharmacy. How do you then suggest they receive their medical supplies? They do not open on the weekends.

Ultimately this order will give less opportunities for vans to quickly stop, will cause greater pressure on parking spaces both in Cosham Park Avenue, the car park and the High Street and will actually add danger to pedestrians.

The way this will affect our own household will be our dog food, coffee order and shop orders will no longer be able to stop and drop to us during these times. We are also both keyworkers, my husband is in fact a shift worker. We have to heavily rely on family to support our childcare needs which includes picking up our children from school / nursery and dropping them off at our home when we get home late. Will they now be expected to park and walk our (usually extremely tired) children back to our house from a much further distance late in the evening? As a family, we have ■■ cars and a ■ car driveway. We always use our driveway where possible. I do NOT think it is appropriate or acceptable to force my tired children to walk from further away than needed due to this proposed order of no loading.

**2. Resident of Cosham Park Avenue**

please can you send me the statement of reasons and map for this proposal as having searched your website and spoken to a member of your parking team who also was unable to find anything relating to this order online.

I have lived here for ■■ years and although the occasional lorry does block the road I am concerned that banning unloading would restrict the supply of vital goods to both the Pharmacy and Doctors surgery which are closed outside of the proposed hours of 7am to 7 pm. Neither of these two businesses open on a Saturday or Sunday and most of the smaller vans do try to enter into the parking area alongside their front doors.

**Objection to No Loading Mon to Fri 7am - pm proposals in Cosham Park Avenue under TRO 24/2022**

Can I ask if you have made an actual site visit or just viewed this on Google maps as the entrance is restricted by the Doctors surgery which is a listed building and a large lorry would have difficulty turning into and out of the entrance.

May I suggest you have a brief conversation with [REDACTED] ( highways management ) who I'm sure can enlighten you of a resident of this road who has a problem with any vehicle that tries to offload goods by stopping briefly in the turning area.

I've also spoken to the two residents next to the entrance and other neighbours who appreciate the occasional vehicle can cause a nuisance but feel this order is unnecessary.

**3. Resident of Cosham Park Avenue**

PLEASE rethink loading restrictions, although it may cause us minor inconvenience. The chemist & doctors we live next door to must have their supplies, or the inconvenience for local residents could be far worse. As we use a different GP ,this is not a self serving observation. Thank you

**Objection to E-Scooter Proposals**

I'd like to object to all plans regarding the e-scooter lanes on the basis that it only supports a private companies' profits (Voi) and not the people of Portsmouth.

The local Council should not be funding a programme that is only going to benefit a private company (Voi) profit margin, especially when no one in Portsmouth has voted for our funding and resources to be used to provide e-scooter lanes. I'm shocked that Portsmouth City Council have the resources to support this whilst they cannot get permit parking sorted in Fratton.

I'm sure someone from the Council is going to come back with a comment saying we are planning for the future, when private e-scooters are no longer illegal. Nevertheless, how about instead of planning for a future that aims to support a private company's profit margin, you do right by the people of Portsmouth and sort the parking issues that we have voted on!

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<b>Form name</b>	Integrated Impact Assessment
<b>Reference</b>	IA540131433
<b>Date</b>	05/09/2023



## Policy details

<b>Request date</b>	05/09/2023 12:02
<b>Directorate</b>	PCC Regeneration
<b>Service</b>	Parking Service
<b>Title of policy, service, function</b>	TRO 24b 2022 Various Waiting Restrictions
<b>Type of policy, service, function</b>	New
<b>What is the aim of your policy, service, function, project or strategy?</b>	Parking restrictions and amendments are considered and may be proposed where concerns are raised by residents, councillors, the public and/or emergency, public or delivery services in relation to road safety and traffic management, and/or to accommodate a change to the highway network. A number of traffic regulation orders are put forward each year in response to such concerns and requests raised about locations across the city.
<b>Has any consultation been undertaken for this proposal?</b>	yes

<p><b>What were the outcomes of the consultations?</b></p>	<p>The proposals within TRO 24/2022 that received objections were all considered. The Traffic Regulation Order was split into two orders to consider the objections separately under TRO 24b/2022. The comments received were:</p> <p>3 Objections for Cosham Park Avenue no loading proposal  1 support for Cosham Park Avenue no loading proposal  8 objections for Hartley Road electric parking bay proposal (withdrawn)  1 objection for Francis Road E-Scooter bay proposal (withdrawn)  4 objections for Baffins Road E-Scooter bay proposal (withdrawn)  1 objection to all E-Scooters plans</p> <p>As a result of the objections received, some of the proposals were subsequently withdrawn and will not be progressed any further.</p> <p>Full details of the remaining proposals are within the published report.</p>
<p><b>Has anything changed because of the consultation?</b></p>	<p>yes</p>
<p><b>Please provide details</b></p>	<p>Proposals for no waiting at any time in Fawcett Road, electric parking bay in Hartley Road and E-Scooter bays in Francis Road and Baffins Road have been withdrawn.</p>
<p><b>Did this inform your proposal?</b></p>	<p>yes</p>
<p><b>Please provide details</b></p>	<p>The feedback provided has informed the recommendations within this report.</p>

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

<p><b>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?</b></p>	<p>The proposals do not directly or indirectly discriminate.</p>
<p><b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b></p>	<p>No</p>
<p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>	<p>No</p>
<p><b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b></p>	<p>The proposals were advertised in the Portsmouth News and on-street notices were distributed in the vicinity of the proposal sites. The consultation was open to everyone.</p>
<p><b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b></p>	<p>Any of the proposals that are taken forward, will be reviewed at the request of residents. The TRO team would be responsible for reviewing the proposals.</p>

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

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

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

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	<p>This can be subjective and would not necessarily apply to everyone.</p> <p>The loading restriction in Cosham Park Avenue could have a negative impact on the day to day function of the doctors surgery and pharmacy. The no loading restriction could put greater pressure on the opportunity to use the car park and this could have a negative impact on people with protected characteristics.</p>
<b>How are you going to measure/check the impact of your proposal?</b>	<p>Any of the proposals that are taken forward, will be reviewed at the request of residents. The TRO team would be responsible for reviewing the proposals. Subsequent adjustments can be proposed as and when necessary.</p>

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

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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## Carbon emissions - will it reduce carbon emissions?

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>Cosham Park Avenue no loading restriction - carbon emissions is not applicable</p> <p>E-scooter parking bay:- Travel by E-scooter is less polluting than traveling in individual, privately owned cars. By reducing the amount of emissions from transportation in a dense urban areas like Portsmouth, E-scooters can help to reduce emissions, to meet air quality standards, and to decrease the health risks of poor air quality for our residents.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>E-scooter parking bay The Council monitor air quality across the city through a series of testing sites. These will continue to be monitored through the Air Quality Team. The operator is undertaking quantitative and qualitative surveys throughout the trial to help better understand the impact on modal shift. Similarly, PCC has undertaken two surveys to understand the impact of the scheme upon travel behaviour, with further surveys planned if the trial is extended. The most recent surveys conducted have indicated high mode shift from car and taxi - 46% according to Voi's survey, and 54% according to PCC's. As scooters do not generate tailpipe emissions, such a high level of mode shift from the most polluting modes is helping to improve local air quality in the city, with Voi calculating that the trial has already reduced Portsmouth's PM2.5 particulate emissions by 16kg.</p>

**Energy use - will it reduce energy use?**

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

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

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

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	<p>Cosham Park Avenue:- Whilst the loading restriction in Cosham Park Avenue could improve air quality by removing delivery cars and Blue Badge holders from the turning head. The issue will be displaced and a greater issue could be created within the car park at the surgery. As parking within the car park will be under greater pressure, cars will be placed in idle whilst drivers are waiting for a space to become available and this will have a negative impact on air quality in the area.</p> <p>E-scooter parking bay:- Travel by E-scooter is less polluting than traveling in individual, privately owned cars. By reducing the amount of emissions from transportation in a dense urban areas like Portsmouth, E-scooters can help to reduce emissions, to meet air quality standards, and to decrease the health risks of poor air quality for our residents</p>
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<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Cosham Park Avenue:- Any of the proposals that are or are not taken forward, will be reviewed at the request of residents. The TRO team would be responsible for reviewing the proposals. Subsequent adjustments can be proposed as and when necessary.</p> <p>E-scooter parking bay:- The Council monitor air quality across the city through a series of testing sites. These will continue to be monitored through the Air Quality Team. The operator is undertaking quantitative and qualitative surveys throughout the trial to help better understand the impact on modal shift. Similarly, PCC has undertaken two surveys to understand the impact of the scheme upon travel behaviour, with further surveys planned if the trial is extended. The most recent surveys conducted have indicated high mode shift from car and taxi - 46% according to Voi's survey, and 54% according to PCC's. As scooters do not generate tailpipe emissions, such a high level of mode shift from the most polluting modes is helping to improve local air quality in the city, with Voi calculating that the trial has already reduced Portsmouth's PM2.5 particulate emissions by 16kg.</p>
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**Transport - will it make transport more sustainable and safer for the whole community?**

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>Cosham Park Avenue:-          If the no loading restriction were implemented in Cosham Park Avenue it would impact blue badge holders negatively and reduce their parking options close to the doctors surgery and pharmacy. However, it could potentially have a positive impact on the ability for drivers to turn their vehicles with greater space to achieve their manoeuvre. Equally the absence of vehicles in the turning head could improve road safety for vulnerable road users and encourage modal shift away from car use.</p> <p>E-scooter parking bay:-          The E-Scooter scheme provides an additional transport option for residents, workers and visitors to Portsmouth over the use of the car. The operator has a number of measures and initiatives in place to mitigate the impact on highway safety, including:</p> <ul style="list-style-type: none"> <li>• the launch of the first e-scooter traffic school</li> <li>• a fully integrated driver licence screening process</li> <li>• provision of free / heavily subsidised helmets, and incentives for helmet use</li> <li>• awareness campaigns and ongoing community engagement</li> <li>• regular safety training events, including helmet giveaways, in Guildhall Square</li> <li>• stringent sanitary measures for COVID-19</li> </ul> <p>In addition, meetings are regularly held between the council, Hampshire Police and Voi, ensuring any issues are identified and collaboratively addressed, while Voi supported the police in delivering a well-attended Facebook Live scooter safety segment.</p>
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<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Cosham Park Avenue:- Any of the proposals that are or are not taken forward, will be reviewed at the request of residents. The TRO team would be responsible for reviewing the proposals. Subsequent adjustments can be proposed as and when necessary.</p> <p>E-scooter parking bay:- Surveys and data collected by the Operator and the Council will enable an assessment of the impact on modal shift. Data collection and engagement will also inform the highway safety impact of the project. The most recent surveys conducted have indicated high mode shift from car and taxi - 46% according to Voi's survey, and 54% according to PCC's. This may suggest it is helping to improve road safety, but PCC's survey also indicates that safety concerns are nonetheless widespread among users and non-users alike. Further work is being undertaken by the Council and Solent Transport to obtain better data, especially from the police. At present, it is hard to differentiate between police-recorded incidents involving privately-owned scooters and those that are part of the trial, which are subject to much stricter vehicle standards and oversight.</p>
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**Waste management - will it increase recycling and reduce the production of waste?**

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

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

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	<p>E-scooter parking bay:-  The project will include a Portsmouth based team that will be responsible for rental e-scooter operations within the city. This includes warehouse based staff and people out in the field balancing the e-scooters, swapping batteries and dealing with any technical issues. The scheme operator is committed to employing locally for these roles.</p>
<b>How are you going to measure/check the impact of your proposal?</b>	<p>E-scooter parking bay:-  Currently have 18 employees working locally within the Solent region  1x Fleet Manager  2x Team lead  7x mechanics  8x Fleet Specialist  A Fleet Specialist Program for in-field operational efficiency has been launched in 2023. This has led to training of staff so that they can step into a variety of roles, with increased adaptability to suit the business needs. This adaptability proves invaluable during major city events such as the Victorious Festival.</p>

**Social value**

<p><b>Please explain how your policy, service, function, project or strategy delivers Social Value</b></p>	<p>Cosham Park Avenue:- On balance there is social value in maintaining the present arrangement of no waiting at any time restriction in Cosham Park Avenue and not implementing the proposed changes. This allows deliveries to the doctors surgery and Pharmacy without utilising valuable and often over-prescribed parking within the off-street parking. Blue Badge holders can still find additional parking near to the facility, if parking places are limited.</p> <p>E-scooters parking bay:- E-scooters are more sustainable and less polluting than the private car. This scheme provides an alternative mode of transport to the private car for all who qualify, allowing them to travel for a low cost around the city.</p> <p>Rental e-scooter travel allows residents (especially those on low incomes) improved access to services, facilities and social networks by using rental e-scooter services;</p> <ul style="list-style-type: none"> <li>- promoting social inclusion;</li> <li>- providing greater freedom to access shops, services, amenities, and work;</li> <li>- freedom to access healthcare and freedom to visit family and friends.</li> </ul> <p>Voi, the Council's scheme operator, has a pricing structure option that gives users from low income groups unlimited monthly travel passes (Voi 4 All) at a 50% discount. This initiative was developed with the aim of making the service as affordable and inclusive as possible and to improve access to employment, education and healthcare. The scheme was expanded in 2022 to include refugees.</p>
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## Involvement

<p><b>Who was involved in the Integrated impact assessment?</b></p>	<p>Alison Lawlor, Kevin McKee and Gareth James</p>
<p><b>Name of the person completing this form</b></p>	<p>Alison Lawlor</p>
<p><b>Date of completion</b></p>	<p>2023-09-05</p>

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# Agenda Item 4



Portsmouth  
CITY COUNCIL

<b>Title of meeting:</b>	Cabinet Member for Transport
<b>Date of meeting:</b>	14 <sup>th</sup> September 2023
<b>Subject:</b>	Draft Electric Vehicle Infrastructure Strategy - Approval to Consult
<b>Report by:</b>	Kerri Farnsworth, Interim Director of Regeneration
<b>Report Author:</b>	Gemma White, Transport Strategy Team Leader
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1 This report seeks approval to commence public consultation on the draft Portsmouth Electric Vehicle Infrastructure (EVI) Strategy (Appendix A).

## 2. Recommendations

**It is recommended that the Cabinet Member for Transport:**

- 2.1 **Approves the content of the draft Portsmouth Electric Vehicle Infrastructure Strategy, detailed in Appendix A, for public consultation.**

## 3. Background

- 3.1 The Portsmouth Transport Strategy<sup>1</sup> (Local Transport Plan 4 (LTP4)) is a statutory document required of each Local Transport Authority (LTA). The Portsmouth Transport Strategy sets out the long-term strategy, policies and schemes to address the transport challenges and deliver transport improvements. A short-term Implementation Plan detailing the particular transport improvements supports the strategy.
- 3.2 The Portsmouth Transport Strategy 2021 - 2038 was adopted in October 2021 and includes the following vision:

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<sup>1</sup> [Portsmouth Transport Strategy 2021-2038](#)

"Our vision for Portsmouth: 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."

- 3.3 Our Strategic Objectives: Four objectives have been developed which outline the areas we will focus on:
- **Deliver cleaner air**
  - **Prioritise walking and cycling**
  - **Transform public transport**
  - **Support business and protect our assets**
- 3.4 Policy B of the Portsmouth Transport Strategy also outlines to "support infrastructure for alternative fuelled vehicles". Following this, as daughter documents to LTP4, both a Parking and Electric Vehicle Strategy are being developed.
- 3.5 The Electric Vehicle Infrastructure Strategy is being developed for Portsmouth to deliver reliable and accessible EV charging infrastructure, enabling our residents in switching to EV, promoting decarbonised travel and clean air initiatives as well as supporting economic development.
- 3.6 Over recent years there has been rise in the number of electric vehicles in Portsmouth and with governments ambition the rate of increase is expected to grow. The data from 2022 showed that Portsmouth had 11,543 registered plug-in vehicles:
- 6,485 battery electric
  - 5,058 plug-in hybrid electric
- 3.7 To meet and facilitate the expected growth of plug-in vehicles in Portsmouth further charging infrastructure is required and developing an Electric Vehicle Strategy will enable us to move strategically in building on the successful Phase 1 and 2 of On-Street Residential Charge previously delivered in the city.
- 3.8 The Electric Vehicle Strategy provides rationale and demonstrates the ambition for the duration of the plan. The delivery of the strategy is funded by LEVI capability funding. As set out in the UK governments national EV infrastructure strategy, which outlines that it will support local government to develop chargepoint strategies and scale up the rollout of public chargepoints on local streets. The requirement of the LEVI capability funding is outlined below;
- Increase the capacity and capability of every tier 1 local authority to plan and deliver EV infrastructure.



- enable every tier 1 local authority to have a published EV infrastructure strategy for its area.
- enable every tier 1 local authority to take advantage of the LEVI capital fund.

3.9 National policies will also create policy frameworks within which regional EV Strategies will operate, meaning the Transport for South East (TfSE) EV Strategy (2023)<sup>2</sup> is particularly significant to Portsmouth City Council as this will inform our own EV Strategy and provision of EVCI. Creation of the strategy will support Portsmouth in securing LEVI capital funding needed to develop Phase 3 of EV charging rollout. Officers will also ensure alignment between the emerging Solent Transport Strategy.

3.10 Consulting on the strategy will ensure the needs and wants of potential and current users are considered by the approach taken and reflected in the objectives and policies included.

3.11 Appendix A is the draft EVI strategy which includes a number of objectives, for the approach to future EV infrastructure roll out for residents, businesses and visitors. It will be supported by a delivery plan.

#### 4. Consultation

4.1 During the development of the draft EV Strategy, close working across PCC directorates, such as public health, planning, culture and leisure, housing, business development and licensing has been fundamental, and a cross-departmental internal officer working group has helped to shape the draft objectives and policies.

4.2 Six workshop sessions were held between July 11th and July 19th 2023, to obtain feedback on the proposed strategy direction. This was undertaken as part of the Parking Strategy development. Three workshop sessions were held with PCC Members and three workshop sessions were held with key external stakeholders from a range of organisations. In total 12 Members took part, including 11 external stakeholders.

4.3 Useful feedback was received during these workshops, and the comments received have been used to help further shape the draft EV Strategy (Appendix A).

4.4 If the recommendations of this report are approved by the Cabinet Member for Transport, a six-week public consultation will be undertaken on a designed version of the draft EV Strategy objectives and policies (Appendix A). This consultation is proposed to be undertaken in September/October 2023.

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<sup>2</sup> [Electric Vehicle Charging Infrastructure Strategy - Transport for the South East](#)



- 4.5 To support this consultation, consideration will be given to the results of other council consultation and engagement work, including City Vision and LTP4 of which, as aforementioned, the Parking and Electric Vehicle Strategy are considered 'daughter documents'.

## **5 Next Steps**

- 5.1 If approved to proceed a 6-week consultation with stakeholders and the wider public is planned to commence in mid-September 2023 and run through to the end of October. This will enable further development of the strategy for implementation.
- 5.2 The results will be analysed, and the strategy updated and brought back for adoption in December 2023.

## **6 Reasons for recommendations**

- 6.1 The EV Strategy is being brought forward to support delivery of the Portsmouth Transport Strategy (LTP4) and has been identified as a key priority.
- 6.2 As part of any policy or strategy development, Portsmouth City Council undertakes a public consultation to obtain the views of residents, visitors and businesses. As outlined in section 5 of this report, the consultation responses will be analysed, and an updated strategy will be presented to a decision meeting.
- 6.3 The Electric Vehicle Strategy and delivery of the planned implementation will support and enhance our bid for LEVI funding; which will enable us to deliver Phase 3 of ORCS.
- 6.4 Consultation will ensure the Electric Vehicle Strategy relates strongly to user priorities in the city, delivering EV charging on and off road that answers the needs of our residents, trade and with consideration given to fleet.

## **7 Integrated impact assessment**

- 7.1 An IIA has been undertaken, and is attached as Appendix B

## **8 Legal implications**

- 8.1 The purpose of the Portsmouth Electric Vehicle Strategy is to deliver reliable and accessible EV charging infrastructure, enabling our residents in switching to EV, promoting decarbonised travel and clean air initiatives as well as supporting economic development.



- 8.2 The Council under Section 108 of the Transport Act 2000 (as amended by the Local Transport Act 2008) as the local transport authority for the City of Portsmouth must:
- develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within its area, and carry out its functions so as to implement those policies.
- 8.3 The Council, in complying with the duty under Section 108(1)(b), must have regard to the proposals contained in the LTP.
- 8.4 It is therefore understood that the purpose of the Portsmouth Electric Vehicle Strategy and the corresponding consultation is not to amend the LTP currently in place, but rather to implement a policy which further implements and supplements the LTP. In the circumstances, there is no express statutory duty on the Council (as the Local Transport Authority) to undertake a consultation.
- 8.5 If the Council decides to consult, then the consultation must be adequate and fair but otherwise the Council has a broad discretion as to how a consultation exercise should be carried out.

## 9 Director of Finance's comments

- 9.1 The development and delivery of the Electric Vehicle strategy is funded by the LEVI capability grant from the DfT. £458,000 has been made available to Portsmouth City Council over three years.
- 9.2 The grant has been provided to support capacity and capability in local authorities to create local EV infrastructure strategies and for the planning and delivery of local EV infrastructure.

.....  
Signed by:

### Appendices:

Appendix A: Draft EV Strategy Objectives and Policies for Consultation

Appendix B: IIA

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

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

Title of document	Location
Portsmouth Transport Strategy 2021 - 2038	<a href="https://travel.portsmouth.gov.uk/wp-content/uploads/2021/10/Local-Transport-Plan-2021.pdf">https://travel.portsmouth.gov.uk/wp-content/uploads/2021/10/Local-Transport-Plan-2021.pdf</a>
HM Government - Taking charge: the electric vehicle infrastructure strategy	<a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf</a>
TfSE Electric Vehicle Charging Infrastructure Strategy	<a href="https://transportforthesoutheast.org.uk/app/uploads/2023/05/FINAL-TfSE-Electric-Vehicle-Charging-Infrastructure-Strategy-and-Action-Plan-1.pdf">https://transportforthesoutheast.org.uk/app/uploads/2023/05/FINAL-TfSE-Electric-Vehicle-Charging-Infrastructure-Strategy-and-Action-Plan-1.pdf</a>

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

.....  
Signed by:

## **Appendix A - Summary of the Draft Portsmouth electric vehicle infrastructure strategy for consultation**

### **Context**

An Electric Vehicle Infrastructure (EVI) Strategy is required for Portsmouth to expand the current electric vehicle infrastructure to meet the current and future demand for plug-in vehicles across the city. It will support the governments EV infrastructure strategy on a national level by rolling out electric vehicle infrastructure ahead of the phase out dates of sales new petrol and diesel from 2030. It will also support Transport for Southeast's (TfSE) EV infrastructure strategy by working towards net-zero carbon on a regional basis.

A Portsmouth EVI Strategy will support the adopted Portsmouth Transport Strategy (Local Transport Plan 4) through policy B - "Support infrastructure for alternative fuelled vehicles". This will support the four strategic objectives of the LTP4:

- Deliver cleaner air
- Prioritise walking and cycling
- Transform public transport
- Support business and protect our assets

The EVI strategy will focus on supporting residents, fleet, public transport, and shared modes of transport conversion to electric vehicles. It will enable Portsmouth to become an EV friendly destination for those living, working and visiting the city. It will also support improvements to air quality and reduction to carbon emissions across the city.

### **Challenges**

It is recognised that there are many challenges related to implementing an effective electric vehicle infrastructure network across the city. The city is densely populated with a population of 208,100 in 2021 (source - ONS Census Population data, quote on the PCC Portsmouth Demography webpage), estimated to grow to over 236,000 by 2041 (source Portsmouth LTP4). There is limited road space, particularly in Portsmouth's Victorian terraced streets leading to certain types of EV infrastructure being problematic for areas around the city.

Due to the nature of high car ownership, Portsmouth is forecasted to have over 40,000 projected EVs by 2030. With limited highway space, competing demands for different modes of travel, and Portsmouth City Council (PCC) having a lack of control over a significant proportion of commercial car parks; options for on and off-street charging for this number of forecasted EVs would be limited.

The United Kingdom is currently facing a global climate emergency and air quality challenges, but Portsmouth also faces its own air quality challenges at a local level. Portsmouth City Council has been served with a Ministerial Direction, requiring the council to achieve compliance with legal limits for NO2 in the shortest possible time in areas of exceedances.

### **Opportunities**

The EV strategy will work towards addressing the challenges that current and future EV drivers face, when residing, visiting or working in Portsmouth.

PCC have been leading the way in on-street charging infrastructure since 2019 and now through the opportunity of the Office for Zero Emission Vehicles (OZEV) Local Electric Vehicle Infrastructure (LEVI) funding we will be able to continue the substantial progress already made in on-street charging infrastructure across the city. PCC will be looking to meet current residential demand for on-street charging with this funding, and then take a more strategic approach in the rollout of future phases of on-street charging to meet the forecasted demand for EVs in Portsmouth.

The strategy will also set out holistically how to maximise the potential for off-street charging in residential areas to meet resident needs, and in key destinations around the city for workers and visitor needs.

Through supporting key policies nationally, regionally, and locally, the EV strategy will support improvements to air quality and carbon reduction. It will also support key PCC projects around the city, such as, the Clean Air Zone (CAZ) and the future development of car clubs. Portsmouth City Council has set an ambitious target to achieve net-zero carbon emissions by 2030, with a climate emergency declared by the council in March 2019 and the EV strategy will help facilitate meeting this target.

### **Draft Objectives**

- **Prioritise EV infrastructure for residents, enabling conversion to electric vehicles.**

This objective will provide equitable charging for all residents across the city and will support those residents without off-street parking who are unable to charge at home. It will help meet the demand for residential EV infrastructure now, and more importantly in the future, which will enable residents to convert to electric vehicles more effectively.

- **Transform infrastructure provision in Portsmouth to promote it as an EV friendly destination for those visiting and working here.**

Portsmouth is home to a wealth of tourist attractions and businesses, which draws many visitors in throughout the year. This objective will help provide EV infrastructure for those visiting and working in the city, accommodating all drivers to Portsmouth's amenities.

- **Support Fleet conversion to EV through providing supporting infrastructure to meet their needs.**

This objective aims to decarbonise the council vehicle fleet by providing the necessary infrastructure to meet the need of fast-expanding fleet conversion to electric vehicles.

- **Deliver in partnership EV infrastructure to support shared and public transport modes conversion to EV.**

This objective aims to encourage wider sustainable modes of travel by facilitating each modes conversion to electric vehicles by providing the necessary infrastructure for this.

### **Draft Policies**

**Policy A: To continue to deliver the On-Street Residential Chargepoint Scheme to meet resident demand initially, through low power overnight charging via lamp column infrastructure, then look to strategically expand on-street infrastructure based on geographical spread in the city.**

As a densely populated island city with narrow streets and terraced housing many areas of Portsmouth do not benefit from off-street parking and suffer subsequent parking congestion posing a real challenge in providing electric vehicle charging infrastructure for residents. This why we are continuing to do deliver the on-street residential chargepoint scheme via lamp column solutions, where chargepoints are housed inside lamp columns to minimise street clutter and costs. This will be rolled out to meet current demand and then strategically placed across the city to meet exponential future demand for on-street electric vehicle infrastructure.

**Policy B: To install designated parking bays for all EV infrastructure across the city and where appropriate limit usage to maximise equitable access.**

It is important to ensure that all council installed electric vehicle infrastructure is accessible to all EV drivers by providing sufficient sized accessible bays and Traffic Regulation Orders (TRO) to meet their needs. It is imperative to reduce the number of vehicles overstaying in designated EV parking bays, as this will help improve equitable access across the city to Portsmouth's EV infrastructure. By limiting usage on appropriate locations, this will help deter EV owners from overstaying in certain locations.

**Policy C: Investigate EV charging hubs in residential areas including car parks.**

This policy aims to expand Portsmouth's off-street charging network with fast chargepoints to increase the efficiency at which our residents can charge. It is important to understand that residents will all have diverse needs when it comes to charging their electric vehicle and we must not rely on the success of Portsmouth's EV infrastructure being dependent on one mode of charging. Portsmouth's EV infrastructure must be versatile.

**Policy D: Explore the demand in all PCC owned car parks to provide charging infrastructure at key destinations across the city.**

Portsmouth is a popular tourist destination along the south coast of England, which means we will need to explore the provision of off-street destination charging at key areas around the city. This will give visitors the confidence and assurance that they will be able to charge their vehicle and make the journey home and not deter EV users from visiting the city.

**Policy E: To support business in the city in providing and accessing chargepoint provision including enabling public access to private EV charging infrastructure.**

By supporting the implementation of the necessary EV charging infrastructure for businesses around the city, this will help improve journey reliability for businesses who have converted to EV or are looking to, making the city's economy more prosperous. By enabling public access to this, also offers greater versatility for public charging options for residents and visitors of the city.

**Policy F. Work in partnership to ensure the surrounding strategic road network and neighbouring areas have adequate charging infrastructure.**

This policy will ensure there are sufficient electric vehicle charging points across the region to service the future demand. This will help be facilitated by TfSEs EV Infrastructure Strategy and promotes collaboration and knowledge sharing in the sector and region.

**Policy G: To ensure sufficient EV infrastructure is available for the taxi trade in their conversion to electric vehicles.**

From 2025, newly licensed vehicles must be electric or hybrid, meaning we need to ensure that sufficient EV infrastructure is available to the taxi trade. PCC have already delivered 3 rapid chargepoints for taxis and PHVs and are looking to install a further 6. Beyond this we will look to further expand the EV charging network for the trade.

**Policy H: To work with fleets to meet their EV charging needs at their depots, whilst exploring the opportunity of public access to the infrastructure.**

By supporting the implementation of the necessary EV charging infrastructure for Fleets, this will help decarbonise fleet vehicles and improve the air quality across the city. By enabling public access to this, also offers greater versatility for public charging options for residents and visitors of the city.

**Policy I: To work with fleet operators to understand the needs of electric fleet vehicles registered to workers residences.**

This aims to work with fleet operators to identify their workers charging demands to enable efficient transition of electrification of fleet vehicles and operations.

**Policy J: To introduce electric car club vehicles in Portsmouth**

This aims to introduce EV charging infrastructure to Portsmouth's car club to help decarbonise the existing fleet of vehicles and improve air quality across the city and facilitate the electrification of the car club.

**Policy K: To work with bus operators to continue to decarbonise Portsmouth's bus network through zero-emission vehicles.**

The Council has worked successfully with bus operator First South through the Government Zero Emission Bus Regional Area scheme which will mean 62 new battery electric buses enter service next March, which serve four out of the five Portsmouth AQMAs and cater for almost a quarter of bus passenger journeys in the CAZ.

<b>Form name</b>	Integrated Impact Assessment
<b>Reference</b>	IA544696663
<b>Date</b>	05/09/2023



## Policy details

<b>Request date</b>	05/09/2023 16:15
<b>Directorate</b>	PCC Regeneration
<b>Service</b>	Transport Planning
<b>Title of policy, service, function</b>	EV Infrastructure Strategy
<b>Type of policy, service, function</b>	New
<b>What is the aim of your policy, service, function, project or strategy?</b>	To provide effective EV infrastructure for residents, workers and visitors of Portsmouth
<b>Has any consultation been undertaken for this proposal?</b>	yes
<b>What were the outcomes of the consultations?</b>	The strategy was mentioned as part of the member and stakeholder workshops for the Parking Strategy. Overall positive feedback from workshops.
<b>Has anything changed because of the consultation?</b>	no
<b>Did this inform your proposal?</b>	no

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

<p><b>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?</b></p>	<p>It will encompass accessibility to ensure users with a disability are able to use and benefit from the electric vehicle infrastructure network across Portsmouth. The strategy will also look to deliver equitable charging, wherever possible, across Portsmouth in all socioeconomic areas.</p> <p>The EV strategy is unlikely to have any dramatic negative impacts on any particular equalities groupings. The impacts are expected to be mostly positive and spread across</p>
<p><b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b></p>	<p>We will ensure all chargepoints are accessible to all users and equitable across the city, wherever possible.</p>
<p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>	<p>The strategy will consider the protected characteristics, however, as a strategic document the impact will be relatively limited. The greatest impact on the protected characteristics will come from the projects and schemes delivered as part of the strategy. Therefore, all subsequent projects and schemes will be subject to their own Integrated Impact Assessment, which will consider the protected characteristics in more detail.</p>
<p><b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b></p>	<p>Residents and a wide range of groups will be consulted on the strategy. A communications strategy is being prepared to guide who will be consulted and how.</p>
<p><b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b></p>	<p>The EV strategy will be critically reviewed by a range of stakeholders and subject to a public consultation. This consultation period will ensure that the perspectives and concerns of the protected groups are considered throughout the EV Strategy. A monitoring framework will be prepared to accompany the development of the strategy.</p>

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



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

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

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>The strategy will help in carbon reduction for the city and help improve air quality across the city, ultimately having a positive effect on the physical health of those in Portsmouth.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Usage data from electric vehicle charging equipment. This can be used to measure carbon savings.</p> <p>Ongoing measuring of NOx levels in the city.</p>

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

<p><b>This section is not applicable to my policy</b></p>	<input checked="" type="checkbox"/>
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**Carbon emissions - will it reduce carbon emissions?**

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	By having an EV strategy, this will help expand Portsmouth's EV charging infrastructure. It will meet the current needs of residents, workers and visitors, and in the long-term. By encouraging the uptake of electric vehicles the scheme will help reduce toxic tailpipe emissions in the city and help improve the surrounding air quality.
<b>How are you going to measure/check the impact of your proposal?</b>	Usage data from electric vehicle charging equipment. This can be used to measure carbon savings.  Ongoing measuring of NO2 levels in the city.

### **Energy use - will it reduce energy use?**

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

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	By encouraging a greater uptake in electric vehicles, then this will improve the surrounding air quality and reduce greenhouse gases emitted from the city.
<b>How are you going to measure/check the impact of your proposal?</b>	Ongoing measuring of NO2 levels in the city.

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

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

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>By increasing the amount of electric vehicles across Portsmouth, facilitated by the EV strategy helping to expand the charging network, it will help reduce key pollutants and reduce toxic tailpipe emissions in the city and help improve the surrounding air quality. The strategy also focuses on shared modes of transport and public transport conversion to EV and encouraging use of these, meaning this will help reduce the number of motor vehicle traffic in the city.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Ongoing measuring of NO2 levels in the city. Usage data of charging infrastructure and usage of shared modes and public transport.</p>

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

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>Electric vehicles are personal vehicles and therefore not considered more or less safe to other road users. However, electric vehicles are noticeably quieter than ICE's meaning drivers may need to made aware of this and extra cautious when driving around the city.</p> <p>The strategy will encourage schemes to be designed to have minimal impact on the streets of Portsmouth, whilst also being accessible for all users.</p> <p>The Strategy will encourage EV uptake, which will increase the proportion of journeys in the city made using sustainable transport.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Collision data is monitored continually. NOx levels are continually monitored in the city.</p>

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

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

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

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

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	The Strategy shows that Portsmouth is striving to be an innovative city, looking to utilise and embrace new and emerging technology to encourage sustainable development, growth and regeneration for the city.
<b>How are you going to measure/check the impact of your proposal?</b>	Usage data from EV infrastructure

**Social value**

<p><b>Please explain how your policy, service, function, project or strategy delivers Social Value</b></p>	<p>The strategy will help deliver social value for the current and future generation of those associated with Portsmouth. It will help reduce carbon emissions and improve air quality across the city, which will improve the physical health of residents, workers and visitors and then ultimately improve their mental wellbeing.</p>
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## Involvement

<p><b>Who was involved in the Integrated impact assessment?</b></p>	<p>Oliver Taviner</p>
<p><b>Name of the person completing this form</b></p>	<p>Oliver Taviner</p>
<p><b>Date of completion</b></p>	<p>2023-09-05</p>

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<b>Title of meeting:</b>	Cabinet Member for Transport Decision Meeting
<b>Date of meeting:</b>	14 <sup>th</sup> September 2023
<b>Subject:</b>	Draft Portsmouth Parking Strategy - Permission to Consult
<b>Report by:</b>	Kerri Farnsworth, Interim Director of Regeneration
<b>Report Author:</b>	Kirsty Routledge, Principal Transport Planner
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1 This report seeks approval to commence consultation on the draft Portsmouth Parking Strategy objectives and policies (Appendix A) with stakeholder and the wider public.

## 2. Recommendations

**It is recommended that the Cabinet Member for Transport:**

- 2.1 **Approves the content of the draft Portsmouth Parking Strategy objectives and policies for public and stakeholder consultation.**

## 3. Background

- 3.1 The draft Portsmouth Parking Strategy is a daughter strategy of the Portsmouth Transport Strategy<sup>1</sup> (Local Transport Plan 4 (LTP4)) which was adopted by Full Council in October 2021. It is a statutory requirement for each Local Transport Authority to have a Local Transport Plan in place, with LTP4 comprising of two parts, the strategy and supporting implementation plan. The Portsmouth Parking

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



Strategy is outlined for delivery in the first year of the LTP4 Implementation Plan<sup>2</sup>.

- 3.2 The draft Portsmouth Parking Strategy is an integral strategy document to support delivery of both the Portsmouth Transport Strategy and the Portsmouth Local Plan, and development of a new Parking Supplementary Planning Document (SPD). An early draft of the Parking SPD has been prepared with close collaboration between the transport and planning departments and this will be programmed to follow on from Parking Strategy. It will apply the direction set by the Parking Strategy, to continue the joined-up approach between planning and transport.
- 3.3 The Parking Strategy will support wider council work streams through supporting high profile Portsmouth City Council (PCC) projects and corporate and transport priorities. Key schemes and projects that will be supported by this strategy include City Centre Regeneration, South-East Hampshire Rapid Transit, Bus Service Improvement Plan (of which a Parking Strategy was a requirement), Portsmouth Transport Hub, the Class B charging Clean Air Zone, and it will also help to support improvements to air quality and carbon reduction. The Parking Strategy will also support external funding bids.
- 3.4 Parking is a key issue in Portsmouth. The city is one of the most densely populated urban areas in the UK outside of London, with a population of approximately 217,000 that is expected to grow to 236,000 by 2041. The unique geography and history of Portsmouth has resulted in the high density of local roads and terraced housing in the city, which exacerbate local parking pressures. Additionally, there are over 8,000 business located in the city and Portsmouth receives 9.3 million visitors a year, contributing to parking needs.
- 3.5 The Portsmouth Transport Strategy (LTP4) includes four strategic objectives of:
- Deliver cleaner air
  - Prioritise walking and cycling
  - Transform public transport
  - Support business and protect our assets
- 3.6 The Parking Strategy will primarily support the key strategic objective of 'Deliver cleaner air', supporting improvements to air quality and carbon reduction. A climate emergency was declared by PCC in March 2019, with an ambitious target being set to achieve net-zero carbon emissions by 2030. The draft Parking Strategy includes measures to encourage sustainable travel options, particularly in areas of high parking congestion, seeking to make parking easier through encouraging fewer vehicles.
- 3.7 To meet transport strategy objectives, residents are increasingly being provided with a number of improved and alternative travel options, which should help

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<sup>2</sup> [Portsmouth Transport Strategy 2021-2036](#)





reduce the congestion found on local streets and in parking areas. These options include:

- Better public transport - through initiatives such as South-East Hampshire Rapid Transit network, enhanced Park and Ride options, and the investments arising from the Bus Service Improvement Plan. Please note, in due course the council's aspirations to improve public transport will be brought forward in a public transport strategy
- More and safer active travel options such as walking, cycling and scootering improvements, along with improvements to cycle parking through the introduction of bike hangars, which are on-street, secure lockable pods that can accommodate between four and six cycles, and cycling corrals providing on-street cycle parking.
- Enhanced shared and hire transport alternatives, including rental e-scooters, bikes and e-bikes and the forthcoming car club.
- Improvements to smart technology, providing people with information on the transport network through variable message signing (VMS) and real time information.

3.8 In delivering the council's ambition to encourage residents to use their cars less within the city and to gradually move to increased walking, cycling and using public transport, it will mean some people will leave their cars at home more often. The council will need to support this mode shift through enabling residents to be able to park near their homes in residential areas whilst promoting the use of alternative modes for short trips.

#### **4. Consultation**

4.1 During the development of the draft Portsmouth Parking Strategy, close working across PCC directorates, such as public health, planning, culture and leisure, housing, business development and licensing has been fundamental, and a cross-departmental internal officer working group has helped to shape the draft objectives and policies.

4.2 Following the development of the draft objectives and policies, six workshop sessions were held between July 11<sup>th</sup> and July 19<sup>th</sup> 2023, to obtain feedback on the draft objectives and policies. Three workshop sessions were held with PCC Members and three workshop sessions were held with key external stakeholders from a range of organisations. In total 12 Members took part, including 11 external stakeholders.

4.3 Useful feedback was received during these workshops, and amendments were made to the draft objectives and policies following the sessions. The comments



received have been used to help further shape the final draft objectives and policies for the Portsmouth Parking Strategy (Appendix A).

- 4.4 If the recommendations of this report are approved by the Cabinet Member for Transport, a six-week public consultation will be undertaken on a designed version of the draft Portsmouth Parking Strategy objectives and policies (Appendix A). This consultation is proposed to be undertaken in September/October 2023.

## 5. Next Steps

- 5.1 The draft Portsmouth Parking Strategy objectives and policies will be designed by the PCC Design Team ahead of being taken to public consultation.
- 5.2 It is proposed that a six-week public consultation be undertaken in September/October 2023.
- 5.3 A detailed communications plan is being finalised to promote the parking strategy consultation. A range of channels will be used to raise awareness of the consultation including media (local newspapers and radio); social media (several types); the Travel Portsmouth web page; the resident panel (Your City, Your Say) e-bulletins (various); and the use of materials such as posters, display boards, banners, and flyers.
- 5.4 The consultation will be mostly online. However, there will be larger drop-in events, with transport staff in attendance, in the north and south of the city, with a third location in mid Portsmouth also being investigated. There will also smaller 'pop-up' events in venues around the city - libraries, local shopping centres, sports centres community centres, etc. - attended by communication and engagement staff.
- 5.5 These events will be well publicised. The staff on hand at all venues will ensure those who wish to participate in the consultation but, for whatever reason cannot fill in a digital survey, have the opportunity to respond to the consultation.
- 5.6 Following public consultation, the results will be analysed, and the draft strategy will be amended to reflect feedback received, before being brought back to a decision meeting for approval to adopt.
- 5.7 Please note that the initiatives outlined in the Portsmouth Parking Strategy will be brought forward separately with the appropriate engagement, consultation and approvals being undertaken before they are implemented.

## 6. Reasons for recommendations



6.1 The Portsmouth Parking Strategy is being brought forward to support delivery of the Portsmouth Transport Strategy (LTP4) and has been identified as a key priority, being the first daughter strategy of LTP4 to be developed.

6.2 As part of any policy or strategy development, Portsmouth City Council undertakes a public consultation to obtain the views of residents, visitors and businesses. As outlined in section 5 of this report, the consultation responses will be analysed, and an updated strategy will be presented to a decision meeting.

**7. Integrated impact assessment (IIA)**

7.1 An IIA has been undertaken, and is attached as Appendix B

**8. Legal implications**

8.1 As set out in the body of the report, the draft Portsmouth Parking Strategy is being developed in accordance with the aims and objectives of the City Council's adopted statutory Local Transport Plan (LTP4) and its development is provided for in the Implementation Plan which forms part of that plan.

8.2 The LTP 4 Implementation Plan specifically provides for the undertaking of stakeholder and wider public consultation on the further development of individual policies and strategies forming part of the plan and the recommendation in this report fulfils that commitment.

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

9.1 The development, consultation and adoption of the strategy will be funded from the Bus Service Improvement Plan. This budget is funded entirely by external grant awarded by the Department of Transport.

9.2 Any specific initiatives considered following adoption of the strategy will be subjected to a financial appraisal as part of the process of engagement and consultation.

.....  
Signed by:

**Appendices:**

Appendix A - Draft Portsmouth Parking Strategy

Appendix B - IIA

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

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

Title of document	Location
Portsmouth Transport Strategy (LTP4)	<a href="https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/">https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/</a>
LTP4 Implementation Plan	<a href="#">Portsmouth Transport Strategy 2021-2036</a>

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

.....  
Signed by:

## **Appendix A – Summary of the Draft Portsmouth Parking Strategy for public consultation**

### **Context**

A Parking Strategy is required for Portsmouth, to provide an integrated approach to parking across the city, supporting the Transport Strategy, Local Transport Plan 4 (LTP4). There will be a number of daughter strategies of LTP4, with the Parking Strategy the first of these daughter strategies to be developed. LTP4 includes the four strategic objectives of:

- Deliver cleaner air
- Prioritise walking and cycling
- Transform public transport
- Support business and protect our assets

Whilst there is some overlap between these objectives, the Parking Strategy primarily sits under the strategic objective of 'Deliver Cleaner Air'. It will include a focus on encouraging sustainable growth and regeneration, improving the quality of life for residents and visitors (as regards to parking) and supporting improvements to air quality and reductions to carbon emissions.

### **Challenges**

It is recognised that there are many challenges related to parking and parking issues in Portsmouth, with a variety of competing wants and needs. The city is densely populated with a population of 208,100 in 2021 (source - ONS Census Population data, quote on the PCC Portsmouth Demography webpage), estimated to grow to over 236,000 by 2041 (source Portsmouth LTP4). Furthermore, the Spatial Position Statement prepared for the Partnership for South Hampshire has predicted significant additional growth in Portsmouth's travel to work area up to 2034. With the majority of the city being based on an island, there is limited road space and little room to expand, leading to parking space availability being problematic in many parts of the city. In many areas of Portsmouth, the terraced housing layout means there is only room for one car outside a house, with no off-road parking option. According to the 2021 census, there are now more cars registered to households in the city than there are occupied homes. With car and van ownership rising, on-street parking demand exceeds supply.

Private cars are considered by many as the most convenient choice over sustainable and active modes of travel, and demand for car parking for private vehicles is high. LTP4 identified some 40,000 commuters travelling into the city for work, the majority by private car (with the level of people commuting by train only about a third of the national average). These figures support the need for improved sustainable and active travel options to support behaviour change and provide alternative travel choices to the private car. As noted in the Portsmouth Economic Development and Regeneration Strategy 2019, there are some 7,500 businesses operating in the city, with the city attracting some 9.3 million visitors per year.

With limited highway space and competing demands for different modes of travel, there can be a resistance to reallocate on-street parking from private motor vehicles to other transport modes. A balance is required that recognises the needs of all users.

In delivering the council's ambition to encourage residents to use their cars less within the city and to gradually move to increased walking, cycling and using public transport, it will mean some people will leave their cars at home more often. The council will need to support this mode shift through enabling residents to be able to park near their homes in residential areas whilst promoting the use of alternative modes for short trips.

Portsmouth City Council (PCC) has a lack of control over a significant proportion of commercial car parks, particularly in the City Centre, and therefore has limited influence over parking provision and pricing at many car parks in the city.

The Portsmouth Park and Ride is an effective travel option for people travelling from outside the city, or from the north part of the city, but it is not considered a viable travel option for residents living on the island part of the city at the present time.

### Opportunities

The parking strategy will be considered as part of a clear set of policies for future regeneration and growth in the city. As such the Council will look to ensure that the objectives in the strategy are embedded into any relevant future initiatives and schemes.

The parking strategy will aim to support the work of many departments across the Council. To give just a few examples, parking is an important consideration:

- In making Portsmouth a more sustainable and healthier city (supporting amongst other aspirations the commitment to achieve Net Zero by 2030, the projects to reduce air pollution and the work to improve public health)
- At many PCC sites and locations, including the Council's Housing, Culture and Leisure sites
- In determining planning policy and in considering planning applications
- In the day-to-day work of various transport teams, particularly the parking team
- In the work of economic development/business and tourism colleagues to ensuring the vitality and viability of businesses in the city

### Objectives and policies

Three draft strategic objectives have been developed for the draft Portsmouth Parking Strategy, each designed to meet several of the challenges that have been identified. **Under each objective there are several supporting policies, detailing the practical measures that will contribute towards meeting the objectives.**

#### **Objective 1: Encourage sustainable development, regeneration and prosperity in Portsmouth through effective management of parking**

This objective will work towards supporting economic development in the city through effective parking management, striving to contribute to regeneration, considering the role that parking can play in improving the prosperity of the city.

Policy	Policy Wording	Explanation/Key Points
<b>Policy A: Expand the Portsmouth Park and Ride to create a transport hub</b>	The Council will support the expansion of the Portsmouth Park and Ride to make it the primary parking choice for commuters, shoppers, and visitors, especially for medium and long-term parking needs.	<ul style="list-style-type: none"> <li>• Designed to facilitate redevelopment and regeneration in the city centre as well as reducing pollution and congestion.</li> <li>• Development of a transport hub at the site to include a range of sustainable transport options, including shared bikes, rental e-scooters and car club vehicles.</li> </ul>

		<ul style="list-style-type: none"> <li>• Promotion of the hub to businesses, visitors and residents to encourage usage.</li> <li>• Consideration of potential expansion of park and ride routes in the future</li> <li>• This policy is adopted Policy D of the Portsmouth Transport Strategy</li> </ul>
<p><b>Policy B: Explore and implement sustainable parking initiatives to enable city centre development</b></p>	<p>This policy will include:</p> <ul style="list-style-type: none"> <li>• A review of public city centre car parks to consider their costs, quality and location</li> <li>• Improved sustainable travel choices in the central area of the city.</li> </ul>	<ul style="list-style-type: none"> <li>• Designed to complement city centre regeneration proposals, including the potential re-purposing of areas of public domain and some city centre car parks</li> <li>• Supports greater provision of improved sustainable travel choices to the city centre.</li> <li>• Will involve collection of comprehensive data on the usage, quality and location of city centre car parks</li> </ul>
<p><b>Policy C: Facilitate economic activity through tailored parking solutions for short- and medium-term parking needs.</b></p>	<p>Parking provision will vary according to local needs:</p> <ul style="list-style-type: none"> <li>• <u>City Centre and Harbour</u>: Facilitate parking for short-stay shoppers and leisure visits in the City Centre and Harbour areas, both during the day and evening.</li> <li>• <u>Seafront</u>: Provide parking options for short to medium-stay visits related to leisure, tourism, and business purposes, whilst also supporting parking for travel to and from the Isle of Wight.</li> <li>• <u>District Centres</u>: Support parking for short to medium-stay visits by shoppers, leisure users, and commuters.</li> </ul>	<ul style="list-style-type: none"> <li>• Means policies will be tailored to reflect each area.</li> <li>• Local policies to be continually reviewed to reflect changes and developments.</li> </ul>

**Objective 2: Support the quality of life for residents, businesses and visitors through flexible and clear parking systems, using new technologies.**

This policy will utilise new technologies to support improvements to parking, considering the needs of all who travel in the city, including residents, businesses and visitors, taking a range of travel modes into consideration.

Policy	Policy Wording	Explanation/Key Points
<p><b>Policy D: Utilise smart technologies and data</b></p>	<p>The council will investigate and utilise smart parking technologies, including the provision of information to drivers regarding car park space availability.</p>	<ul style="list-style-type: none"> <li>• Designed to improve the parking experience by using smart technology to help to reduce the time spent searching for a parking space.</li> <li>• Should help to reduce congestion, air pollution and carbon emissions.</li> </ul>

<p><b>Policy E: Continue to implement and promote flexible use of kerbside space</b></p>	<p>The council will review the priority uses for kerbside space in locations where there are competing needs. At certain locations this will need flexible use across the day which could include:</p> <ul style="list-style-type: none"> <li>• Private vehicle parking (to include varying user groups at different times)</li> <li>• Drop off/pick up</li> <li>• Loading/unloading/ deliveries to businesses</li> </ul>	<ul style="list-style-type: none"> <li>• There are multiple demands for kerbside space</li> <li>• Greater consideration of changing requirements could improve efficiency and ease at key locations</li> <li>• This policy is derived from adopted Policy R of the Portsmouth Transport Strategy.</li> </ul>
<p><b>Policy F: Ensure regular review of Residents' Parking Zones across the city</b></p>	<p>The council will prioritise on-street parking in residential areas for local needs, and will keep permit arrangements, including the size and type of vehicle, the cost of permits, the size of the parking zone, and the number of permits allowed per household, under regular review.</p>	<ul style="list-style-type: none"> <li>• The limited parking availability in many residential areas of the city can be a pressing concern to residents</li> <li>• The council will continue to consider residential parking zones where required</li> <li>• Permit arrangements will be kept under review.</li> <li>• This policy is derived from adopted Policy C of the Portsmouth Transport Strategy</li> </ul>

**Objective 3: Improve air quality and reductions in carbon emissions through utilising parking to support development of sustainable travel as an attractive choice for residents, visitors and businesses.**

This policy will have a focus on supporting sustainable travel options with regards to parking requirements, helping to make sustainable travel a more attractive and easy option.

Policy	Policy Wording	Explanation/Key Points
<p><b>Policy G: Develop an attractive package of sustainable travel options</b></p>	<p>The council will promote a package of attractive alternative travel modes, with a focus on areas of parking congestion. The package will include:</p> <ul style="list-style-type: none"> <li>• Prioritising road space for active travel such as walking and cycling, and public transport</li> <li>• Implement on-street and off-street parking provision (including at local sustainable transport mobility hubs) for shared transport options like car club vehicles, e-scooters and bike hire.</li> </ul>	<ul style="list-style-type: none"> <li>• The Council will provide more sustainable transport choices for residents, visitors and people who work in the city to reduce the number of private motor vehicles on the road</li> <li>• The council will look to expand multi-modal parking and transport options such as shared bikes, rental e-scooters and car clubs</li> <li>• The Council will also support improvements to walking, cycling and public transport.</li> <li>• This policy is derived from adopted Policy C of the Portsmouth Transport Strategy</li> </ul>
<p><b>Policy H:</b></p>	<p>The Council will investigate the potential for a workplace parking levy in</p>	<ul style="list-style-type: none"> <li>• A workplace parking levy could help to reduce the congestion and air</li> </ul>



<p><b>Explore private non-residential parking restrictions</b></p>	<p>Portsmouth from which any money raised would be put back directly into funding further improvements to public and sustainable transport. This would be undertaken in close consultation with businesses to ensure that it does not negatively impact the economy and offers benefits to businesses which could include reusing land more productively, ensuring a healthier more productive workforce, and providing more efficient transport networks.</p>	<p>pollution generated by work related traffic.</p> <ul style="list-style-type: none"> <li>• The council will research the need for, and implementation of a levy in consultation with key stakeholders, including the business community and the other Local Transport Authorities in the Solent Transport partnership.</li> <li>• This is adopted Policy E of the Portsmouth Transport Strategy.</li> </ul>
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<b>Form name</b>	Integrated Impact Assessment
<b>Reference</b>	IA544652404
<b>Date</b>	05/09/2023



## Policy details

<b>Request date</b>	05/09/2023 15:09
<b>Directorate</b>	PCC Regeneration
<b>Service</b>	Transport Planning
<b>Title of policy, service, function</b>	Parking Strategy v2
<b>Type of policy, service, function</b>	New
<b>What is the aim of your policy, service, function, project or strategy?</b>	The delivery of a high quality parking strategy that helps to deliver the objectives set out in the Portsmouth Transport Strategy (LTP4)
<b>Has any consultation been undertaken for this proposal?</b>	yes
<b>What were the outcomes of the consultations?</b>	No formal consultation yet - that will come later when we proceed to public consultation.  The consultations thus far have included Cabinet Member briefings and workshops for both elected Members and key stakeholders. The workshops were designed to come up with feedback on draft challenges, objectives and policies which have been factored into the emerging strategy
<b>Has anything changed because of the consultation?</b>	yes
<b>Please provide details</b>	Amongst other things, some proposals (noted below) have been amended following the feedback from the workshops
<b>Did this inform your proposal?</b>	yes
<b>Please provide details</b>	After careful consideration we amended the wording of all 3 draft objectives and then reviewed the wording and supporting text of several of the draft policies

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

<p><b>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?</b></p>	<p>The parking strategy is unlikely to have any dramatic impacts (positive or negative) on any particular equalities grouping. The impacts are expected to be mostly positive and spread across society.</p>
<p><b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b></p>	<p>There will be a special effort to ensure certain groups (for example those groups who are likely to be less capable with apps and digital payment methods) still have opportunities to access all services</p>
<p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>	<p>The strategy will consider the protected characteristics, however, as a strategic document the impact will be relatively limited. The greatest impact on the protected characteristics will come from the projects and schemes delivered as part of the strategy. Therefore, all subsequent projects and schemes will be subject to their own Integrated Impact Assessment, which will consider the protected characteristics in more detail.</p>
<p><b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b></p>	<p>Residents and a wide range of groups will be consulted on the strategy. A communications strategy is being prepared to guide who will be consulted and how.</p>
<p><b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b></p>	<p>The Parking Strategy will be critically reviewed by a range of stakeholders and subject to a public consultation. This consultation period will ensure that the perspectives and concerns of the protected groups are considered throughout the Parking Strategy</p>

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

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

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

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	It is hoped that the parking strategy will help to deliver improved travel choices, including better active travel, choices. This will encourage healthier travel and reduced air pollution.
<b>How are you going to measure/check the impact of your proposal?</b>	A monitoring and evaluation framework will be drawn up to accompany the draft strategy

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

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	<p>The parking strategy, and other LTP4 initiatives, aim to reduce some of the congestion in the city by improving travel options. Reducing congestion and enhanced alternatives should help local residents wanting to access work, education or training.</p> <p>The needs of low income households will be carefully considered if the parking strategy recommends any review of parking permit costs or criteria.</p>
<b>How are you going to measure/check the impact of your proposal?</b>	A monitoring and evaluation framework will be prepared to accompany the draft strategy

## Carbon emissions - will it reduce carbon emissions?

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	The parking strategy will strongly support alternative travel choices, thereby reducing reliance on the private car
<b>How are you going to measure/check the impact of your proposal?</b>	A monitoring framework will be drawn up to accompany the parking strategy

## Energy use - will it reduce energy use?

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

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

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	It is hoped that the parking strategy will ultimately help to deliver less congested streets. Potentially, space currently used for parking could be put to other uses, including greening.
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<b>How are you going to measure/check the impact of your proposal?</b>	This matter will be considered in the monitoring framework that will be drawn up to accompany the parking strategy
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**Air quality - will it improve air quality?**

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	The parking strategy should help to reduce reliance on private motor vehicles, and the use of these vehicles, by improving alternatives.
<b>How are you going to measure/check the impact of your proposal?</b>	A monitoring framework will be drawn up to accompany the strategy

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

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	The parking strategy is a daughter document of LTP4, designed to help deliver the four strategic objectives in LTP4, with a particular emphasis on delivering cleaner air
<b>How are you going to measure/check the impact of your proposal?</b>	A monitoring framework will be drawn up to accompany the strategy

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

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/> <p style="text-align: center;">Page 63</p>
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**Culture and heritage - will it promote, protect and enhance our culture and heritage?**

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

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

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>The quality of life, or liveability, of a city is increasingly important to businesses and workers. This has been compounded by the growing number of people working remotely since the Covid-19 pandemic. Consequently, businesses and workers have a broader choice in deciding where to work or base their business. Cities like Portsmouth offer a range of amenities and attractions which attract workers and businesses. The Parking Strategy will therefore support sustainable growth by pursuing policies that enhance these the amenities and the liveability of the city. For example, this will be done by reducing congestion, air pollution and carbon emissions, by providing a range of transport options. The strategy will also support local businesses by providing additional multimodal parking which will facilitate a greater number of customers' journeys and create a more pleasant shopping environment.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>The projects and schemes delivered as part of the parking strategy will be reviewed to ensure they improve the liveability of the city and support sustainable growth. As each project will be specific to its locations, we will use a range of tools to ensure this. For example, this could include using the Healthy Streets Index to ensure the urban environment is improved.</p>



## Social value

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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## Involvement

<b>Who was involved in the Integrated impact assessment?</b>	James Silvester
<b>Name of the person completing this form</b>	James Silvester
<b>Date of completion</b>	2023-09-05

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# Agenda Item 6



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

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

**Title of meeting:** Cabinet Member for Transport Decision meeting

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

**Date of meeting:** 14 September 2023

**Report by:** Kerri Farnsworth - Interim Director of Regeneration

**Report Author:** Gareth James - Transport Strategy Team Leader

**Wards affected:** All

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### **1. Purpose of Report**

- 1.1 This report provides an update on the operation of the rental e-scooter trial that is currently scheduled to run until 31 May 2024.

### **2. Background**

#### **Background to the Solent Future Transport Zone and rental E-scooter trial**

- 2.1 In March 2020, Solent Transport was awarded £28.8m of funding from the DfT's Future Transport Zones (FTZ) programme to implement a programme of trials of innovative approaches to transport across the Solent area, from 2020/21 to 2023/24. This programme did not include rental e-scooter trials.
- 2.2 During summer 2020, the DfT announced the possibility for FTZ Local Authorities to run e-scooter rental trial schemes to support a 'green' restart of local transport in response to the pandemic, on the basis that funding be reallocated from within the existing FTZ programme to facilitate such projects.
- 2.3 Following a review of the Solent FTZ programme in light of the COVID-19 pandemic, some schemes were delayed. Subsequently, Solent Transport undertook work with the DfT to enable reallocation of circa £900k from areas of the FTZ

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programme with reduced need to provide a subsidised set of e-scooter schemes across the four Local Transport Authority areas in the Solent region.

- 2.4 In July 2020, Solent Transport submitted a proposal to the DfT requesting permission to operate an e-scooter trial in the Solent area. The Isle of Wight scheme was the first part of the Solent project to launch in November 2020, with the operator Beryl. The Portsmouth and Southampton schemes, both operated by Voi, followed in March 2021. All three schemes have been extended in accordance with the DfT's extension of the trials at a national level and are thus scheduled to end on 31 May 2024.
- 2.5 The trials enable essential insights for the DfT and councils as to how rental e-scooters contribute to the transport mix in urban centres. In summer 2022, the DfT outlined plans to create a new low-speed zero-emission vehicle (LZEV) category incorporating e-scooters, but the timeline for this remains unconfirmed.
- 2.6 During the trials, e-scooters are classified as motor vehicles, and the relevant motor vehicle insurance has to be provided via the scheme operator. E-scooters must meet requirements for vehicle construction and approval set by the DfT.
- 2.7 The DfT is only permitting the trialling of rental e-scooters. The use of privately owned e-scooters on the public highway will remain illegal during the trial period.
- 2.8 While the VSOs issued by the DfT to participating authorities constitute the legal authorisation required to run e-scooter rental trials, a Traffic Regulation Order (TRO) is required to allow rental e-scooters to be ridden in cycle tracks, cycle lanes and bus lanes. A decision was taken at July 2022's Traffic and Transportation Member Decision Meeting to make the order ("ETRO 25 2021") permanent following the expiry of the associated experimental traffic order.

### **Trial aims**

- 2.9 The main aim of the trial is to build robust evidence about the benefits, public perceptions, and wider impacts of e-scooters in order to inform legal changes that may be necessary beyond the e-scooter trial period.
- 2.10 Key areas that the council and DfT, working with Voi, have been gathering information on include:

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- Safety outcomes for rental e-scooter users and what influences this
- Interaction with, and effect on, other road users
- Public perceptions of the rental e-scooters, including impacts for people with disabilities
- Nature of modal shift and new journeys that have been enabled
- Characteristics of users and how uptake differs for different groups
- Local Authority perception of effects on their transport system and public environment.

2.11 Voi is continuing to collect quantitative and qualitative data regarding the effects of its Solent schemes and provides regular reports to the council and Solent Transport. Ongoing engagement with key stakeholder groups will continue to take place throughout the trial to understand perception and impacts, while the council has also undertaken its own perception and behavioural change surveys. More detail of these surveys is provided in section 5 of this report.

**Policy Context**

2.12 The trial supports the ambitions of Portsmouth's adopted Transport Strategy 2021-2038<sup>1</sup>, in particular Policy C ("Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes"), which states that micromobility can provide an affordable, convenient, low- energy alternative to the private car and can, when used responsibly, perform a particularly useful role in the first or last mile of a journey, for example, making it easier to get to a train station or bus stop from home or, at the other end of a journey, a final destination.

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<sup>1</sup> [Local Transport Plan 4 \(LTP4\) - Portsmouth City Council](#)

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### **3. Operations, Parking, Education and Compliance**

#### **Operations and Parking**

- 3.1 The rental e-scooter trial vehicle being used in Portsmouth offers a number of technological advances, including:
- A 60-mile range and 5-year lifespan
  - A maximum speed of 12.5 miles per hour, with ability to restrict speed in specified zones
  - Swappable battery technology to enable batteries to be changed 'in the field' by Voi operatives
  - Unique vehicle ID plate and easily identifiable colouring / branding
  - Lights and reflectors
  - 10-inch pneumatic tyres
  - Tamper-proof bell
  - Turning indicators
  - Available in Solent Transport's 'Mobility as a Service' app, Breeze
- 3.2 The geofencing technology that is fundamental to the operational model has enabled the council to work with the operator to determine where the rental e-scooters can go in the city. This has enabled the introduction of 'no-go' zones (e.g., Commercial Road pedestrianised precinct), and 'go-slow' zones (which can be set to 7.5mph or 5mph), typically used on shared use paths, in busier areas or areas that may be subject to conflicting movements. This limits the rental e-scooter speed in these areas to the equivalent of a fast walking pace.
- 3.3 The scheme in Portsmouth is a fully racked scheme with parking racks located in tightly-geofenced mandatory parking zones. Rental e-scooter users are required to leave the rental e-scooter in a parking rack at the end of their ride, with the geofencing technology ensuring that rides can only be finished within the defined zone. This has resulted in a very low number of complaints compared to more "free-floating" micromobility services, and the racked approach is becoming increasingly popular in other e-scooter trial areas in the UK.
- 3.4 Voi has indicated that Portsmouth and Southampton's "Parking Cop" scores, based on site parking assessments carried out to determine the proportion of scooters that are well-parked, are constantly among the best in Europe.

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- 3.5 Portsmouth was one of the first Local Authorities in the UK to integrate physical parking racks as part of the scheme. Voi worked collaboratively with the Royal National Institute for the Blind (RNIB) to develop the design of its parking racks.
- 3.6 A rental e-scooter parking expansion strategy developed in September 2021 was successfully implemented to ensure the selection of sites put forwards to the FTZ Board and then to public consultation support the council's wider transport strategy.

### **Education and Compliance**

- 3.7 The DfT requires third party insurance for rental e-scooter riders as part of the national trial; Voi's policy can be accessed here: <https://www.voi.com/insurance/>
- 3.8 Voi employs a number of measures in relation to Driver Education, Compliance and Health & Safety. Key examples include:
- The launch of the first rental e-scooter traffic school
  - A fully integrated driver licence screening process
  - Provision of free / heavily subsidised helmets, and incentives for helmet use
  - Awareness campaigns and ongoing community engagement
  - "Reaction test" on the app starting at 9pm to mitigate the risk of drink riding
  - Regular Safety Skills events, delivered by one of the UK's leading road safety organisations, at Lakeside North Harbour and Guildhall Square
- 3.9 Voi's Safety Skills events are well-received by attendees, with 97% of respondents feeling positive about their learning experience and stating that they subsequently felt more confident using a rental e-scooter. The six events held in Portsmouth in 2022 welcomed a total of 129 attendees.
- 3.10 Voi employs a range of approaches in addition to those referenced above to tackle misuse of rental e-scooters, most notably:
- Meetings have been regularly held between the council, Hampshire Police and Voi, ensuring any issues are identified and collaboratively addressed.
  - A team of Voi field operatives addresses problems with abandoned / incorrectly parked rental e-scooters and misuse of vehicles.

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- Voi's distinctive coral coloured rental e-scooters carry a unique registration plate so that anyone can report a wrongly parked rental e-scooter or bad driver behaviour. Voi encourages use of their e-form (<https://report.voi.com/>) where possible, but they can also be contacted by phone on 0808 501 5724 or by email at [support@voiapp.io](mailto:support@voiapp.io). If the unique registration plate number is not available, then incidences are still encouraged to be reported as Voi endeavours to determine the identity of the rider based on the time and location the rental e-scooter was being ridden or parked.
- Voi has implemented a "three-strikes" policy, whereby a user reported for an offence is first banned for 7 days and is required to complete its online traffic school. Following a second strike, the user is banned for 30 days. Finally, a further offence results in the user being permanently banned from using the rental e-scooters. A ban can be applied for a range of offences including, but not limited to, allowing an underage rider to use an e-scooter, pavement riding, and twin riding. To date, 1,256 temporary bans for inappropriate riding and 39 permanent bans have been issued to Portsmouth rental e-scooter users.



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### **4. Monitoring and Evaluation**

#### **Key Statistics**

4.1 A summary of key Portsmouth trial statistics to date (March 2021 - July 2023), is:

• Number of currently active users	73,007
• Number of active vehicles	638
• Average % of fleet available to hire	94%
• Number of parking rack locations*	107
• Total distance travelled	1,928,838 km
• Total rides	757,827
• Average ride time	15.9 minutes
• Average distance travelled	2.55 km
• Riders/rental e-scooter/day	1.95
• CO2 equivalent saved**	167 tonnes
• Car trips replaced***	344,747
• Parking compliance	96%

\* The majority of rack locations have one rack, which can be single or double-sided depending on the site. Certain locations such as The Hard Interchange have more than one rack due to high demand. The locations of the racks can be viewed here:

<https://travel.portsmouth.gov.uk/schemes/rental-e-scooter-trial/>

\*\* Voi's carbon savings stated above were calculated based on inputs such as trip data, mode shift percentages collected from user surveys, the government's emission factors for the modes their rental e-scooter trips are replacing, and rental e-scooter Life Cycle Assessments (LCAs). Emission savings are calculated in CO2 equivalent units, meaning they factor in all GHG. To validate the robustness of these calculations and identify opportunities to deliver even greater carbon savings, Solent Transport has commissioned TRL (a global centre for innovation in transport and mobility that was appointed by Solent Transport to augment its Monitoring and Evaluation for the e-scooter trial and other projects in the FTZ programme) to lead its participation in an autumn 2023 pilot to apply NUMO's environmental impact assessment to the region's micromobility schemes, including Portsmouth's e-scooter rental trial.

\*\*\* The car trips replaced figure is calculated by asking survey respondents how they would have made their last trip if not by rental e-scooter, which is considered a best practice approach in monitoring mode shift. The figure is based on Voi's user surveys, but as detailed in the next section, the council's own surveys indicate a slightly higher car trip replacement rate.

#### **Survey Data**

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- 4.2 Voi's most recent user survey findings published in February 2023 indicate that 43% of Portsmouth's rental e-scooter users would have used a car or taxi for their last journey if rental e-scooters had not been available. This is broadly consistent with Voi's previous surveys.
- 4.3 The council has carried out four online surveys. As reported to the October 2022 Cabinet Member for Traffic and Transportation Decision meeting, a noteworthy finding of the most recent survey (Wave 4)<sup>2</sup> was that 54% of respondents said they would have used a car or taxi for their last journey if they had not used a rental e-scooter. This is broadly consistent with the council's previous survey findings, and a far higher figure than in most cities abroad, showing that Portsmouth's rental e-scooter scheme is providing a genuine alternative to the private car.
- 4.4 For the Wave 3 survey, additional statistical analysis was carried out to determine how attitudes might have shifted if survey respondents' ages were representative of the Portsmouth population, as there was a lower survey response rate from younger age groups. The overall trend with the reweighting process was that negative perceptions decreased, and positive perceptions increased, by between 8% and 15%. To better understand public perceptions about the e-scooter rental schemes, Solent Transport has commissioned TRL to carry out a region-wide survey this October, asking comparable questions to previous surveys, but ensuring a more representative mix of respondents. These findings will be reported to the Cabinet Member for Transport when available.

### Safety

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

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

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

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<sup>2</sup> [E-scooter Rental Trial Opinion Survey - Wave 4 Findings 2022 - Your City, Your Say survey research \(portsmouth.gov.uk\)](https://www.portsmouth.gov.uk/e-scooter-rental-trial-opinion-survey-wave-4-findings-2022-your-city-your-say-survey-research)

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

During the trial to date, from March 2021 until July 2023, 168 slight and 37 serious injuries have been reported to Voi. All reported serious accidents involved injuries only to the user and not to other road users such as pedestrians. Independent analysis conducted in early 2022 suggests the number of serious injuries may in fact be slightly lower, as Voi included incidents that were unverifiable or lacked an accompanying accident log.

- 4.6 The validation of accident data forms part of Solent Transport's ongoing evaluation of the trial alongside Local Authorities and partner organisations including TRL. It is hoped it will be possible to obtain richer e-scooter accident data from the police in due course (currently, there is not a clear distinction between incidents involving rental e-scooters and privately-owned scooters, but it is well-understood that the incident rate for the latter is significantly higher).
- 4.7 TRL analysis commissioned by Solent Transport has indicated a general downward trend in e-scooter rental accident rates in Portsmouth since the trial began, with the accident rate in every month from April 2022 to March 2023 being lower than in the corresponding month the previous year. This type of comparison is especially useful in the transport sector, as it takes account of seasonal variations in road traffic and weather conditions.
- 4.8 This declining accident rate is consistent with data from elsewhere, such as that published in June 2023 by Micro-Mobility for Europe (MMfE), an association of shared micro-mobility providers, which indicated that shared e-scooter injury rates decreased by 19.2% across 29 European countries between 2021 and 2022.

### **Stakeholder Engagement**

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

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

4.10 Dialogue has continued with a number of these organisations as the trial has progressed, particularly Hampshire Constabulary, University of Portsmouth, and VIAG. Other groups representing those with disabilities have engaged with Solent Transport's quarterly Micromobility Equalities Forum meetings.

## **5. Private e-scooters**

5.1 As mentioned in Section 2 of this report, the DfT has outlined plans to create a new low-speed zero-emission vehicle (LZEV) category incorporating e-scooters, but the timeline for this remains unconfirmed and privately-owned e-scooters remain illegal for use on public roads. They have nonetheless become increasingly common, which has raised concerns, as they are not subject to the same design standards and controls (e.g., a minimum age of 18, driving licence facial recognition checks, mandatory training, mandatory insurance, vehicle registration number, citywide 12.5mph speed limit, No Ride Zones, and mandatory parking racks) as the Voi e-scooter rental scheme.

5.2 Given that their use on public roads remains illegal, any enforcement of private e-scooters is a matter for the police rather than for local authorities. However, pending guidance from the government on private e-scooter use and the need for insurance,

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Hampshire and Isle of Wight Constabulary is not treating this as a force priority. As private e-scooters cannot be legally insured, they state that they have no power to seize them under Section 165A of the Road Traffic Act 1988, but that they stop private e-scooters during planned days of action and provide users with a leaflet and a warning.

- 5.3 As in previous years, the council is working with the police on a joint campaign to discourage e-scooters being bought as Christmas presents by reminding residents that they are illegal for use except on private land with the landowner's permission.

.....  
Signed by (Director)

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

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

<b>Title of document</b>	<b>Location</b>
Government guidance on e- scooter trials	<a href="https://www.gov.uk">E-scooter trials: guidance for users - GOV.UK (www.gov.uk)</a>
Portsmouth City Council e- scooter webpage	<a href="#">Rental e-scooter trial - Travel Portsmouth</a>
Electric Scooter Trials & Traffic Signs (Coronavirus) Regulations & General Directions 2020	<a href="https://legislation.gov.uk">The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (legislation.gov.uk)</a>
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (September 2020)	<a href="#">Agenda for Cabinet Member for Traffic &amp; Transportation on Friday, 18th September, 2020, 4.00 pm Portsmouth City Council</a>
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (February 2021)	<a href="#">Agenda for Cabinet Member for Traffic &amp; Transportation on Thursday, 25th February, 2021, 4.00 pm Portsmouth City Council</a>
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (November 2021)	<a href="#">Agenda for Cabinet Member for Traffic &amp; Transportation on Thursday, 4th November, 2021, 4.00 pm Portsmouth City Council</a>
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (March 2022)	<a href="#">Agenda for Cabinet Member for Traffic &amp; Transportation on Friday, 18th March, 2022, 4.00 pm Portsmouth City Council</a>
Portsmouth Rental E-Scooter Trial Traffic Regulation Order (July 2022)	<a href="#">Agenda for Cabinet Member for Traffic &amp; Transportation on Thursday, 28th July, 2022, 4.00 pm Portsmouth City Council</a>
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (October 2022)	<a href="#">Agenda for Cabinet Member for Traffic &amp; Transportation on Thursday, 20th October, 2022 5.00 pm Portsmouth City Council</a>

# Agenda Item 7



**Portsmouth**  
CITY COUNCIL

<b>Title of meeting:</b>	Cabinet Member for Transport Decision Meeting
<b>Date of meeting:</b>	14 <sup>th</sup> September 2023
<b>Subject:</b>	Solent Transport Business Plan 2023-2024 - for ratification
<b>Report by:</b>	Kerri Farnsworth, Interim Director of Regeneration
<b>Report Author:</b>	James Silvester, Interim Strategic Transport Lead
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## **1. Purpose of report**

- 1.1.1 This report seeks ratification of Solent Transport Business Plan for 2023-2024 which was approved at Solent Transport Joint Committee on 6 March 2023.

## **2. Recommendations**

**It is recommended that the Cabinet Member for Transport:**

- 2.1 Ratifies the Solent Transport Business Plan for 2023-2024.**

## **3. Background**

- 3.1 Solent Transport is a partnership of the four Local Transport Authorities (LTAs) - Portsmouth City Council (PCC), Southampton City Council (SCC), Hampshire County Council (HCC) and the Isle of Wight Council (IoWC) - in the Solent sub-region. The partnership was originally established in 2007, with just PCC, SCC and HCC working together, with IoWC joining in 2013.
- 3.2 Solent Transport works to deliver improved transport infrastructure, networks and systems crucial to keeping the Solent region moving.
- 3.3 Solent Transport's priorities adapt each year to reflect the priorities identified by Solent Transport's Senior Management Board and the resources available. In the business plan proposed for 2023/24, there are 5 main priorities shown in table 1:



Solent Transport Strategy	To develop a strategic vision statement and high-level strategy for transport shared across the four Member LTAs, which will also help define the future focus of Solent Transport's activities
Maintenance and Management of the Sub-Regional Transport Model (SRTM)	The SRTM is a multi-modal transport model, covering highway and public transport modes, which allows testing of the impacts and benefits of land use and transport interventions. One of the priorities for next year involves preparing for a major upgrade of the SRTM.
Solent Future Transport Zone (FTZ) delivery	A FTZ is a trial programme, funded by the Department for Transport, to help make journeys easier, smarter and greener. This aspect of work would continue the successful delivery of the FTZ programme
Solent Go	To consider the future structure of Solent Go, its delivery through digital means and also its role as a product in the regional fares environment and in Bus Service Improvement Plans (BSIPs)
Solent Rail Connectivity Strategic Outline Business Case	Further work (jointly with Network Rail) to develop the Solent Rail Connectivity proposals, in an environment where rail funding from central government is reduced compared to the past

Table 1 - Solent Transport Business Plan priorities

- 3.4 Further details on each of these 5 priorities are included in the report to Solent Transport Joint Committee 6 March 2023 prepared by the Solent Transport Manager and attached as Appendix A.
- 3.5 To support the delivery of the business plan, PCC makes an annual contribution to Solent Transport of £40k, plus officer time. This amount goes towards Solent Transport's annual operating cost (mostly made up of staff costs) of roughly £190k. The annual £40k contribution has remained at the same level since 2013.
- 4. Reasons for recommendations**
- 4.1 The four constituent Local Transport Authorities (LTAs), working in conjunction with the district councils in the south of Hampshire, recognise that significantly more can be achieved by working in partnership than by operating in isolation. Therefore, there is a strong desire for Solent Transport to continue.
- 4.2 Solent Transport's Joint Committee approved the draft business plan on 6<sup>th</sup> March 2023. However, the approval of each of the four constituent LTAs is also



needed, in accordance with paragraph 2 of the Terms of Reference in Solent Transport's legal agreement<sup>(1)</sup>.

**5. Integrated impact assessment (IIA)**

5.1 An IIA is attached as Appendix B.

**6. Legal implications**

6.1 Solent Transport (formally, "Transport for South Hampshire and the Isle of Wight") operates as a Joint Committee of the four constituent local transport authorities established under powers contained in sections 101 and 102 of the Local Government Act 1972.

6.2 Under its Terms of Reference, one of the functions of the Joint Committee each year is *"to recommend the Annual Business Plan to the parties who will approve the Business Plan through their own decision-making system and, once approved, to implement the approved Annual Business Plan"*.

6.3 Accordingly, the Cabinet Member for Transport is now recommended to approve the current year's Business Plan on behalf of Portsmouth City Council.

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

7.1 The Council makes an annual contribution to Solent Transport of approximately £40,000 per annum, this is funded through the Transport Portfolio's cash limited budget. There has been no proposal to increase contributions for 2023/2024.

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Signed by:

**Appendices:**

Appendix A - Report to Solent Transport Joint Committee 6<sup>th</sup> March 2023

Appendix B - 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
Legal Agreement related to Transport for South Hampshire and the Isle of Wight	<a href="#">TfSHIOW-Agreement-updated-March-2021-1.pdf (solent-transport.com)</a>

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

.....  
Signed by:

**Title of meeting:** Solent Transport Joint Committee

**Date of meeting:** 6<sup>th</sup> March 2023

**Subject:** Draft Solent Transport Business Plan 2023-24

**Report by:** Conrad Haigh, Solent Transport Manager

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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### **1. Purpose of report and executive summary**

This report summarises Solent Transport's activities in the previous fiscal year and sets out a proposed Draft Business Plan for Solent Transport for the 2023/24 financial year, for the Joint Committee's input and ratification.

The proposed priorities for the next year are:

1. Solent Transport Strategy - to develop a strategic vision statement and high level strategy for transport shared across the four Member LTAs which will also help define the future focus of Solent Transport's activities;
2. SRTM maintenance and management - agree a way forward regarding funding for a major upgrade and for the long term; and start a large-scale procurement for the upgrade of the Sub Regional Transport Model (SRTM)
3. FTZ delivery - to continue the successful delivery of Future Transport Zone (FTZ) programme;
4. Solent Go - to consider the future structure of Solent Go, its delivery through digital means and also its role as a product in the regional fares environment and in Bus Service Improvement Plans (BSIPs); and
5. Solent Rail Connectivity SOBC - further work (jointly with Network Rail) to develop the Solent Rail Connectivity proposals, in an environment where rail funding from central government is reduced compared to the past

### **2. Recommendations**

- That the Joint Committee agree the Draft Business Plan and ask the member authorities to take it through their local approval processes for agreement

### **3. Background**

#### **Background and summary of activity over previous year**

1. During 2022/23 Solent Transport and its member authority officer teams have overseen the continued delivery of the FTZ programme, including rental e-scooter trials and initial launch of the shared bike and e-bike trial schemes in the cities and the Isle of Wight and the initial launch of the first version of the Breeze Mobility as a Service (MaaS) app. The profile of Solent Transport and its member authorities have been boosted at a national level through these projects and associated research, evaluation and communication around these projects, the highlight of which was the Future Transport Forum Conference held in Portsmouth in January 2023. A re-procurement of the consultant to operate the SRTM model has reduced the fee costs for operation of the model by around 20%.
2. Alongside the highway authorities Solent Transport officers have worked closely with Transport for the South East (TfSE) to influence the draft Strategic Investment Plan (SIP) so it reflects the needs of the Solent sub-region. The final SIP forms a regional policy and evidence base from which to now develop a more detailed Solent Transport Strategy.
3. This 2023/24 business plan activities reflect the resources available. Members contributions will remain unchanged as they have done since 2013. This leaves a budget that covers the present staffing levels with a minimal allowance for operational activities related to Solent Go.

#### **Summary of progress against 2022/23 Business Plan**

4. **Headline objectives of the 2022/23 Business Plan included:**
  - Continuing successful delivery of the DfT-funded Future Transport Zone (FTZ) programme.
  - Working with our Member LTAs to progress development of a longer term, high level transport strategy and action plan for the Solent area
  - To support Network Rail in further development of proposals for improved rail connectivity for the Solent
  - Complete a large-scale procurement for the operation of the Sub Regional Transport Model (SRTM) and carry out maintenance and update work to provide an interim solution to maintaining the model's viability
  - Activities to market and promote to the public the innovative transport services delivered via the FTZ programme and to leverage these to increase the profile of Solent Transport and its LTAs in the transport sector
5. A full summary of the activity undertaken by Solent Transport during the year is provided in Appendix 1. Some key outputs (including those directly linking to 2022/23 Business Plan objectives) include:

6. Implementation of the FTZ programme, details of which are included in Item 6 but which notably include:
  - the development and low-key launch of the “Breeze” Mobility as a Service app.
  - Launch of “Beryl Bikes by Breeze” shared bikes/ e-bikes in Isle of Wight, Southampton and Portsmouth
7. Solent Transport Strategy: the procurement of a consultant (ITP) to commence the strategy development from March 23 onwards.
8. SRTM Model: Re-procurement of the Solent Regional Transport Model with a c.20% saving on consultant costs. In progress is an update to the model’s reference cases which will result in a validation for the 2019 base model thereby extending the life of the model and somewhat delaying the need for full replacement.
9. Solent Rail Connectivity: Working with Network Rail and the highway authorities to develop a Strategic Outline Business Case has commenced from January 2023. but is a lower priority for Network Rail than completion of the Waterside Rail final business case.
10. Marketing, promotion and profile-raising: A wide range of activities undertaken connected to the FTZ programme which has resulted in a significantly higher online/ professional media/ social media profile for the programme and for Solent Transport and its partners.

#### **4. Work Plan for 2023/ 24**

11. Solent Transport’s proposed work programme for 2023/24 is outlined on the following pages. A table of the proposed average weekly time allocations to key activities is provided on pages [10/11](#). There are five major priorities:
  1. Solent Transport Strategy
  2. SRTM maintenance and management
  3. FTZ delivery
  4. Solent Go
  5. Solent Rail Connectivity SOBC

#### **Development of Solent Transport strategic vision/ high level strategy**

12. This is a significant piece of work which will be resourced via a consultancy contract to provide the capacity to move this work forward. As of March 2023, the appointed consultant (ITP) is starting to initiate their work on the project and an inception meeting has taken place. The project is planned to be delivered across a 12-month period with the aim that a completed strategy is available for LTAs to adopt by March 2024. The consultancy contract to deliver this work is funded from income from recharges to projects delivered in the 2022-23 financial year by Solent Transport’s core staff and carried over..

13. The Solent Transport Strategy will be an important sub-regional document which consolidates the national, regional and local transport plans (published by the LTAs) in one document. It will set a shared vision and approach for transport improvements in the Solent region over the next 20/30 years.
14. Achieving decarbonisation of the transport network is a high priority. All four of our LTAs have declared climate emergencies and carbon neutrality goals (and transport emissions are the highest individual source of CO2 emissions). The strategy will consider which measures have the greatest impact on decarbonising the transport system. This approach should also support the LTAs in addressing emerging Department for Transport (DfT) guidance on carbon emissions for new LTPs.
15. Outputs will consist of a high-level strategy, and a set of “action plans”.
16. The brief and consultant contract has been developed to allow the Solent LTAs to commission a potential add-on study looking at future development in the Solent area and how the strategy and land use plans of the district and unitary authorities could be integrated. Discussion with the Partnership for South Hampshire (PfSH) is ongoing and are being led directly by officers in the LTAs.
17. The Solent Transport strategy and action plan will not be proposing or developing any entirely new interventions. It will bring together the various strategies and investment plans setting out joint strategic priorities and will undertake a strategic prioritisation and “packaging” up of measures to ensure highest potential impact.
18. It is planned for the Solent Transport Strategy to be completed by March 2024 for LTAs to take through their adoption procedures following development with the local transport authorities, in engagement with members and key stakeholders.
19. The Strategy work is proposed to include an SRTM or other model run to evidence the benefits (economic, carbon saving, transport network performance) of the strategy. This is likely to be a second stage of work but at the moment it is currently unfunded and will require the Member LTAs to confirm funding in due course. Member authorities are requested to budget accordingly if they see value in this work.
20. An officer working group is being set up and will require substantial time inputs from LTA officer and Solent Transport staff across the 2023/24. Member authorities should note the need to commit to this in order to get the most from the strategy work.

### **Sub-Regional Transport Model: Priorities for 2023**

21. The since 2017 the SRTM has helped evidence the need for £269m of investment to the region. The model continues to play a key role in providing evidence underpinning major transport scheme/ programme business cases to DfT from the

LTAs and is an essential tool required by Local Planning Authorities and PfSH to undertake transport assessment work for Local Plans.

22. The top priorities for SRTM in 2023/24 are proposed to be:
- Continuing effective client management and operation of the model, support for clients, and undertaking activities to raise awareness of and use of the model amongst user groups such as developers
  - Completion of the 2019 (base) model year journey time validation exercise and reference case updates, as soon as possible (subject to resolution of concerns with DfT TEMPRO/ NTEM 8 data).
  - Agree a sustainable way to run and fund the model in future years and identifying a way to meet the circa £1m funding gap required for a rebuild within the next two years.
  - Progressing activities which will determine the longer-term future of the model and/or add value to the model in the medium term.
23. The SRTM model is based on data which was collected prior to the Covid-19 pandemic (in 2019, 2015 and in some cases as far back as 2010) and the model therefore does not fully represent post-Covid travel patterns and behaviours. The cost of a major upgrade to fully account for these changes (which would be required now even if the Covid-19 pandemic had not occurred) is in the region of £1.5m.
24. The model reserve currently total approximately £500,000 leaving a shortfall of around £1m. Charge out rates have had to have regard to market rates. Whilst this has covered the operational and maintenance costs, it has not secured enough to cover the end of life rebuild. Work has been undertaken to drive down operational costs but, on its own, it is not sufficient to cover the gap and funding pressure.
25. A key activity over the next six months will be to identify if and how the model will be updated and to develop a sustainable long-term solution to the historic 'whole life shortfall'. A number of options (which are likely to be blended) are available which will be developed with the LTA officers for agreement at a future joint committee. They include:
- Not updating the model and not having an evidence base
  - Seeking contributions from others with a vested interest – notably DfT, TfSE, PfSH and the Solent LPAs (the SRTM is a vital tool used in the evidence base for Local Plan transport assessments)
  - Charging higher rates and removing discounts for the LTAs and strategic partners to access the model
  - Exploring the concept of a success fee – LTA members will need to take a view as to if this is practical and financially acceptable under CIPFA rules and funding conditions
  - Member authorities paying for the upgrade directly. This is a last resort but if they value the SRTM as a tool LTAs should start to factor this option into their budget setting as a backup

26. If no funding options are identified, Solent Transport will start developing a detailed plan for shutting down the SRTM model (without replacement) most likely during the 2024/25 year to avoid the risks associated with continuing to promote an obsolete model. In its absence the LTAs could find themselves at a strategic disadvantage when developing and competing for Government funds for transport schemes. Local Planning Authorities would not have access to the model which would make undertaking Local Plan transport assessments problematic.

**Continued successful delivery of FTZ programme:**

27. As Solent Transport's current flagship area of work with most immediate benefit to the Solent area and our partners, continuing the good progress made to date on FTZ is a key priority. The FTZ is a high profile, national innovation scheme and will inform central government future decisions around transport innovations, and investment. The FTZ programme is delivering a number of major projects and initiatives which are identified in member authority Local Transport Plans and as such directly and significantly contributes to achievement of our member LTA's policy and strategy objectives. Its successful delivery will boost the area's credibility with DfT and other funders when bidding for future funding opportunities as well as enhancing the Solent area's reputation as a hub for innovation-supporting key local employers in the education & research sector.
28. The FTZ programme has its own funding (provided through Department for Transport Grant) and delivery team, however significant input from the core Solent Transport team (who, in conjunction with our Member LTAs, devised the programme and projects within) is also required on an ongoing basis. Two days per week of core staff time is dedicated to FTZ as match funding for the DfT grant funding allocation. Any time spent by the two core Solent Transport staff above this match funding level is recharged to the FTZ capital budget as income to Solent Transport.
29. We also recognise that the FTZ programme places additional pressure on our member LTAs to deliver some elements "on the ground". Solent Transport will continue to provide support (staff resource) to assist our members to deliver and gain maximum value from the opportunities presented. Details of the work will be highlighted in the reports for the FTZ Steering Group meeting that forms part of this Joint Committee meeting.

Key challenges and planned FTZ programme activity for 2023/24

Challenges:

- Recruitment remains difficult with the market demand outstripping supply and the innovative nature of the programme requiring specific skillsets. A further recruitment round commenced in December 2022 with seven FTZ posts going out to advert. We are actively working to fill remaining unfilled posts



while planning strategically for appropriate resource for commencement of new projects and evolving programme requirements.

- Alignment with local authority partners to ensure FTZ programme activity compliments and aligns with other local and regional activity to deliver maximum benefit (TCFs, BSIPs etc)
- Budget management is challenging with such an innovative programme of activity and with current global factors creating uncertainty.
- Robust contract management is imperative given the programme timescales and reliance of certain projects on external partners, contractors and influences.
- Delivering an innovation project within the constraints of Local Authority partnership has resulted in challenges with procurement and governance tasks.
- On-boarding and testing of some Mobility Service Provider (MSP) integrations into Breeze is complex and often impacted by external dependencies.

Planned activity:

30. Dissemination of lessons learnt, approaches and sharing best practice remains a key priority of the Solent FTZ and will support greater recognition and raise the partnerships profile.
31. To continue with the development and implementation of a robust programme wide M&E strategy.

Theme 1 (Personal Mobility):

32. Breeze app development & integrations:
  - 'Active Trip' function developed, tested and rolled-out to provide users with step-by-step guidance throughout their planned trips.
  - Full integration of remaining MSPs
  - Customer service, financial reconciliation, and voucher functions integrated
  - Breeze for Business project rolled out to key trip generating sites
  - Small-scale Mobility Credits trial accessed via Breeze launched in Havant area
  - Explore and exploit the commercialisation of Breeze to current and wider markets
33. Dynamic Demand Responsive Transit (DDRT) trial - commencement of phase 1 pilot following appointment of chosen back-office system provider, and development of plans for second phase of the project (wider trial).

34. Further comprehensive roll out of the Beryl Bikes by Breeze across the region in summer 2023 and explore potential expansion into other areas.
35. Continue to grow numbers of rental e-scooters (including parking locations) within current scheme trials throughout Solent region.

Theme 2 (sustainable logistics trials):

36. Macro-consolidation: Analyse the Southampton SDC performance to date, identify best practice and implement next steps for new trial projects/approaches.
37. Micro-consolidation: Finalise site selection for potential trials, refine trial deliverables and secure industry sector partners for delivery.
38. Medical delivery by drone for the NHS: Will undertake detailed research into the classification of different drone types, that are suitable could be utilised for this purpose. We will also trial temporary airspace options to allow further flying and testing of drones with differing capabilities, to best assess the most appropriate drones for logistics usage. This will also enable an airspace sensor network to be developed, allowing further data gathering

### **SolentGo Ticketing and Fares**

39. The usage of Solent Go has not fully recovered from drops in usage during the Covid-19 pandemic. Transaction costs per journey made using ITSO Smartcard Solent Go products is significantly worse than it was prior to 2020. There has been a fundamental shift for the worse in the economics of the Solent Go ITSO card system.
40. A key action relating to Solent Go in 2023 will therefore be to investigate options for more cost-effective replacement of ITSO Smartcards as a means of providing Solent Go Tickets via Breeze (using FTZ budget) - and to develop a plan for closing down the Solent Go ITSO system if a more cost effective and user-friendly replacement, such as QR Code tickets, can be identified.
41. Other actions for 2023 include:
  - Development / launch of planned new Solent Go products as part of the FTZ programme
  - A potential review of the range of Solent Go products more widely in response to changes in the bus market in Solent
  - Implementation of Solent Go ticket price increases agreed by South Hampshire Bus Operators Association in spring 2023
  - Work with Portsmouth City Council to explore the potential delivery of some of BSIP funded Portsmouth-specific ticketing products and fares via Breeze, potentially branded as Solent Go products.

**Solent Rail Connectivity SOBC**

42. Working jointly with Network Rail (who will lead this project) the next step in the Solent Connectivity project is creation of a Strategic Outline Business Case (SOBC) which will build upon the conclusions of the Solent Connectivity CMSP study (published May 2020) which is regarded as requiring only relatively moderate updates to function as a strategic case for the SOBC. The main activities for developing the SOBC will comprise:
- Updated timetable and economic modelling of a “long-list” of five interventions (based on an updated version of the five interventions assessed in more detail in the Solent Connectivity CMSP study) to identify timetable feasibility, infrastructure interventions, and the high level economic case for each intervention;
  - Update order of magnitude cost estimates for interventions;
  - SRTM model tests of a single preferred option selected from the “long list” assessment to provide a detailed economic case and detailed picture of where benefits and costs occur in order to set out a compliant economic case for interventions; and
  - Consideration of matters required for the commercial, financial and management cases to a level required for an SOBC (eg rolling stock, traincrew, indicative procurement and financial strategy etc)
43. As well as Solent Transport’s core staff time allocations to resource our inputs to the development of this SOBC, the three mainland Solent LTAs have committed to jointly fund the SRTM model test(s) and support some marketing and communications activities for the publication of the SOBC.

**Other areas of work**

44. We will continue to work with DfT, National Highways, Network Rail, TfSE and other key partners to promote the Solent region’s best practice and lobby for better deals in transport funding.
45. Finally, we will continue to administer and co-ordinate the Solent Transport Joint Committee meetings, occasional Member briefings and Senior Management Board. There continues to be significant effort and resource being put in to driving down costs, income generation and meeting partners budgetary expectations, this will continue as discussed below.

**Solent Transport staff approximate weekly allocation of days per week across projects**

<b>Estimated Average Resource Allocation in days per week</b>	<b>Solent Transport Core Staff Activity</b>
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1.7	Solent Transport high-level strategy development. This allocation is in addition to the additional resource (circa £85k) to procure consultancy support to provide dedicated capacity for this work.
1	SRTM ongoing Business As Usual client management, user advice/support & administration
0.5	<p>SRTM additional tasks:</p> <ul style="list-style-type: none"> <li>• Development of funding options for required major upgrade (eg success fee)</li> <li>• Completion of journey time validation and reference case updates</li> <li>• Participation in HCC/TfSE future modelling study</li> <li>• Specification and preparation for procurement of major model update (in event of funding being secured)- or, activities in preparation for decommissioning SRTM without replacement in 2024 or 2025.</li> </ul> <p>(SRTM total 1.5 days)</p>
3	Future Transport Zone time allocations from core staff- N.B: The FTZ programme budget is recharged for the cost of the additional resource above the match funding commitment.
1.4	Preparation of Solent Rail Connectivity SOBC (in partnership with Network Rail)
1.25	Solent Transport administration \ management time, including preparation for and actions associated with SMB and Joint Committee meetings.
0.55	Time allowance to accommodate all other activities, in accordance with SMB priorities- includes: Solent Go and marketing (which will also receive FTZ support), liaison with stakeholders, Isle of Wight Transport Infrastructure Board, input to M27/M3 TDM project, Waterside Rail, TFSE engagement particularly in relation to Future Mobility and rail strategy, LEP, Freeport support etc.
0.6	Allowance for staff annual leave
10	TOTAL

The above time allocations do limit the resource that Solent Transport has available to undertake additional income generating activities in the coming year.

### Financial/ budget implications

46. The present budget and contributions have remained fixed since 2013 at £190k reflecting the extended period of austerity faced by the Member Authorities. In real

terms this represents a 47% reduction in budget since 2013. It is not proposed to increase contributions so they will remain as follows:

- Isle of Wight Council £20k
- Hampshire County Council £90k
- Portsmouth City Council £40k
- Southampton City Council £40k
- Total £190k

47. The Solent Transport core staff establishment stands at 2 FTE funded through the core budget. It should be noted that contributions now only make up enough to cover the staff budget only. This years costs for operational budgets for Solent Go, My Journey and for the Solent Transport Strategy commission are covered by the carried over balance from historic recovery of time recharges but these will be significantly reduced by the end of the business plan. Within the short to medium term it will be advisable to review the operating and financial model for Solent Transport and ensure it can operate on a sustainable financial basis beyond this business plan.
48. More details including proposed breakdown of the budget is provided in the separate finance report.
- 49.

## **5. Reasons for recommendations**

50. The Business Plan presented here has been confirmed by SMB as their recommendation for how Solent Transport can best support their respective authorities priorities. This follows consideration and discussion of other options and opportunities.
51. Our Senior Management Board (SMB) clearly highlighted five key ambitions for the coming year: Solent transport strategy and plan, SRTM maintenance and management, FTZ delivery, Solent Go and Solent Rail Connectivity. This report seeks to agree those priorities and the approximate time commitments.
52. Endorsing the recommendations would result in continuation of Solent Transport's activities and services during 2022/23 in line with a plan agreed across the four partner LTAs.
53. Internal consultation on the detail of this Business Plan has been undertaken with the Senior Management (SMB) officers from each Member Authority.

## **6. Integrated impact assessment**

54. No new or revised policies or procedures directly affecting the public will be introduced as a result of the recommendations in this report. Therefore an integrated

impact assessment is not deemed to be required. Integrated impact assessments will be undertaken on individual projects as required.

**7. Legal implications**

55. Statutory power to make decisions in this report are provided by the following legislation:
- S. 1 Localism Act 2011 (the general power of competence) permits Local Authorities to work in partnership with other public and private bodies to secure the delivery of functions, services and facilities that are for the benefit or improvement of the areas they serve.
  - S101 & S102 Local Government Act 1972 grant statutory power for Local Authorities to arrange for the discharge of their functions by a committee, sub-committee or an officer of the authority, by a Joint Committee, or by any other local authority (subject to any express provision within LGA 1972 or any subsequent Act).

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

There is no additional financial commentary for this report. Please refer to the accompanying finance report for additional financial information.

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Signed by:

**Appendices:**

- 1. Summary of 2022-23 activities**

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

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

Title of document	Location

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

.....  
Signed by

