



# NOTICE OF MEETING

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## CABINET MEMBER FOR TRANSPORT

TUESDAY, 30 JANUARY 2024 AT 2.30 PM

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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### AGENDA

- 1 Apologies
- 2 Declarations of Interest
- 3 Portsmouth Micromobility Operations (Pages 7 - 46)

### Purpose of Report

This report provides an update on the operation of the existing rental e-scooter trial and recommendation for continued participation in the extended trials as announced by the Department for Transport (DfT). It also recommends moving to a sole operator model for shared micromobility (rental e-scooters, bicycles and electric bicycles) in Portsmouth and sets out the process for achieving this.

### **RECOMMENDATIONS**

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

- 1. Approves the renewal of the Vehicle Special Order (VSO) for Portsmouth's rental e-scooter trial until 31 May 2026, in accordance with the DfT's new end date for its national trials;**
- 2. Approves the extension of Voi's contract to operate the rental e-scooter scheme by one month, from its current expiration date of 31 May 2024 to 30 June 2024, to align its end date with that of Beryl's current operating contract for bike share;**
- 3. Approves Portsmouth City Council leading a Solent Transport procurement to select a sole micromobility operator for all existing Solent schemes from summer 2024 onwards;**
- 4. Delegates authority to the Assistant Director of Economy, Planning and Transport to continue to implement the rental e-scooter trial within the parameters established by the VSO and DfT until 31 May 2026, and, in consultation with the Assistant Director for Procurement, for Portsmouth City Council to award and enter into an operating contract with the highest scoring tenderer identified through Solent Transport's procurement.**

#### **4 TRO 26B/2023 - Various Parking and Waiting Restrictions (Pages 47 - 62)**

### Purpose of Report

To consider the public response to the proposed parking and waiting restrictions in several locations in Portsmouth.

### **RECOMMENDATIONS**

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

- 1. The proposed No Waiting At Any Time restriction in Sennen Place adjacent to No.36 is approved;**
- 2. The proposed removal of the Permit Holders only 4:30 - 6:30pm bay outside No.8 Pepys Close to facilitate off road parking facility is approved;**

3. It is noted that the remainder of TRO 26/2023 is being brought into operation under TRO 26A/2023 and is in the process of being implemented. Any proposals approved following this report will be brought into operation under TRO 26B/2023.

**5 Private Hire Vehicles (PHVs) in Bus Lanes Trial - Experimental Traffic Order (ETRO) 184/2022 (Pages 63 - 92)**

Purpose of Report

The purpose of this report is to provide an update on the trial permitting private hire vehicles (PHVs) to utilise five bus lanes, which was approved at the meeting of the Traffic & Transportation Cabinet Member on 5 July 2022 and subsequently implemented on 14 November 2022, and to recommend next steps for the trial.

The report details the current status of this trial and the data collected, and it covers recommendations for the future of PHVs in Portsmouth's bus lanes.

**RECOMMENDATIONS**

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

- 1. Approves making permanent the provisions of Portsmouth City Council (Various Roads)(Bus Gates and Bus Lanes)(No.184) Experimental Traffic Regulation Order 2022 permitting Portsmouth City Council licensed PHVs to continue to utilise the five bus lanes that were included in the trial, as specified in section 3 of this report;**
- 2. Approves commissioning independent Road Safety Audits to assess the implications of Portsmouth City Council licensed PHVs being permitted to utilise a further 22 bus lanes, as specified in section 8 of this report, and to determine the necessary mitigation measures and implementation costs;**
- 3. Approves the ongoing monitoring of road safety and air quality data for the five bus lanes that were included in the trial to help inform any future plans to permit Portsmouth City Council licensed PHVs to utilise more bus lanes.**

**6 TRO 115/2023: Proposed One-way, Beverston Road (Pages 93 - 112)**

Purpose of Report

To consider the implementation of the proposed one-way street within Beverston Road, Paulsgrove as outlined in appendix A of this report.

**RECOMMENDATIONS**

**It is recommended that the Cabinet Member for Transport approves the implementation of TRO 115/2023.**

**7 Concessionary Fares Scheme Reimbursement to Bus Operators (Pages 113 - 128)**

Purpose of Report

This report provides updated recommendations for concessionary bus passes reimbursement to bus operators in 2024/25 in accordance with the new guidance issued by the Department for Transport (DfT) on 30 November 2023.

**RECOMMENDATIONS**

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

- 1. Notes the contents of this report;**
- 2. Approves that the bus operator reimbursement rate to continue using actual journeys made with a concessionary pass from 1 April 2024 using the revised guidance from the Department for Transport (DfT);**
- 3. The Council will use Medium Urban Discount Fare Factor to reimburse bus operators;**
- 4. Approves that any unallocated concessionary travel budget be used to meet the cost for supporting non-commercial bus services during 2024/25 following DfT guidance;**
- 5. Approves making the free travel to hospital appointments permanent noting the results of the trial;**
- 6. Delegates authority to the Cabinet Member for Transport in conjunction with the Assistant Director for Economy, Planning and Transport and the S151 Officer, to make any necessary changes within the allocated budget.**

**8 TRO 298/2023 - Old Portsmouth Crossing and Waiting Restrictions (Pages 129 - 160)**

Purpose of Report

To consider the objections to the Traffic Regulation Order 298/2023, Old Portsmouth Waiting Restrictions.

**RECOMMENDATIONS**

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

- 1. Considers the objections to the Traffic Regulation Order for the Portsmouth City Council (Old Portsmouth Waiting Restrictions)(No.298) Traffic Regulation Order 2023 and Public Notices: Proposed Road Hump, High Street Old Portsmouth and Broad Street bus stop removal;**

- 2. Approves that the provisions of the Portsmouth City Council (Old Portsmouth Waiting Restrictions)(No.298) Traffic Regulation Order 2023 be made.**
- 3. Approves the Public Notices: Proposed Road Hump, High Street, Old Portsmouth and Broad Street bus stop removal;**
- 4. Notes that the proposed Peacock Lane raised table is under investigation due to drainage requirements and that this information will be brought to a future Transport decision meeting if a verbal update is not available on the 30<sup>th</sup> January 2024.**

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# Agenda Item 3



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

**Date of meeting:** 30 January 2024

**Subject:** Portsmouth Micromobility Operations

**Report by:** Felicity Tidbury - Assistant Director for Economy, Planning and Transport

**Report Author:** Gareth James, Transport Strategy Team Lead

**Cabinet Member:** Councillor Gerald Vernon-Jackson, Cabinet Member for Transport

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of the report

- 1.1. This report provides an update on the operation of the existing rental e-scooter trial and recommendation for continued participation in the extended trials as announced by Department for Transport (DfT). It also recommends moving to a sole operator model for shared micromobility (rental e-scooters, bicycles and electric bicycles) in Portsmouth and sets out the process for achieving this.

## 2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1. Approves the renewal of the Vehicle Special Order (VSO) for Portsmouth's rental e-scooter trial until 31 May 2026, in accordance with the DfT's new end date for its national trials;
- 2.2. Approves the extension of Voi's contract to operate the rental e-scooter scheme by one month, from its current expiration date of 31 May 2024 to 30 June 2024, to align its end date with that of Beryl's current operating contract for bike share;
- 2.3. Approves Portsmouth City Council leading a Solent Transport procurement to select a sole micromobility operator for all existing Solent

schemes from summer 2024 onwards;

- 2.4. **Delegates authority to the Assistant Director of Economy, Planning, and Transport to continue to implement the rental e-scooter trial within the parameters established by the VSO and DfT until 31 May 2026, and, in consultation with the Assistant Director for Procurement, for Portsmouth City Council to award and enter into an operating contract with the highest scoring tenderer identified through Solent Transport's procurement.**

### **3. Background**

- 3.1. In March 2020, Solent Transport was awarded £28.8m of funding from the Department for Transport (DfT) Future Transport Zone (FTZ) programme to implement a programme of trials of innovative approaches to transport across the Solent area. The FTZ programme and its funding is due to conclude on 31 June 2025.
- 3.2. Rental e-scooter and bike share schemes, collectively defined as micromobility, are key outputs from the FTZ programme. Portsmouth has hosted a rental e-scooter trial since March 2021 and a bike share scheme since October 2022.
- 3.3. In Portsmouth, rental e-scooters are operated by Voi, and bike share by Beryl. Both operators were selected through open procurements. The current term of the Voi operating contract ends on 31 May 2024 in line with the end of the current national e-scooter trials, and the current term of the Beryl operating contract for bike share ends on 30 June 2024.
- 3.4. The Portsmouth micromobility schemes form part of the Solent FTZ micromobility operations, with Voi also operating rental e-scooters in Southampton, and Beryl operating bike share in Southampton and bike share and rental e-scooters on the Isle of Wight. The FTZ is also providing funding to Hampshire County Council to introduce bike share in Gosport and Totton.
- 3.5. Any enforcement of private e-scooters remains a matter for the police rather than for local authorities. Hampshire and Isle of Wight Constabulary have previously stopped private e-scooters during planned days of action and provided users with a leaflet and warning. The council has urged the police to increase enforcement action, and they are currently reviewing their approach.

### **Policy Context**

- 3.6. Micromobility schemes support the Portsmouth Transport Strategy, delivering cleaner air, transforming public transport and prioritising walking and cycling. They do so by providing affordable, convenient and low emission transport options, which produce significantly fewer pollutants and carbon emissions than cars or vans. Micromobility also complements the public transport network in the



city, providing additional options for "last mile" journeys from bus stops and railway stations to workplaces or homes. To reduce congestion in the city, it is important to expand the range of alternatives to driving available to residents and to increase use of walking, cycling and public transport. The rental e-scooter and bike share schemes increase the range of sustainable transport options, providing accessible and convenient parking areas for multimodal transport.

- 3.7. Micromobility schemes benefit broader citywide objectives and corporate priorities. A climate emergency was declared by the council in March 2019, with the goal of achieving net-zero carbon emissions by 2030. Nationally, the UK is seeking to achieve net zero carbon emissions by 2050. The transport sector in Portsmouth contributed over 234,000 tonnes of CO2 equivalent in 2021, so providing more sustainable transport options supports efforts to significantly reduce the city's carbon emissions. It also clearly supports the city's efforts to improve air quality and complements the city's Air Quality Local Plan, which sets out actions required to achieve compliance with legal air quality standards.
- 3.8. Recent increases in the cost of living have led to the council taking action to support residents in reducing their outgoing costs. Creating additional low-cost transport options like micromobility can support residents looking to reduce their transport costs and save money where possible, especially those who can benefit from discounts available to those on lower incomes. With the assistance of battery-powered rental e-scooters and e-bikes, residents and visitors can travel longer distances at lower costs, without relying on larger motor vehicles. The trial will therefore facilitate longer journeys within Portsmouth, and the expansion of bike share to Gosport (delivered by HCC) will support ambitions to create an interconnected active travel network across the South East region.

### **Key Statistics**

#### **Rental e-scooters**

- 3.9. In December 2023, there were 6,223 active users of the rental e-scooter scheme served by a fleet of 641 vehicles, with access to 126 parking bays.
- 3.10. A summary of key statistics for the Portsmouth rental e-scooter trial since launch (March 2021 to December 2023) is set out below:
- Unique users: 81,097
  - Total distance travelled: 2,388,304 km
  - Total rides: 959,682
  - Average ride time: 12.9 minutes
  - Average distance travelled: 2.5 km
  - Parking compliance: 96%
  - Car trips replaced\*: 422,605
  - PM2.5 saved: 31 kg
  - CO2 equivalent saved\*: 211 tonnes

\* The carbon savings stated in this section were calculated by the operators based on inputs such as trip data, mode shift percentages collected from user surveys, the government's emission factors for the modes their e-scooter trips are replacing, and e-scooter Life Cycle Assessments (LCAs). To further improve the robustness of the calculations and identify opportunities to deliver even greater carbon savings, Solent Transport has commissioned TRL to lead its participation in a pilot to apply [NUMO's environmental impact assessment](#) to the region's micromobility schemes. As one of only three participants selected in this global initiative, and the only UK participant, Solent Transport hopes that the outputs – to be published this year – will be beneficial to the wider sector by helping standardise carbon saving calculations and highlighting the key factors for micromobility operators and local authorities to focus their attention on.

3.11. In November 2022, the council published the results of its most recent e-scooter public perceptions survey, which received 3,508 responses. At the time of the survey rental e-scooters had been operating in Portsmouth for circa 18 months.

3.12. Key findings from the survey included:

- The most important reason respondents have decided to use the rental e-scooter scheme is for the environment / sustainability, with 42% of respondents feeling this was very important to them;
- Over a third of respondents also ranked avoiding traffic and congestion (36%), for leisure / fun (36%) and to save time (34%) as very important reasons why they have used the trial;
- Nearly a fifth of trial users use rental e-scooters a few times a week or more for commuting to work or education (18%);
- For non-trial users, 'safety concerns' are the most common reason preventing them from using the trial (62%);
- 54% of trial users said they would have used a car or taxi for their last journey if they had not used a rental e-scooter.

3.13. To better understand current public perceptions about the rental e-scooter schemes, Solent Transport has recently commissioned TRL to carry out a further survey, asking comparable questions to the previous surveys, but ensuring a more representative mix of respondents. Findings from this research will become available in early 2024.

### **Bike share**

3.14. In December 2023, there were 1,031 active users of the bike share scheme served by a fleet of 419 vehicles (132 pedal bikes and 287 e-bikes), with access to 89 parking bays.

- 3.15. A summary of key statistics for the Portsmouth bike share scheme since launch (October 2022 to December 2023) is set out below:
- Unique users: 9,447
  - Total distance travelled: 119,451 km
  - Total rides: 49,738
  - Average ride time: 19 minutes
  - Average distance travelled: 2.43 km
  - Parking compliance: 96%
  - CO2 equivalent saved: 2.67 tonnes
- 3.16. Whilst bike share ridership has grown steadily during the first year of operation, revenue from rides is lower than that required to generate a commercially viable scheme. The situation is consistent across all Beryl schemes in the Solent area. The extent of the losses being incurred indicate that a 'do nothing' approach is likely to result in the operator exiting the scheme at the end of the initial contract term on 30 June 2024.
- 3.17. Competition with other forms of micromobility may be a contributing factor to bike share not realising its full potential. Since the bike share scheme launched in October 2022 there have been approximately 10 rental e-scooter trips for every one bike share trip in Portsmouth.

### **Enforcement**

- 3.18. Voi employs a range of tools to tackle anti-social behaviour and misuse of e-scooters. In addition to the measures referenced above to mitigate risk, Voi has implemented a "three-strikes" policy, whereby a user reported for an offence is first banned for seven 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 a rental e-scooter, pavement riding, and twin riding. As of 31 December 2023: 1,275 temporary bans for inappropriate riding and 43 permanent bans have been issued to Portsmouth rental e-scooter users.

### **Safety**

- 3.19. Voi uses the DfT categorisations for accidents, which are defined as follows:
- **Slight injury:** An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

- **Serious injury:** An injury for which a person is detained in hospital as an “inpatient”, or any of the following injuries whether they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.

- 3.20. From launch until 31 December 2023, 203 slight and 42 serious injuries in Portsmouth have been reported to Voi. The rate of accidents based on operator data was 84 slight injuries per 1 million kms travelled, and 18 serious injuries per 1 million kms travelled.
- 3.21. 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).
- 3.22. TRL analysis commissioned by Solent Transport has indicated a general downward trend in rental e-scooter 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. Rental e-scooter trial extension

- 4.1. Department for Transport (DfT) has announced a further extension of its national rental e-scooter trials from 1 June 2024 to 31 May 2026. As a key contributor to the existing wider Solent Transport trial, Portsmouth City Council can continue to participate in the extended trials. The trials were originally scheduled to end on 30 November 2021, but they have since been extended on three occasions:
- first to March 2022 to allow time for gathering evidence following a slower than expected start to trials during the COVID-19 pandemic;
  - secondly to November 2022 after DfT issued updated guidance in February 2022 designed to enhance existing safety measures;
  - thirdly to 31 May 2024, to allow the DfT to reflect on the further analysis or evidence that may be needed and would be beneficial.
- 4.2. The DfT rationale for a further trial extension is to continue to build robust evidence about the benefits, public perceptions, and wider impacts of rental e-scooters to inform legislation that may be necessary beyond the rental e-scooter trial period. Information collected to date includes:
- 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.

4.3. Solent Transport is continuing to collect and collate quantitative and qualitative data regarding the impact of the schemes. 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 surveys.

4.4. The extended trial does not address the need for legislation to provide clarity on rental and private e-scooter provision in the medium term. DfT has previously outlined plans to create a new low-speed zero-emission vehicle (LZEV) category incorporating e-scooters, but this will not be brought forward in the current government cycle, meaning that any such legislation will be determined after the next general election.

4.5. The parameters of the two-year extension set out by the DfT largely mirror the current arrangements and there are no implications for the Portsmouth scheme.

## 5. **Proposed sole micromobility operator**

5.1. Following an open procurement in 2022, four micromobility suppliers were appointed to a Portsmouth City Council (PCC) Bike Share and Micromobility Services Framework on behalf of Solent Transport. As the highest scoring tenderer, Beryl was called off the Framework to deliver bike share schemes in Southampton, Portsmouth, and the Isle of Wight. Subsequently after a period of mobilisation, bike share schemes launched in these areas in October 2022.

5.2. To achieve commercial viability in the medium term, it is proposed to move to a sole operator model for the provision of rental e-scooters and bike share from summer 2024 onwards.

5.3. Portsmouth is one of only two known locations outside London which host more than one micromobility operator. Analysis of other comparable UK markets suggests a sole operator model is the preferred approach. Locations such as West Midlands, Bournemouth, Christchurch and Poole, Norwich, York, Oxford, and Cambridge all have a single operator for rental e-scooters and bike share.

5.4. A sole operator model is considered to present the following benefits for the operator and contracting authority:

- provides flexibility for the operator to deploy a fleet size which meets demand and reflects seasonality;

- allows the operator to generate economies of scale;
- creates an operational environment most likely to sustain commercially viable schemes in the medium term, which is especially important for bike share, where the lower ridership level could not currently support this;
- procuring a sole operator allows for market testing;
- likely to generate the maximum income for contracting local authorities (e.g., from revenue share arrangements), which would be expected to at least cover associated costs such as staff time after the FTZ funding period ends.

5.5. The Portsmouth bike share scheme receives no ongoing operational subsidy. As with Solent Transport's other FTZ projects including the rental e-scooter trial, Portsmouth's bike share scheme has received capital funding to support the mobilisation of the scheme, including parking infrastructure and the first 200 bikes. Should the incumbent bike share operator not become the sole operator, there is provision in the existing contract for Beryl to return part of the capital investment received to date.

5.6. The Bike Share and Associated Micromobility Services Framework Agreement makes provision for running a mini competition amongst existing framework suppliers. This will operate as a closed tender and will be managed by Portsmouth City Council's procurement team, as the lead procurement authority for Solent Transport.

5.7. The intention is to launch the mini competition early in 2024. Following a period of mobilisation, it is expected that the selected sole operator will be able to launch in summer 2024.

5.8. Due consideration will be given to providing a smooth transition to the sole operator, including making necessary arrangements to transfer eligibility to use micromobility parking locations, integration with the Breeze MaaS (Mobility as a Service) platform, and communications with users.

5.9. The indicative timetable for bid submission, evaluation, and governance, is as follows:

Issue tender documents	5 February 2024
Tender return deadline	15 March 2024 (6 weeks)
Evaluation completed	5 April 2024 (3 weeks)
Approvals & governance sign off	21 April 2024 (2 weeks)
Standstill period	22 April - 4 May 2024
Contract execution	6 May 2024

## 6. Reasons for recommendations

6.1. The schemes enabled rental bikes and e-scooters to be introduced to Portsmouth in a controlled and safe manner, with ongoing continual

improvements delivered by both operators, and they are evidencing their suitability as a popular addition to travel options for shorter journeys.

- 6.2. The e-scooter rental trial supports the ambitions of Portsmouth's adopted Transport Strategy 2021-2038, particularly Policy C. The council's most recent survey indicated 54% of Voi rental e-scooter trips would otherwise have been made by car or taxi. After 34 months it is estimated that the trial has removed more than 400,000 car trips from Portsmouth's roads, which has consequently removed 211 tonnes of CO2 equivalent and 31kg of PM2.5 from the atmosphere.
- 6.3. Extending the rental e-scooter trial will support the wider FTZ programme by providing an additional transport choice for consumers using the Breeze MaaS platform and participants in the Mobility Credits trial due to launch in 2024.
- 6.4. Extending the rental e-scooter trial will enable Portsmouth's experience to continue to inform the DfT's evaluation process as it considers whether to legalise rental e-scooters for the longer-term following the trials, and it will also facilitate the ongoing independent data validation commissioned by Solent Transport, which would improve the evidence base and help inform subsequent decisions to be taken about rental e-scooters at the local and national level.
- 6.5. Not extending the rental e-scooter trial would mean the council and its residents would no longer experience the positive outcomes outlined in this report, while some negative outcomes would also be anticipated, notably an increase in car trips due to a reversal of the mode shift that has taken place from cars to rental e-scooters. The illegal use of private e-scooters, which are not subject to the same design standards and controls as the rental scheme, would continue if the scheme were to end and could potentially increase if some of those who have come to rely on the rental scheme were to use a private e-scooter instead. Any future decision to launch a new rental e-scooter scheme would likely result in increased costs to the council, due to the high capital costs incurred during a mobilisation period that were covered by FTZ funding for the current scheme.
- 6.6. Bike share ridership in Portsmouth is below the levels required to sustain a commercially viable operation. Moving to a sole micromobility operator model will provide flexibility and economies of scale for the supplier and will improve opportunities for commercial viability in the medium term.

## **7. Integrated Impact Assessment**

- 7.1. An Integrated Impact Assessment (IIA) was carried out before each scheme's commencement. They have been updated as required and the latest versions are appended to this report, incorporating the Equalities Impact Assessments.

## **8. Legal implications**

- 8.1. As indicated in the body of the report, the VSO for rental e-scooters will need to be renewed to allow for their continued lawful use beyond 31 May 2024.
- 8.2. The licences granted under Section 115E of the Highways Act 1980 in relation to the docking stations for rental e-scooters and cycles will also need to be extended to authorise their continued use by the appointed sole operator.
- 8.3. The proposal to procure a sole operator via the existing Portsmouth City Council / Solent Transport Bike Share and Micromobility Framework Agreement is outlined in the body of the report.
- 8.4. Legal Services will support Solent Transport and the PCC Procurement Service in implementing a compliant procurement (Framework call-off) process to identify and appoint the preferred sole operator.

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

- 9.1. To date, the cost to the Council of running both the rental e-scooter and bike share trials has been funded by the Future Transport Zone grant from the Department for Transport, supplemented by a small profit share arrangement with Voi.
- 9.2. By the end of the current trial period in June 2024 our allocation of grant funding will have been spent, with no further grant funding likely.
- 9.3. The Council intends to fund costs associated with continuing the trial through a revised revenue share arrangement with the successful tenderer.
- 9.4. A full financial appraisal will be carried out in parallel to the procurement process to ensure that the costs of continuing the trial are understood and that any financial risks remain with the operator.

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Signed by:



**Appendices:**

Appendix A: Bike share Integrated Impact Assessment

Appendix B: Rental e-scooter 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:

<b>Title of document</b>	<b>Location</b>
Government guidance on rental e-scooter trials	<a href="http://www.gov.uk">E-scooter trials: guidance for users - GOV.UK (www.gov.uk)</a>
Portsmouth City Council rental e- scooter webpage	<a href="#">Rental e-scooter trial - Travel Portsmouth</a>
Electric Scooter Trials & Traffic Signs (Coronavirus) Regulations & General Directions 2020	<a href="http://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>
Portsmouth E-Scooter Rental Trial Update Traffic & Transportation Committee Report (September 2023)	<a href="#">Agenda for Cabinet Member for Transport on Thursday, 14th September, 2023, 10.00 am Portsmouth City Council</a>
E-Scooter Rental Trial Opinion Survey Results (2022)	<a href="http://portsmouth.gov.uk">E-scooter Rental Trial Opinion Survey - Wave 4 Findings 2022 - Your City, Your Say survey research (portsmouth.gov.uk)</a>
Portsmouth Transport Strategy 2021-2038 (Local Transport Plan 4)	<a href="#">Portsmouth Transport Strategy 2021-2038 (Local Transport Plan 4)</a>

Portsmouth Bike Share Scheme Update Cabinet Member for Transport (August 2023)	<a href="#">Agenda</a> and minutes Cabinet Member for Transport - Thursday, 10th August, 2023 4.00 pm
Proposed Portsmouth Bike Share Rental Scheme Traffic and Transportation Committee Report (July 2022)	<a href="#">Proposed Portsmouth Bike Share Rental          Scheme</a>

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

.....  
 Signed by:

<b>Form name</b>	Integrated Impact Assessment
<b>Reference</b>	IA576261975
<b>Date</b>	19/01/2024



## Policy details

<b>Request date</b>	19/01/2024 10:55
<b>Directorate</b>	Economy, Planning and Transport
<b>Service</b>	Transport
<b>Title of policy, service, function</b>	Solent Future Transport Zone bike share scheme, Portsmouth sub-project
<b>Type of policy, service, function</b>	Existing

<p><b>What is the aim of your policy, service, function, project or strategy?</b></p>	<p>Solent Transport (a partnership of Portsmouth, Hampshire, Southampton and Isle of Wight Councils) was awarded £2.4m to deliver a bike share project within the £28m Future Transport Zone Programme, funded by the Department for Transport (DfT). The scheme, "Beryl Bikes by Breeze", deploys bikes for use by the general public on a rental basis. The scheme helps the delivery of local transport plans.</p> <p>The scheme is publicly accessible to all residents and visitors in, Portsmouth, Southampton and the Isle of Wight. It offers a mix of pedal bikes and e-bikes. The scheme initially launched in the three LTA areas' administrative boundaries, and the Portsmouth scheme comprises an entirely physically-docked parking solution.</p> <p>Solent Transport is well placed to deliver a bike share service in the region, with team members already experienced in deploying rental e-scooters in Southampton, Portsmouth and the Isle of Wight and links across each local authority established to facilitate delivery of a consistent service across the wider Solent region.</p> <p>The primary aim of the project is to deliver a bike share scheme in the Solent region which initially focuses on Southampton, Portsmouth and the Isle of Wight, with a view to later expanding into the wider Solent region. The scheme also aims to:</p> <ul style="list-style-type: none"> <li>• Encourage more people to cycle by improving access to more bikes.</li> <li>• Provide an equitable, affordable alternative to short-distance car travel.</li> <li>• Contribute to reduced congestion and improved air quality.</li> <li>• Promote multimodal travel, aligning with Future Transport Zone objectives and other initiatives.</li> <li>• Provide the ability to expand the scheme to cover the entire Portsmouth and Southampton urban areas (and other parts of the Solent area).</li> <li>• Encourage people to purchase their own bike, after trying the bikes in the bike share rental scheme.</li> </ul>
<p><b>Has any consultation been undertaken for this proposal?</b></p>	<p>yes</p>

<p><b>What were the outcomes of the consultations?</b></p>	<p>Solent Transport liaised with the following organisations on behalf of PCC prior to the scheme launch:</p> <ul style="list-style-type: none"> <li>- Community First</li> <li>- EM3 LEP</li> <li>- Hampshire &amp; IOW Wildlife Trust</li> <li>- Hampshire Constabulary</li> <li>- Lakeside North Harbour Business Park</li> <li>- University of Portsmouth</li> <li>- Segensworth Business Forum / BID</li> <li>- PCC's Visually Impaired Action Group (VIAG)</li> <li>- Local bus / rail operators</li> <li>- Local taxi trade</li> <li>- Local walking and cycling interest groups</li> <li>- Hampshire Fire Service</li> <li>- Hospitals: Queen Alexandra; St Mary's; St James's</li> <li>- MAKE at Aldingbourne Enterprise</li> <li>- Enable Ability</li> <li>- Toucan Diversity</li> </ul> <p>The majority of stakeholder engagement has taken place via online meetings. Engagement activity with these stakeholders has been ongoing throughout the scheme via online meetings, 1:1 meetings, workshops, and other engagement activity. A wide range of charities and other groups representing those with disabilities, including those listed above, have been invited to participate in the quarterly 'Solent Micromobility Equalities Forum' that launched in 2023 and is believed to be unique in the UK. Three Equalities Forum meetings took place during 2023, with the next meeting scheduled for January 2024. The meetings have resulted in a valuable dialogue between those who could be impacted by the schemes and the operators, Beryl (bike share) and Voi (rental e-scooters). The council has also welcomed feedback from the general public, and a public consultation is carried out for every proposed new bike share dock following internal consultation with elected members and PCC officers.</p>
<p><b>Has anything changed because of the consultation?</b></p>	<p>yes</p>
<p><b>Please provide details</b></p>	<p>The consultation process mentioned above often leads to changes, with some sites not being approved for installation, others amended based on feedback, and suggestions for new sites being received for consideration in future phases.</p>

<b>Did this inform your proposal?</b>	yes
<b>Please provide details</b>	The input of stakeholders, elected members, PCC officers and local residents through the activity and processes mentioned above informs the development of the bike share scheme on an ongoing basis.

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

<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>Potential detrimental effects on the protected characteristics of age, disability, and pregnancy and maternity.</p> <p>The bike share scheme is publicly accessible and, therefore, the bikes need to be parked in publicly accessible areas. As of January 2024, docking stations are mostly placed on the footway, which creates a risk of conflict with pedestrians. This risk is increased for visually impaired or other disability groups who may find the additional street furniture more challenging to navigate. This risk was similarly experienced in the rental e-scooter trial and was mitigated by consistent consideration of and communication with local disability groups and other stakeholders by the rental e-scooter operators and Local Transport Authorities (LTAs). The Solent Micromobility Equalities Forum was established to mitigate the risk of detrimental effects.</p> <p>The bike share scheme benefits the protected characteristics in the following ways:</p> <p><b>Air quality</b>  - Reduced emissions of particulate matter, NOx and other pollutants due to reducing combustion engine vehicle trips.</p> <p><b>Greenhouse Gas Emissions</b>  - Reducing combustion engine vehicle trips reduces emissions of greenhouse gas.</p> <p><b>Public Health and Active Travel</b>  - Encouraging alternatives to private vehicle use for short journeys. The scheme provides an active travel option which will likely be combined with other modes (e.g. walking, public transport), providing a 'last mile' option.</p> <p>The mix of pedal bikes and e-bikes leads to the scheme being well-used by a wider demographic, for example by</p>
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example by enabling older cyclists to use e-bikes for more challenging trips, thereby increasing their physical, mental, and cognitive well-being.

- Reduced pollution will improve air quality and reduce pollution-related deaths in the city.
- Access to green and leisure spaces.

#### Economic

- Offering an alternative public transport service that could open up access to jobs that people would otherwise be unable to reach. The scheme operates 24/7 so is available at times other public transport services could be less available.
- Supporting access to other services such as healthcare, education and leisure facilities.
- Micromobility is a new industry, meaning supporting this scheme will generate and provide work for local jobs for operator ambassadors, contractors in implementing the infrastructure, warehouse operatives and others involved in the supply, maintenance and management of the scheme.

#### Safety

- Offering an alternative public transport option that can help people travel through areas they may otherwise feel more vulnerable, particularly women traveling alone after daylight hours.
- Improving safety levels for cyclists on the road, through the "safety in numbers" effect (e.g. by making cyclists more visible to motorists), by leading to increased support for the council's proposed cycling infrastructure investments, and by reducing the number of journeys made by car.

#### Data, Information and Evaluation

- A large volume of data will be generated by this scheme which will inform future transport schemes in Portsmouth. It will also support monitoring and evaluation for the Solent Future Transport Zone which will help inform the DfT for future transport funding.
- The scheme will be continually reviewed and improved, meaning that bike share provision in Portsmouth will be continually improved, risks reduced, and effectiveness maximised.

<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>Young children and older people may be more vulnerable to sharing paths with bikes due to reduced lack of awareness, and/or ability to move and allow them to pass as required. Those with visual, hearing or mobility impairments may be impacted through sharing paths with bikes through reduced awareness of their presence and/or ability to move and allow them to pass as required.</p> <p>There may be a detrimental impact to pregnancy and maternity with bikes sharing paths with heavily pregnant individuals who are less able to move and let bikes pass as required and those using prams less able to manoeuvre to let bikes pass.</p> <p>There is a concern for all groups with regard to pavement riding where the pavement/path is for pedestrians only.</p>
<p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>	<p>There is ongoing engagement with the bike share operator and relevant stakeholders such as the Equalities Forum.</p> <p>The bikes have smart tracking that gives Beryl visibility of all the bikes and their locations. Beryl will collect and move bikes to prevent clutter and the creation of hazards.</p> <p>Footway parking requirements ensure that all parking zones leave a minimum of 1.8m footway space remaining to ensure adequate space for vulnerable pedestrians.</p> <p>Each new site for a potential rack is subject to formal public consultation, and all feedback is duly considered, with careful attention being given to equalities considerations such as perceived safety risks to elderly residents nearby.</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>Solent Transport liaised with following organisations on behalf of PCC prior to the scheme launch:</p> <ul style="list-style-type: none"> <li>- Community First</li> <li>- EM3 LEP</li> <li>- Hampshire &amp; IOW Wildlife Trust</li> <li>- Hampshire Constabulary</li> <li>- Lakeside North Harbour Business Park</li> <li>- University of Portsmouth</li> <li>- Segensworth Business Forum / BID</li> <li>- PCC's Visually Impaired Action Group (VIAG)</li> <li>- Local bus / rail operators Local taxi trade</li> <li>- Local walking and cycling interest groups Hampshire Fire Service</li> <li>- Hospitals - Queen Alexandra / St Mary's / St James's</li> <li>- MAKE at Aldingbourne Enterprise</li> <li>- Enable Ability</li> <li>- Toucan Diversity</li> </ul> <p>Dialogue has continued with a number of these organisations during the scheme's operation, particularly Hampshire Constabulary, University of Portsmouth, Portsmouth Hospitals, and VIAG. Other groups representing those with disabilities have engaged with Solent Transport's quarterly Micromobility Equalities Forum meetings since it launched in March 2023. This is the first such forum in the country, and anyone who wishes to be invited is encouraged to email <a href="mailto:transportplan@portsmouthcc.gov.uk">transportplan@portsmouthcc.gov.uk</a> to express their interest and to receive further information.</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 Future Transport Project Board (previously the Future Transport Zone Board) meets monthly to review projects including the bike share scheme. The Board is chaired by the Assistant Director for Transport and its membership includes the Cabinet Member for Transport, the Leader, the Deputy Leader, the Cabinet Member for Climate Change, and the Cabinet Member for Environmental Services. A report providing an update on the scheme's progress since its October 2022 launch and setting out the strategy for its future expansion was presented at the Cabinet Member for Transport meeting in August 2023.</p>

<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?**

<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 bike share scheme encourages active travel alternatives to private vehicle use for short journeys, and can provide a 'last-mile' option in combination with other modes (e.g. walking, public transport) for longer journeys.</p> <p>The mix of pedal bikes and e-bikes leads to the scheme being well-used by a wider demographic, for example by enabling older cyclists to use e-bikes for more challenging trips, thereby increasing their physical, mental, and cognitive well-being.</p> <p>Bike share will enhance access to green and leisure spaces.</p> <p>Reduced pollution (NOx / particulates) will help improve air quality and reduce pollution-related deaths.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>The scheme operator provides weekly and monthly reports, which give updates against scheme usage KPIs such as number of active users, number of journeys undertaken, average journey distance and average journey duration.</p>

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

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>Bike share will offer residents improved access to services, facilities and social networks by offering rental e-bikes and pedal bikes.</p> <p>Rental of pedal cycles is a cheaper option than the rental of e-bikes.</p> <p>The scheme partners aim to provide an accessible and equitable service, with parking zones distributed across the city, including in areas of deprivation (according to the Index of Deprivation).</p> <p>Payment options are pay-as-you-ride, or the purchase of 'minute bundles', which is a more economical approach for regular users of the service.</p> <p>Discounts are offered for NHS staff, jobseekers and students.</p> <p>For users without a bank account, a cash-based system of payment is available.</p> <p>For users without a smartphone, bikes may be unlocked from their docks via SMS.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>The scheme operator reports monthly on the levels of pay-as-you-ride and minute bundles purchasing, as well as on plans for promotion of specific discounts.</p> <p>The availability of bike share parking zones across the city is regularly monitored as sites are selected for the consultation process.</p>

## **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>The e-bikes and pedal bikes in the scheme are more sustainable and less polluting than the private car. The scheme has generated mode shift away from private car journeys. This will reduce combustion engine vehicle trips, which will reduce emissions of greenhouse gas, helping to combat global warming. The scheme provides an alternative mode of transport to the private car that will afford residents low-cost travel around the city. The scheme operator is committed to only deploying zero-emission distribution and collection vehicles.</p>
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<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>The operator reports monthly on the amount of carbon dioxide saved through use of the bikes instead of other modes. From October 2022 to December 2023 this totalled 1.32 tonnes (e-bikes) and 1.35 (pedal bikes) tonnes.</p> <p>Monitoring and evaluation of the scheme is being led by Solent Transport's Monitoring and Evaluation partner TRL who have developed a bike share monitoring and evaluation framework. Currently TRL are working on validating Beryl CO2 emissions data and examining the scheme's accident statistics alongside the rental e-scooter trial.</p>
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**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?**

<p><b>This section is not applicable to my policy</b></p>	<p><input checked="" type="checkbox"/></p>
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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>The e-bikes and pedal bikes in the scheme are more sustainable and less polluting than the private car. The scheme provides an alternative mode of transport to the private car that will afford residents low-cost travel around the city. The scheme generates mode shift away from private car journeys. This will reduce combustion engine vehicle trips, which will reduce emissions of greenhouse gas, helping to combat global warming. The scheme operator is committed to only deploying zero-emission distribution and collection vehicles. Reduced pollution (NOx / particulate matter) will help improve air quality and reduce pollution-related deaths.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Monitoring and evaluation of the scheme is being led by Solent Transport's Monitoring and Evaluation partner TRL, who have developed a bike share monitoring and evaluation framework. Currently TRL are working on validating Beryl CO2 emissions data and examining the scheme's accident statistics alongside the rental e-scooter trial.</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>The scheme provides an additional and sustainable transport option for residents, workers and visitors to Portsmouth. The scheme has a number of measures to mitigate the potential for negative impacts on highway accessibility and safety for users and non-users. The bikes are parked in individual docks in mandatory parking zones that are controlled through geofencing technology. Users must pay a £10 'out-of-bay' fee if they do not park in a designated bay. This encourages a high level of tidy parking: 96% since scheme launch. A range of bike features and scheme activities ensure the safe use of the vehicles, and a range of measures are in place to tackle anti-social behaviour and misuse of bikes.</p>
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<b>How are you going to measure/check the impact of your proposal?</b>	The operator reports monthly on parking compliance and accident levels. The scheme launched successfully and has been well-received, with high parking compliance and user satisfaction scores, and very little negative feedback received regarding poor parking or inconsiderate riding behaviour.
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**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>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	The scheme operator has worked with a Portsmouth-based contractor - GC Bike Repairs - to fulfil part of the operational aspect of the scheme, including battery swapping and vehicle redistribution, creating jobs in the process. The operator also purchased warehouse space and recruited its own Solent Contract Manager and a local operations team, which includes warehouse-based mechanics and field operatives.
<b>How are you going to measure/check the impact of your proposal?</b>	Regular reviews are held with the operator to understand the size and development of its business.

**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 scheme offers an alternative public transport service that could open up access to jobs that people would otherwise be unable to reach. The bikes are available for rent 24/7 and so are available at times when other public transport options are unavailable or running reduced services. The scheme could support access to healthcare, education, retail and leisure facilities.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Regular reviews are held with the operator to understand the size and development of its business and its relationships with the community.</p>

## Social value

<p><b>Please explain how your policy, service, function, project or strategy delivers Social Value</b></p>	<p>The scheme is helping to deliver positive social impact, economic impact, and especially sustainability impact in a wide variety of ways, as outlined in previous sections of this IIA. One example of social impact is the scheme operator's 'Community Champions Initiative'. This provides support - in the form of free access to the scheme - to local charities, volunteer groups, or community organisations doing good for their local community. Ten Portsmouth organisations have benefited to date.</p>
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## Involvement

<p><b>Who was involved in the Integrated impact assessment?</b></p>	<p>Hayley Chivers Gareth James Guy Barnett</p>
<p><b>Name of the person completing this form</b></p>	<p>Guy Barnett</p>
<p><b>Date of completion</b></p>	<p>2024-01-19</p>

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<b>Form name</b>	Integrated Impact Assessment
<b>Reference</b>	IA572446761
<b>Date</b>	29/12/2023



## Policy details

<b>Request date</b>	29/12/2023 18:28
<b>Directorate</b>	PCC Regeneration
<b>Service</b>	Transport
<b>Title of policy, service, function</b>	E-scooter Rental Trial
<b>Type of policy, service, function</b>	Existing
<b>What is the aim of your policy, service, function, project or strategy?</b>	<p>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.</p> <p>Key areas that the council, Solent Transport, and the DfT have been gathering information on include:</p> <ul style="list-style-type: none"> <li>• Safety outcomes for rental e-scooter users and what influences this;</li> <li>• Interaction with, and effect on, other road users;</li> <li>• Public perceptions of the rental e-scooters, including impacts for people with disabilities;</li> <li>• Nature of modal shift and new journeys that have been enabled;</li> <li>• Characteristics of users and how uptake differs for different groups;</li> <li>• Local Authority perception of effects on their transport system and public environment.</li> </ul>
<b>Has any consultation been undertaken for this proposal?</b>	yes

<p><b>What were the outcomes of the consultations?</b></p>	<p>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:</p> <ul style="list-style-type: none"> <li>• Hampshire Constabulary</li> <li>• Portsmouth Hospitals NHS Trust</li> <li>• Solent Hospitals NHS Trust</li> <li>• Gosport Ferry</li> <li>• FirstGroup</li> <li>• Stagecoach South</li> <li>• University of Portsmouth</li> <li>• Portsmouth Cycle Forum</li> <li>• Portsmouth Friends of the Earth</li> <li>• Cycling UK</li> <li>• Sustrans</li> <li>• Portsmouth International Port</li> <li>• Hampshire Fire &amp; Rescue Service</li> <li>• Taxi Trade Representatives</li> <li>• Visually Impaired Action Group (VIAG)</li> <li>• Wightlink</li> <li>• South Western Railway</li> </ul> <p>Dialogue has continued with a number of these organisations as the trial has progressed, particularly Hampshire Constabulary, University of Portsmouth, Portsmouth Hospitals, and VIAG.</p> <p>As the project is a trial, it was introduced under a Vehicle Special Order (VSO), with an experimental traffic regulation order (ETRO) to allow the use of rental e-scooters in bike and bus lanes. The first 6 months following implementation formed the traffic order consultation period, and the traffic order was made permanent following consideration of the responses received. Full details of the decision can be found here: <a href="https://democracy.portsmouth.gov.uk/documents/s39685/Rental%20E-Scooter%20Permanent%20TRO%20Report%20TLS.pdf">https://democracy.portsmouth.gov.uk/documents/s39685/Rental%20E-Scooter%20Permanent%20TRO%20Report%20TLS.pdf</a></p> <p>The council has continued to encourage and welcome feedback to help improve the scheme throughout the trial, and every site proposed for a new e-scooter parking rack is consulted on. This often leads to changes, with some sites not being approved for installation, others amended based on feedback, and suggestions for new sites being received for consideration in future phases.</p>
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<b>Has anything changed because of the consultation?</b>	yes
<b>Please provide details</b>	As mentioned above, the clearest example of changes made following consultation concerns the sites of new racks, decisions around which have been strongly informed by input from residents and other stakeholders such as schools and community centres. Ongoing engagement around the scheme has also brought about a variety of other changes, such as refinements made to the geofenced No Ride Zones near Milton Common and Duisburg Way following resident suggestions.
<b>Did this inform your proposal?</b>	yes
<b>Please provide details</b>	The input of local residents and stakeholders has brought about improvements to the way the scheme operates and has helped build public confidence in both the consultation process and the tight controls placed on the way that rental e-scooters operate in the city. This has enabled the trial to continue in line with previous DfT extensions and informed the proposed extension to 2026.

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

<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>Age, disability and pregnancy and maternity are the specific protected characteristics known to be affected through being more vulnerable when sharing paths with e-scooters.</p> <p>People with certain disabilities who find it difficult to walk long distances can benefit from the increased mobility offered by rental e-scooters.</p>
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<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>Young children and older people may be more vulnerable to sharing paths with e-scooters due to reduced lack of awareness, and/or ability to move and allow them to pass as required.</p> <p>It was considered at the outset of the trial that those with visual, hearing or mobility impairments may be impacted through sharing paths with e-scooters through reduced awareness of their presence and/or ability to move and allow them to pass as required. This remains a concern, especially as regards pavement riding, which sometimes generates complaints despite the efforts of the council and Voi to educate e-scooter riders, and the introduction of a "three strikes" system to ban repeat offenders. However, police data suggests most police reports about e-scooters relate to private scooters, and this is reinforced by feedback received via Solent Transport's Micromobility Equalities Forum. This indicates that the education campaigns and controls are proving effective.</p> <p>There may be a detrimental impact to pregnancy and maternity with e-scooters sharing paths with heavily pregnant individuals who are less able to move and let e-scooters pass as required and those using prams less able to manoeuvre to let e-scooters pass.</p>
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<p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>	<p>Ongoing engagement with relevant stakeholders continues to inform the mitigation measures.</p> <p>Geo-fencing to restrict speeds in certain locations ("Go Slow Zones") and automatically stop e-scooters in others ("No Ride Zones"), use of bells, lights/indicators/hand signals, ensuring all users undertake training, and targeted comms campaigns, all form part of the strategy to mitigate impacts.</p> <p>Portsmouth was one of the first Local Authorities in the UK to integrate physical parking racks as part of the scheme and is one of the only cities in the UK that maintains a 100% racked service. Voi worked collaboratively with the Royal National Institute for the Blind (RNIB) on parking rack design.</p> <p>On-board sensors detect fallen scooters, thus allowing field operatives to quickly rectify the situation and prevent safety risks to the public.</p> <p>All e-scooters are equipped with unique registration numbers, enabling easy reporting and improving accountability for those that misuse the scooters and pose risks to vulnerable/disability groups. As of 31 October 2023, 1,275 temporary bans for inappropriate riding and 43 permanent bans have been issued to Portsmouth e-scooter trial users.</p> <p>Voi launched the world's first e-scooter training school, RideLikeVoila in collaboration with the AA and Drivotech, teaching users to ride and park in accordance with local regulations. Subsequent improvements to their online training have incorporated questions intended to raise rider awareness of vulnerable groups.</p> <p>Footway parking requirements ensure that all parking bays leave a minimum of 1.8m footway space remaining to ensure adequate space for vulnerable pedestrians. Each new site for a potential rack is subject to formal public consultation, and all feedback is duly considered, with careful attention being given to equalities considerations such as perceived safety risks to elderly residents nearby.</p>
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<p><b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b></p>	<p>Prior to the launch of the trial, the council held virtual meetings with representatives from the following organisations to discuss the details of the scheme and understand any specific concerns:</p> <ul style="list-style-type: none"> <li>• Hampshire Constabulary</li> <li>• Portsmouth Hospitals NHS Trust</li> <li>• Solent Hospitals NHS Trust</li> <li>• Gosport Ferry</li> <li>• FirstGroup</li> <li>• Stagecoach South</li> <li>• University of Portsmouth</li> <li>• Portsmouth Cycle Forum</li> <li>• Portsmouth Friends of the Earth</li> <li>• Cycling UK</li> <li>• Sustrans</li> <li>• Portsmouth International Port</li> <li>• Hampshire Fire &amp; Rescue Service</li> <li>• Taxi Trade Representatives</li> <li>• Visually Impaired Action Group (VIAG)</li> <li>• Wightlink</li> <li>• South Western Railway</li> </ul> <p>Dialogue has continued with a number of these organisations as the trial has progressed, particularly Hampshire Constabulary, University of Portsmouth, Portsmouth Hospitals, and VIAG. Other groups representing those with disabilities have engaged with Solent Transport's quarterly Micromobility Equalities Forum meetings since it launched in March 2023. This is the first such forum in the country, and anyone who wishes to be invited is encouraged to email <a href="mailto:transportplan@portsmouthcc.gov.uk">transportplan@portsmouthcc.gov.uk</a> to express their interest and to receive further information.</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 Future Transport Project Board (previously the Future Transport Zone Board) meets monthly to review projects including the e-scooter rental trial. The Board is chaired by the Assistant Director for Transport and its membership includes the Cabinet Member for Transport, the Leader, the Deputy Leader, the Cabinet Member for Climate Change, and the Cabinet Member for Environmental Services. Reports on the e-scooter rental trial have regularly been brought to the Council's Transport Committee throughout the course of the trial, including for all decisions to extend it.</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 was expected the e-scooter rental trial would allow residents that meet the entitlement criteria of having at least a provisional driving licence to have access to a sustainable mode of travel, and provide a means to access essential services and facilities such as hospitals, retail, universities, public transport routes and council offices.
<b>How are you going to measure/check the impact of your proposal?</b>	Voi's socio-economic benefits report published in October 2022 provided encouraging nationwide data regarding a range of impacts including access to employment, and mental health and wellbeing. Solent Transport's ongoing analysis of the trials in Portsmouth and other parts of the Solent region is also considering such impacts as part of its programme monitoring and evaluation.

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

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>We have worked closely with Voi to maintain competitive pricing, benchmarked against other local transport services and e-scooter rental schemes in other cities, to make the scheme as accessible as possible. We have strategically targeted promotion of the "Voi 4 All" discount for those on low income (e.g. recipients of Universal Credit, Jobseekers Allowance and HC2 certificate) - this had positive results and similar promotion will continue in 2024. The Voi 4 All scheme was expanded in 2022 in response to a Portsmouth City Council request for it to be made eligible to refugees.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>City-level user demographics and take-up of the Voi 4 All discount are reported and reviewed in monthly operator meetings, and take-up of the discount was added to the contract KPIs in 2023 to formalise the commitment of all parties to the success of this important initiative in Portsmouth.</p>

## **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>It was hoped the e-scooter rental trial would have a positive impact on reducing greenhouse gas emissions. The scale of the impact is largely derived from the share of trips that would otherwise have been made by car or taxi, and this has been much higher than was expected at the outset of the trial. The council and Solent Transport have also pushed Voi to maximise the positive impact by scrutinising its life cycle emissions and taking action such as transitioning to an all EV fleet of vans to carry out its battery swapping activity.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Voi regularly reports its citywide carbon saving calculations to the council. From the launch of the trial in March 2021 until July 2023, around 73,000 rental e-scooter users collectively made 757,827 trips, of which 344,747 (45%) would have been made by private vehicles based on Voi's user survey data. Voi calculates that this removed 167 tonnes of CO2 equivalent from the atmosphere. This may be a conservative estimate, as the council's most recent survey data indicates that 54% of trips would otherwise have been made by private vehicles, although it should be noted that the calculation does not consider whole life cycle emissions and mode shift from walking or cycling.</p>



## 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>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>	As mentioned in the carbon emissions section of this IIA, the most recent surveys conducted have indicated a high mode shift from car and taxi - 45% according to Voi's survey, and 54% according to the council'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 by November 2023, the trial reduced Portsmouth's PM2.5 particulate emissions by 31kg.
<b>How are you going to measure/check the impact of your proposal?</b>	We will continue to monitor mode shift and its resulting positive impact on local air quality. As with carbon emissions, there will be a reduced correlation between mode shift data and local air quality improvements in the coming years as more private vehicle owners transition to EVs, although this is more relevant for NO2 (as most particulates come from tyre and road wear rather than the tailpipe).

## 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>The scheme provides an additional transport option for residents, workers and visitors to Portsmouth. The operator, Voi, has implemented a number of measures and initiatives since the trial launched to mitigate the potential for negative impacts on highway safety for users and non-users. Many of the measures were detailed in the EIA section of this IIA, but others include:</p> <ul style="list-style-type: none"> <li>• A maximum speed of 12.5 miles per hour, with lower maximums in designated "Go Slow Zones"</li> <li>• Driver licence screening process including selfie verification and stringent anti-fraud measures</li> <li>• Provision of free / heavily subsidised helmets, and incentives for helmet use</li> <li>• Awareness campaigns and ongoing community engagement</li> <li>• "Reaction test" on the app starting at 9pm at weekends to mitigate the risk of drink riding</li> <li>• Regular Safety Skills events, delivered by one of the UK's leading road safety organisations</li> </ul>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>The safety of Portsmouth's e-scooter rental trial continue to form a key part of Solent Transport's evaluation of the trials in the region, as well as the DfT's evaluation at the national level.</p> <p>Between March 2021 and July 2023, 168 slight and 37 serious injuries were reported to Voi. All reported serious accidents involved injuries only to the user and not to other road users such as pedestrians. Independent analysis 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.</p> <p>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.</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>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	The e-scooter rental trial has the potential to create local employment opportunities.
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<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>The number of jobs based out of the warehouse in Fareham is reviewed regularly and comprises the following (as of August 2023):</p> <p>1x Fleet Manager 2x Team Leaders 7x Mechanics 8x Fleet Specialists</p> <p>Additionally, a Supported Internship Scheme was launched in partnership with City of Portsmouth College in November 2023. Two interns work in the warehouse 3 days a week (10am - 3pm) and also attend college. They are paired with a mechanic who mentors them and trains them to carry out a range of tasks including:</p> <ul style="list-style-type: none"> <li>- disassembling scooters for recycling</li> <li>- helping to charge batteries</li> <li>- assisting with repairs</li> </ul> <p>The internship lasts for 6 months, with the aim of helping the interns into permanent employment.</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>It was not necessarily expected at the outset of the trial that there would be an economic benefit, but Voi's socio-economic benefits report published in 2022 suggests that their schemes can help revitalise high streets and reduce congestion on Portsmouth's roads:</p> <p><a href="https://www.voi.com/wp-content/uploads/2022/11/socio-economic-benefits-of-voi-s-shared-e-scooters.pdf">https://www.voi.com/wp-content/uploads/2022/11/socio-economic-benefits-of-voi-s-shared-e-scooters.pdf</a></p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>This is difficult to monitor at the local level, especially with so many other factors involved, but it is consistent with previous research into the economic benefits of improved cycling infrastructure.</p>

**Social value**

<b>Please explain how your policy, service, function, project or strategy delivers Social Value</b>	The scheme is helping to deliver positive social impact, economic impact, and especially sustainability impact in a wide variety of ways, as outlined in previous sections of this IIA.
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## Involvement

<b>Who was involved in the Integrated impact assessment?</b>	Gareth James Guy Barnett Karolina Szczepaniak (EIA only)
<b>Name of the person completing this form</b>	Gareth James
<b>Date of completion</b>	2023-12-29

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# Agenda Item 4



Portsmouth  
CITY COUNCIL

<b>Title of meeting:</b>	Cabinet Member for Transport Decision Meeting
<b>Date of meeting:</b>	30 January 2024
<b>Subject:</b>	TRO 26B/2023 - Various Parking and Waiting Restrictions
<b>Report by:</b>	Felicity Tidbury, Assistant Director for Economy, Planning and Transport Directorate
<b>Report author:</b>	Alison Lawlor, Operational Transport Planner
<b>Cabinet Member:</b>	Councillor Gerald Vernon-Jackson, Cabinet Member for Transport
<b>Wards affected:</b>	Paulsgrove and Central Southsea
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1 To consider the public response to the proposed parking and waiting restrictions in several locations in Portsmouth.

In this report, TRO means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 26/2023

Appendix B: Public views submitted.

Appendix C: Plans for Sennen Place and Pepys Close

## 2. Recommendations

It is recommended to the Cabinet Member for Transport that:

- 2.1 The proposed No Waiting At Any Time restriction in Sennen Place adjacent to No. 36 is approved.
- 2.2 The proposed removal of the Permit holders only 4.30-6.30pm bay outside No. 8 Pepys Close to facilitate off road parking facility is approved.
- 2.3 It is noted that the remainder of TRO 26/2023 is being brought into operation under TRO 26A/2023 and is in the process of being implemented.



**Any proposals approved following this report will be brought into operation under TRO 26B/2023.**

### **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. Traffic Regulation Orders are put forward each year in response to such concerns and requests, raised about locations across the city.
- 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. Parking in some of the less suitable locations has either become normal practice, or road safety issues would occur if motorists chose to park there in future. Therefore, it has been necessary to consider new parking restrictions in some locations.
- 3.3 TRO 26/2023 contained a number of proposals and the notice informing the public of the proposals is included as Appendix A. Two of the proposals received objections and those are detailed in this report. The other proposals have been approved under delegated powers and are being introduced separately to those under consideration in this report.

#### **Sennen Place**

- 3.4 A request to extend the double yellow lines at the entrance to Sennen Place was to prevent accidents was received from a member of the public. The north-western access route for Sennen Place is protected by No Waiting At Any Time, double yellow lines, except for 10 metres that is unrestricted. The request was considered and the proposal is to close this unrestricted gap to prevent on-street parking within this section of the access road. The proposal received one objection and one comment in support.
- 3.5 Visibility of oncoming vehicles is compromised by both parking in this area and the road layout, when accessing or exiting the area. This has led to opposing vehicles to come into conflict. Whilst the road layout cannot be altered an improvement is possible with restricting the parking.
- 3.6 The road has a footpath on both sides of the road. The north-western footpath is protected by wooden bollards. However, the footpath on the eastern side is not protected and there is little scope to add protection. This footway is the main footway leading to the majority of properties on the North-western side of Sennen Place and to the roads beyond. The footway is shallow and level with the road, mainly being defined by a brickwork layout. This lack of protection means that drivers utilise the footway to avoid oncoming vehicles, which could lead to conflict with pedestrians and cyclists.





- 3.7 Properties in Sennen Place have garages and off-street parking facilities. There is further unrestricted parking available nearby on Lock View.

**Pepys Close**

- 3.8 The parking bay proposed for removal is within the ME Residents' Parking Zone and the proposal received one objection. The removal of a parking bay for one vehicle is to allow access to an off-road parking facility. A dropped kerb, with associated permissions has already been granted and constructed. Although on-street parking for one vehicle is proposed for removal, the off-street parking facility is for several vehicles so additional parking has been created by the homeowner.

**4. 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 on 23 June 2023. Notices were also erected on street furniture in the vicinity of the proposed changes to the restrictions.
- 4.3 A copy of the Notice of Intent is included in Appendix A, each objection is shown in Appendix B with the personal details redacted.

**5. Reasons for recommendations**

- 5.1 In view of the objection and support from residents in Sennen Place, it is considered that on balance the reduction in risk to drivers and vulnerable road users outweighs the loss of parking facility for two vehicles.
- 5.2 It is recommended that the removal of the parking bay outside No. 8 Pepys Close is approved as a parked car in this bay will create an obstruction to the householder from utilising their off-street parking.

**6. Integrated impact assessment**

- 6.1 A full Integrated Impact Assessment (IIA) accompanies this report, in Appendix D.

**7. Legal implications**

- 7.1 The council, as traffic authority for the City of Portsmouth, may by Order designate



parking places on highways in their area for vehicles or vehicles of any class specified in the order and may make charges for vehicles left in such parking places. It may also provide off-street parking places on similar terms.

7.2 In determining what places can be so designated the council is required to consider both the interests of traffic and those of the owners and occupiers of adjoining property and in particular shall have regard to:

- (a) the need for maintaining the free flow of traffic
- (b) the need for maintaining reasonable access to premises and
- (c) the extent to which off-street parking accommodation is available in the neighbourhood

7.3 A local authority can by order under section 45 of the 1984 Act designate parking places on the highway (on-street parking), for vehicles or vehicles of any specified class in the order and may charge for such parking as prescribed under section 46. Such Orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order and may specify that such charges or restrictions are to apply at specified times only. Any variations to such orders must be made by traffic order in the same way as the original order.

7.4 A proposed traffic order must be advertised, and the statutory consultees notified and given a 3-week period (21 days) in which to register any 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 any comments received from the public and/or the statutory consultees during the consultation period.

## 8. Director of Finance's comments

8.1 All costs associated with the recommendations in this report are covered under the On Street Parking budget.

.....  
Signed by:

**Appendices:**

- Appendix A: public proposal notice for TRO 26/2023
- Appendix B: public views submitted (redacted)
- Appendix C: Plans for Sennen Place and Pepys Close
- Appendix D: Integrated Impact Assessment

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

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

Title of document	Location

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) (PARKING PLACES, WAITING RESTRICTIONS AND AMENDMENTS) (NO. 26) ORDER 2023

Notice is hereby given that the Portsmouth City Council proposes to make the above Order under the Road Traffic Regulation Act 1984. The effects of the Order would be as follows:

1. To introduce no waiting at any time restrictions in the following lengths of road:

**CHIDHAM ROAD**, *east side*, from a point 7 metres south of its junction with Chalkridge Road southwards for 3 metres;

**CLAXTON STREET**, *south-west side*, from a point 24 metres north-west of its junction with Railway View north-westwards to its north-western closed end; *north-east side* from to a point 25 metres north-west of its junction with Railway View north-westwards to its north-western closed end;

**COURT LANE**, *east side*, from its junction with Old Manor Way northwards for 10 metres;

**FOSTER ROAD**, *south-west side* from a point 10 metres north of its junction with Hale Street North to a point 10 metres south of that junction;

**HAWTHORN CRESCENT**, *south side*, from a point 30 metres southeast of its junction with Wembley Grove to a point 8 metres south-east of that point;

**METHUEN ROAD**, *south side*, from a point 61 metres east of its junction with Hatfield Road in an easterly direction for a distance of 20 metres;

**PARKSTONE LANE**, *south side* from its junction with Craneswater Avenue in a westerly direction for a distance of 15 metres;

**MOORINGS WAY**, *south-east side*, from a point 7 metres west of its junction with Salterns Avenue south-westwards for 11 metres;

**THE HARD**, *south-west side* from a point 32 metres north-west of the projected west side of Victory Road in a south-easterly direction for a distance of 121 metres. (in place of Pay & Display parking places 8am - 6pm);

**PHOENIX SQUARE**, *both sides of the southern turning head*, from a point 5 metres north of the southern end in a northerly direction for a distance of 3 metres, *south side* from a point 10 metres west of the southern turning head to a point 10 metres east of that turning head;

**ROCHFORD ROAD** *north side*, from a point 10 metres west of its junction with Allaway Avenue to a point 3 metres east of its junction with Mellor Close;

**SENNEN PLACE** *north-west side*, from its junction with Lock View to a point 3 metres north-east of its intersection with the extended south-western building line of number 36 Sennen Place;

**SIMPSON ROAD**, *south side*, from a point 33 metres west of its junction with Simpson Road access road in a westerly direction for 10 metres; and

**VILLIERS ROAD**, *north side*, from a point 4 metres west of its junction with Clarence Road westwards for 4 metres.

2. To delete the following parking place:  
**ST DAVID'S ROAD, Waiting limited to 3 hours, no return within 4 hours or LB permit holders;** *west side*, from a point 61 metres north of its junction with Victoria Road North in a northerly direction for a distance of 6 metres
  
3. To remove part of the following parking places:  
**METHUEN ROAD Residents Parking Places (MH Zone) 6pm – 8pm, south side**, reduction of 2 metres at the eastern end of the parking bay outside No 151;  
**PEPYS CLOSE, Permit holders only 4.30-6.30pm west side**, outside No 8, to accommodate a dropped kerb;  
**COURTMOUNT GROVE, Permit holders only 6pm - 8pm south side**, outside No. 22 to accommodate a dropped kerb and  
**CHIDHAM ROAD, Residents Parking Place - Non Residents 2 Hours Exemption, No Return Within 4 Hours Mon-Fri 6am-6pm, east side**, outside No. 30 Chalkridge Road to accommodate a dropped kerb.
  
4. To update the existing traffic orders relating to "No waiting at any time" restrictions to ensure consistency on the following roads (these would not make any changes on the public highway):  
**FARLINGTON ROAD**, from a point 5 metres north of its junction with Chichester Rd to a point 8 metres south of that junction;  
**PARKSTONE LANE, south side**, from its junction with Parkstone Avenue in an easterly direction for a distance of 41 metres;  
**SHEFFIELD ROAD** Both sides, from a point 2 metres west of its easternmost end eastwards to its eastern closed end (including turning head); and  
**AIRSPEED ROAD, all sides**, for their entire lengths
  
5. Copies of the draft Order, plans and Statement of Reasons are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2023" 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.
  
6. 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 TRO team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 26/2023 within 21 days of the date of this Notice (i.e. by **14 July 2023**) stating the grounds for the objection.  
Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's Data Protection privacy notice can be viewed on the website.

23 June 2023

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

**Appendix B**

**Support to No Waiting At Any Time proposals in Sennen Place under TRO 26/2023**

**1. Resident, Sennen Place**

I applaud and fully support your proposed decision to make the corner of this road far safer for all residents and members of the public, I have reported dangerous incidents of near head on collisions and pedestrians having to jump out of the way after cars have mounted the pavement due to the narrow entrance being blocked by commercial and private vehicles. You may also be aware of the recent accident involving a cyclist and an elderly driver who swung out past the commercial vehicle, clipping the cyclist and knocking him off his bike – your decision to extend the yellow lines will save further accidents – Well done!

**Objection to No Waiting At Any Time proposals in Sennen Place under TRO 26/2023**

**1. Resident, Sennen Place**

Further to a notice tied to a lamp post in Sennen place.  
I would like to ask why the extra yellow lines are to be extended on the north-side of property 36 Sennen place.  
There has not been any accidents in the estate.  
Please take this as my objection to the new lines.  
Can you please let me know why this needs to take place [REDACTED]

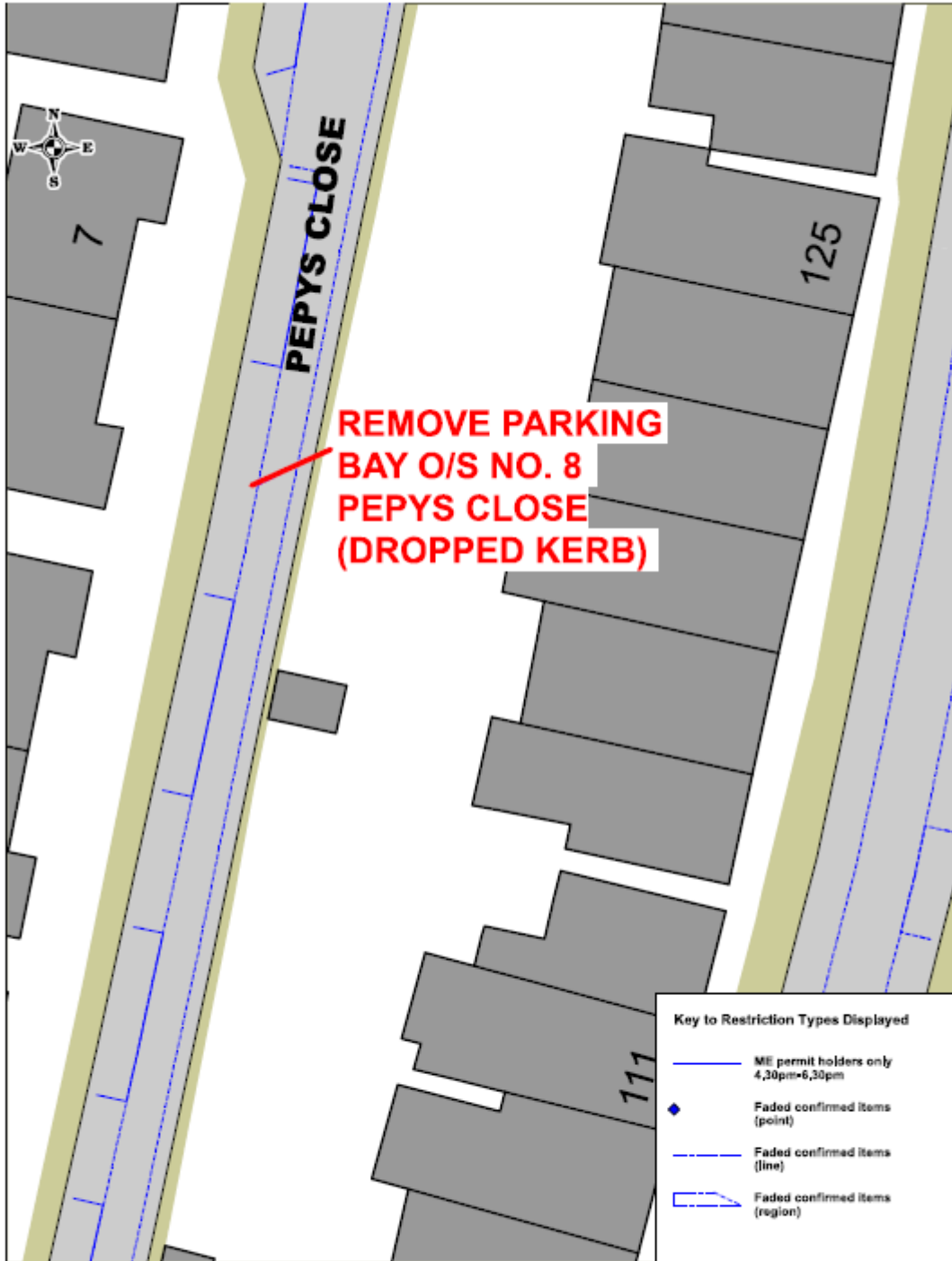
**Objection to removal of a Permit holders only 4.30-6.30pm bay proposals in Pepys Close under TRO 26/2023**


**2. Resident, unknown**

I would like to object to the dropped kerb at Pepys Close.

**Appendix C**





	© Crown copyright, All rights reserved Portsmouth City Council Licence No. 100019671 2023 Pepys Close, remove parking for dropped kerb	SCALE	1 : 250
		DATE	21/06/2023
		DRAWING No.	26 2023 Pepys
		DRAWN BY	Sara Allman



<b>Form name</b>	Integrated Impact Assessment
<b>Reference</b>	IA576466238
<b>Date</b>	11/01/2024



## Policy details

<b>Request date</b>	11/01/2024 09:31
<b>Directorate</b>	PCC Regeneration
<b>Service</b>	Parking
<b>Title of policy, service, function</b>	Traffic Regulation Order (TRO)
<b>Type of policy, service, function</b>	Changed
<b>What is the aim of your policy, service, function, project or strategy?</b>	To control parking
<b>Has any consultation been undertaken for this proposal?</b>	yes
<b>What were the outcomes of the consultations?</b>	There were some objections which need to be considered
<b>Has anything changed because of the consultation?</b>	no
<b>Did this inform your proposal?</b>	yes
<b>Please provide details</b>	The objections have been considered and are detailed in the attached report.

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

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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### 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>	<p>The proposed yellow line in Sennen Place could improve the safety and quality of life and the environment for walking and cycling.</p> <p>The proposed removal of the parking bay in Pepys Close, could remove the potential for obstruction to the off-street parking and help with stress for the homeowners.</p>
<b>How are you going to measure/check the impact of your proposal?</b>	<p>On going monitoring of feedback from residents</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?

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

**Air quality - will it improve air quality?**

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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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>The proposal in Sennen Place will improve sight lines and safety around the bend where sightlines can be compromised by parked vehicles.</p> <p>The reduction in the length of parking bay in Pepys Close will create improved access to the off-street parking created by the homeowner. The loss of one parking space will allow access for at least two vehicles to utilise the off-street parking.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>On going monitoring of feedback from residents</p>

**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?**

<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?**

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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## 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>	Kevin McKee and Alison Lawlor
<b>Name of the person completing this form</b>	Alison Lawlor
<b>Date of completion</b>	2024-01-11

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# Agenda Item 5



<b>Title of meeting:</b>	Cabinet Member for Transport
<b>Date of meeting:</b>	30 January 2024
<b>Subject:</b>	Private Hire Vehicles (PHVs) in bus lanes trial - Experimental Traffic Regulation Order (ETRO) 184/2022
<b>Report by:</b>	Felicity Tidbury – Assistant Director for Economy, Planning, and Transport
<b>Report author:</b>	Gareth James, Strategic Transport lead
<b>Cabinet Member:</b>	Councillor Gerald Vernon-Jackson, Cabinet Member for Transport
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council Decision:</b>	No

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## 1. Purpose

- 1.1. The purpose of this report is to provide an update on the trial permitting private hire vehicles (PHVs) to utilise five bus lanes, which was approved at the meeting of the Traffic & Transportation Cabinet Member on 5 July 2022 and subsequently implemented on 14 November 2022, and to recommend next steps for the trial.
- 1.2. The report details the current status of this trial and the data collected, and it covers recommendations for the future of PHVs in Portsmouth's bus lanes.

## 2. Recommendations

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

- 2.1. **Approves making permanent the provisions of Portsmouth City Council (Various Roads) (Bus Gates and Bus Lanes) (No. 184) Experimental Traffic Regulation Order 2022 permitting Portsmouth City Council licensed PHVs to continue to utilise the five bus lanes that were included in the trial, as specified in section 3 of this report;**
- 2.2. **Approves commissioning independent Road Safety Audits to assess the implications of Portsmouth City Council licensed PHVs being permitted to**

**utilise a further 22 bus lanes, as specified in section 8 of this report, and to determine the necessary mitigation measures and implementation costs;**

- 2.3. **Approves the ongoing monitoring of road safety and air quality data for the five bus lanes that were included in the trial to help inform any future plans to permit Portsmouth City Council licensed PHVs to utilise more bus lanes.**

### **3. Background**

- 3.1. At the meeting of the Traffic and Transportation Cabinet Member on 5 July 2022, a trial was approved for a minimum of three months to allow access for Portsmouth City Council licensed PHVs to use the following five bus lanes in Portsmouth (shown in Appendix A):
- Cavell Drive (Bus Lane 1),
  - Marketway (Bus Lane 2),
  - Mile End Road (Bus Lane 3),
  - Queen Street (Bus Lane 4), and
  - Bishop Crispian Way (Bus Lane 5)
- 3.2. These locations were brought forward following officer assessment, stakeholder engagement and independent road safety audits.
- 3.3. This trial was introduced to support private hire vehicles as an important mode for many, providing 24-hour on-demand travel across the city.
- 3.4. The trial supports the [Portsmouth Transport Strategy](#) in trying to reduce the demand for private car ownership, providing residents confidence in the reliability and attractiveness of private hire vehicles as an alternative transport mode.
- 3.5. Bus lanes are traffic lanes reserved for the use of buses and other authorised vehicles. They provide a dedicated right of way, enabling buses to avoid queues of traffic and other sources of delay, and address the problem of bus travel times becoming longer and less reliable and attractive than those possible by private car.
- 3.6. Portsmouth currently has 32 bus lanes in the city, providing a combined total of 9.8km of dedicated priority.
- 3.7. The vehicle types permitted to use the bus lanes not included in the trial are specified in their respective Traffic Regulation Orders (TROs). These currently include buses, hackney carriages (taxis), cyclists, emergency service vehicles travelling under blue lights, and rental e-scooters as part of the council's approved trial scheme.



- 3.8. Under the 1985 Road Traffic Act, the Local Transport Authority (in this case Portsmouth City Council) is accountable to the Traffic Commissioner for any action that it has taken which negatively impacts on bus punctuality.

#### 4. Background and results

- 4.1. To clearly indicate which vehicles are permitted to enter the five bus lanes during the trial, all current bus lane signage was reviewed and updated ahead of the launch to include "authorised vehicles". This is in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2016.
- 4.2. An experimental traffic regulation order (ETRO) was put in place to enable the addition of PHVs in trial bus lanes. The maximum period of an ETRO is 18 months with the formal consultation period covering the first six months. This provided stakeholders the opportunity to respond to the consultation during the trial. No objections were received.

#### Governance

- 4.3. This trial was established with clear governance to ensure visibility for and feedback from key stakeholders and users. The key elements of this governance include:

##### An external review panel (ERP)

The purpose of the external review panel is to provide key updates to relevant stakeholders at important project milestones such as pre-trial planning, pre-trial commencement, baseline data collection review and final trial review, and to collect their feedback on the trial. This group includes representatives from bus operators, the PHV and hackney carriage trades, Portsmouth Cycle Forum, as well as statutory consultees. These meetings are typically arranged at appropriate intervals, aligning with key programme milestones.

##### Project working group

The project working group comprises internal council officers (licensing, transport, parking and enforcement) and is held at appropriate intervals, aligning with key programme milestones, ahead of the ERP meetings to review the status of the trial, risks, and issues, as well as trial safety updates and communications.

##### Project board

The project board meets in between the working group and ERP meetings to discuss the status of the trial, any issues and provide direction and decision making on the project. The project board comprises of the project sponsor (Assistant Director of Transport), the Cabinet Member and the Opposition Spokespersons for Transport, as well as senior managers from the council's transport and licensing departments.

### **Trial monitoring**

- 4.4. Following approval in July 2022 the trial commenced with a period of baseline data collection between April 2022 and 13 November 2022, with the trial going live on 14 November 2022.
- 4.5. The duration of the baseline data collection period varies for each of the metrics concerned, according to availability and appropriateness but to facilitate robust comparison, it was proposed that data be collected for a minimum of one month before the trial and continuously during the trial.
- 4.6. The following monitoring methods were agreed for the trial to ensure there were measurable datasets alongside any qualitative stakeholder feedback:

#### Road traffic incident data

All road traffic incidents at trial sites are being reviewed, where practicable, monthly throughout the trial.

#### Bus/PHV journey time data

Bus service providers and PHV service providers have been providing pre-trial and trial journey time data.

#### Journey time monitoring

General traffic journey times were measured across the city to provide a comparison to any trial data trends identified. Only routes identified near the trial sites were monitored; the locations of these routes can be found in appendix B.

#### Junction performance data

A junction data analytics system was procured to enable the impact on the length of time it takes to pass through key junctions affected by the trial to be monitored.

#### Bus lane contraventions

Contraventions in enforced bus lanes were monitored, to indicate any confusion caused by the trial.

#### Air quality monitoring

Air quality monitors were procured and installed for use prior to and during the trial to help assess the impact, if any, on air quality along these routes. These monitors measure particulates (PM1, PM2.5, and PM10) and NOx.

## **5. Trial Outcomes: Air quality, journey times, contraventions, and traffic counts**

### **Air quality**

- 5.1. It was not anticipated that the trial would worsen local air quality, as no additional traffic was being introduced onto the streets or moved from one street / locality to another, but a sensor to monitor particulates and NO<sub>x</sub> was installed at each of the five bus lanes for the duration of the trial to ensure there were no early indications of any unexpected outcomes that may warrant further monitoring.
- 5.2. Consideration of the sensor data (see Appendix C) does not suggest that allowing PHVs in bus lanes is likely to have a positive or negative impact on local air quality. The data for these sites tends to indicate the typical seasonal variability of these pollutants, consistent with the wider network of sensors in the city, and there is no statistically significant difference compared to available baseline data.

### **Journey times**

- 5.3. Existing Bluetooth journey time sensors in the city as shown in Appendix B have been utilised to collect data on journey times of all vehicles with a Bluetooth device switched on. This data source is used for monitoring the journey times of general traffic in the city. Analysis of the data collected pre and post-trial implementation has shown that there has been a negligible improvement of less than a second in Bluetooth Journey Times along the monitored routes. It is unlikely that these improvements are attributable to the trial.

### **Junction times**

- 5.4. The amount of time taken to pass through key junctions at trial sites has been monitored as part of this trial. As with the results of the Bluetooth Journey Times Analysis, a negligible improvement of less than a second in junction times has been noted. It is unlikely that these improvements are attributable to the trial.

### **PHV and bus journey times**

- 5.5. PHV and bus service providers have provided journey time data as a means of measuring the impacts the trial has on the public transport network in Portsmouth. It should be noted that the trial has not had any detrimental effect on bus or PHV journey times. External review panel meetings throughout the trial have also provided insight to the trial from the bus operators in the city. The feedback received from bus service providers has been neutral and there have been no concerns raised with PHVs having access to the trial bus lanes.

### **Contraventions and traffic counts**

- 5.6. Bus lane contraventions have been measured to understand if the trial led to confusion from non-authorised users, or PHV drivers in other bus lanes.
- 5.7. Manual traffic counts were undertaken between 7am and 7pm to identify how the bus lanes were used prior to the start of the trial; the counts took place at various times during the weeks commencing 19 September 2022 and 17 October 2022.
- 5.8. A review of baseline and trial contravention data did not indicate that the trial has caused any confusion. However, potential confusion will need to be a key factor in the consideration of opening additional bus lanes to the PHV trade. This is because not all bus lanes are considered compatible for additional users due to a number of external constraints such as road safety, and it will become more difficult for the PHV trade to identify which bus lanes across this city with authorised access. This is covered further in section 8 of this report.

## **6. Trial Safety**

### **Road Safety Audits**

- 6.1. During the planning phase of the trial, there were concerns raised by stakeholder groups regarding the potential safety impacts of the trial on vulnerable road users such as cyclists.
- 6.2. Safety of road users is of critical importance, and independent stage 1/2 Road Safety Audits (RSAs) were undertaken prior to the trial to confirm the acceptability of the proposed bus lanes being used. All issues and comments raised in these Road Safety Audits were rectified, and casualty data is continually monitored along with near miss data reported to us.
- 6.3. In addition to the stage 1/2 Road Safety Audits described above, independent stage 3 Road Safety Audits were conducted after trial implementation. No further issues were identified through these audits. The auditor made some minor comments on the placement of some signage and work is currently underway to address these.

### **Casualty and near miss data**

- 6.4. Since the commencement of the trial on 14 November 2022, there have been no casualties involving cyclists within trial bus lanes. However, there have been three near misses reported relating to PHVs in bus lanes. Following investigation, it was determined that only one of the near misses reported was at a trial site. Each near miss report was investigated by transport officers and through collaboration with the licensing team, necessary process has been followed to raise awareness with the drivers concerned.

## 7. Stakeholder feedback

- 7.1. The key themes from stakeholder feedback received both before and after trial launch have centred around the safety of vulnerable road users, as well as the omission of Commercial Road bus lane from the trial.
- 7.2. In its TRO, Commercial Road bus lane encompasses the whole section of Commercial Road down to Edinburgh Road. This bus lane would therefore have needed to be split into separate sections in any new ETRO/TRO, while Commercial Road bus lane also allows loading and unloading, potentially hampering monitoring of this bus lane. As a result of these factors and road safety concerns, Commercial Road bus lane was discounted from the trial.
- 7.3. As a result of the concerns raised that the omission of Commercial Road may cause confusion, we have been monitoring the number of contraventions on this bus lane. In the months after the trial commenced, there was a reduction in the number of contraventions in this bus lane indicating that the exclusion of this bus lane from the trial had not caused confusion.

## 8. Next Steps, Additional Bus Lanes for Consideration, and Timeframes

- 8.1. As outlined by the data included in section four of this report, there have been no significant negative outcomes arising from this trial. As a result, it is recommended that the PHV access to the following trial bus lanes be made permanent:
  - A. Cavell Drive
  - B. Mile End Road
  - C. Marketway
  - D. Bishop Crispian Way
  - E. Queens Street
- 8.2. A review of all other bus lanes in the city has been conducted to identify additional bus lanes that may be further considered for authorised use by PHVs. The results of this review are as outlined in this section of the report.
- 8.3. The 14 bus lanes listed in Table 1 below are not located within a higher-than-average casualty area and have therefore been shortlisted as potential routes to consider authorised access by Portsmouth City Council licensed PHVs. Potential access will be subject to the findings of independent Road Safety Audits and further desktop review, considering bus lane layout, Local Transport Note (LTN) 1/20 and other relevant guidance issued by the Department for Transport, and lessons learned from the PHV Bus Lane Trial.

**Table 1**

<b>Bus Lane</b>	<b>Review Outcome</b>
Baffins Road	Consider for PHV access

<b>Bus Lane</b>	<b>Review Outcome</b>
Eastern Road	Consider for PHV access
Eastney Road	Consider for PHV access
Highland Road	Consider for PHV access
Isambard Brunel Road	Consider for PHV access
Kingston Crescent	Consider for PHV access
Northern Parade	Consider for PHV access
Northern Road	Consider for PHV access
Portsmouth Road	Consider for PHV access
St Helens Parade	Consider for PHV access
Tangier Road	Consider for PHV access
Unicorn Road	Consider for PHV access
Portsbridge Roundabout	Consider for PHV access
Commercial Road	Consider for PHV access

- 8.4. The bus lanes listed in Table 2 below are located within a higher-than-average casualty area and have therefore been discounted as potential routes to consider authorised access by Portsmouth City Council licensed PHVs at this stage. Potential access should not be considered until resolution of any road safety issues present at these locations. Road Safety Audits are recommended to be undertaken to help establish their potential suitability for PHV access in the future, while noting that this would be expected to be after the bus lanes listed in Table 1.

**Table 2**

<b>Bus Lane</b>	<b>Review Outcome</b>
London Road, A3	Do not consider for PHV access
London Road, Hilsea	Do not consider for PHV access
London Road, North End	Do not consider for PHV access
London Road Access Road, Hilsea	Do not consider for PHV access
Fratton Road	Do not consider for PHV access
Lake Road	Do not consider for PHV access
Winston Churchill Avenue	Do not consider for PHV access
Portsmouth Road North	Do not consider for PHV access

- 8.5. The bus lanes listed in Table 3 below do not currently permit access to the Hackney trade and should not be considered for access by PHVs.

**Table 3**

<b>Bus Lane</b>	<b>Review Outcome</b>
Furze Lane	Do not consider for PHV access
M275 Bus Lane	Do not consider for PHV access
Ferry Road	Do not consider for PHV access
Southsea Esplanade Link Road to St Helens Parade	Do not consider for PHV access
The Ocean at the End of the Lane	Do not consider for PHV access

- 8.6. It is proposed to commission Road Safety Audits for the 22 bus lanes listed Tables 1 and 2 to be considered for PHV access. Any issues identified during these Road Safety Audits would need to be rectified before authorising access for PHVs.
- 8.7. Additionally, consideration to the impact on cyclists will be required during this review. The DfT's Local Transport Note 1/20 has this specific guidance (section 6.6.1) on this consideration:
- "Cyclists are usually permitted to use with-flow and contraflow bus lanes. Whilst not specifically a cycle facility, bus lanes can offer some degree of segregation for cyclists as they significantly reduce the amount of interaction with motor traffic. However, they do not provide an environment attractive to a wide range of people and should therefore not be regarded as inclusive. Some bus lanes also allow taxis and motorcycles to use them, which can significantly increase traffic flows, thereby acting as a deterrent to cycling while also increasing risk of conflict."*
- 8.8. If the recommendations of this report are approved, 22 independent RSAs will be commissioned and would be anticipated to be completed in spring 2024.
- 8.9. All future PHV access for bus lanes will need to be considered on a case-by-case basis in consideration of casualty data, air quality data, Portsmouth City Council policy, Local Transport Note 1/20 (or, if superseded or supplemented, the latest relevant guidance issued by the DfT and other government departments), stakeholder feedback, the findings of the independent RSAs, and adequate resolution of all issues identified. It should be noted that three to five years' worth of data will typically be required to robustly establish road safety or air quality trends.
- 8.10. Further stakeholder feedback will be sought once the findings of the independent RSAs are known to inform future plans and phasing. This will include surveying PHV drivers regarding their priority bus lanes for inclusion, and vulnerable road users such as cyclists regarding their specific concerns and suitable mitigation. We will also continue to liaise with other local authorities as part of our ongoing review.
- 8.11. A Traffic Regulation Order (TRO) will be required to authorise PHV access in any additional bus lanes, subject to the statutory process including public consultation.

## **9. Reasons for Recommendations**

- 9.1 Following the trial to allow PHVs in five bus lanes within the city, it has been determined that there has not been a significant impact on the metrics being monitored. There are many bus lanes in the city that should not yet be considered for PHV access for reasons detailed within this report.
- 9.2 The 14 bus lanes shortlisted for further consideration have been identified as bus lanes with similar conditions to the trial bus lanes, and it is believed that authorising access by PHVs could provide additional priority to this form of transport, which is important to many residents within the city, without detrimental impact to other road users.

## **10. Integrated Impact Assessment**

- 10.1 An integrated impact assessment has been completed for this proposed scheme and is included as Appendix D to this report.

## **11. Legal Implications**

- 11.1. It is the duty of a local authority to manage their road network with a view to achieving, as 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.
- 11.2. 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.
- 11.3. Experimental traffic regulation orders (ETROs) can be made for the same reasons as standard traffic regulation orders, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising or facilitating the passage on the road of traffic. ETROs may last for up to a maximum of 18 months.
- 11.4. An order may specifically include provisions prohibiting, restricting, or regulating the use of a road or any part of the width of a road by any specified class of traffic.
- 11.5. There is no statutory requirement to consult before making an ETRO permanent but notice of the order must be given in the prescribed form. Specified documents



must also be placed on deposit. The order cannot come into force until the expiry of 7 days from the date that notice was given.

- 11.6. Any person or body may object to the ETRO being made permanent by no later than 6 months from the order coming into force.
- 11.7. Regulation 23 provides that an experimental order can be made permanent providing the following requirements are adhered to:
1. The following statements were included in the notice of making the experimental order:
    - That the order making authority will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely
    - A person may object to the experimental order continuing for an indefinite period within 6 months of the order beginning on the date the order came into force (or within 6 months beginning on date the order is varied or modified)
    - That any objections must be in writing, state the grounds on which it is made and be sent to an address specified in the notice.
  2. The following documents were deposited and kept available for inspection beginning from the date on which the advertisement of the experimental order is first published and ending on the date the order ceases to have effect:
    - a) a copy of the relevant notice of proposals and, if the order has been made, of the relevant notice of making;
    - b) a copy of the order as proposed to be made or as made (as the case may be);
    - c) a map which clearly shows the location and effect of the order as proposed to be made or as made (as the case may be) and, where appropriate, alternative routes for diverted traffic;
    - d) a statement setting out the reasons why the authority proposed to make the order including, in the case of an experimental order, the reasons for proceeding by way of experiment and a statement as to whether the authority intends to consider making an order having the same effect which is not an experimental order;
    - e) if the order varies, revokes, applies, or suspends another order, a copy of that other order;
    - f) if the order has been made after the holding of a public inquiry, a copy of the report and recommendations (if any) of the inspector; and
    - g) where the experimental order has been modified in accordance with section 10(2) RTRA a statement of the effect of each such modification

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

- 12.1 The cost of the trial to date has been met from the Council's Parking Reserve.
- 12.2 The cost of the Road Safety Audits for a further 22 bus lanes would be £15,400.
- 12.3 Should the recommendations in this report be approved, this additional cost will also need to be approved for release from the Council's Parking Reserve.

.....  
Signed by (Director)

**Appendices:**

- Appendix A - Plan of trial bus lanes
- Appendix B - Plan of Bluetooth journey time sensors
- Appendix C - Air quality sensor data
- Appendix D - Integrated Impact Assessment (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:

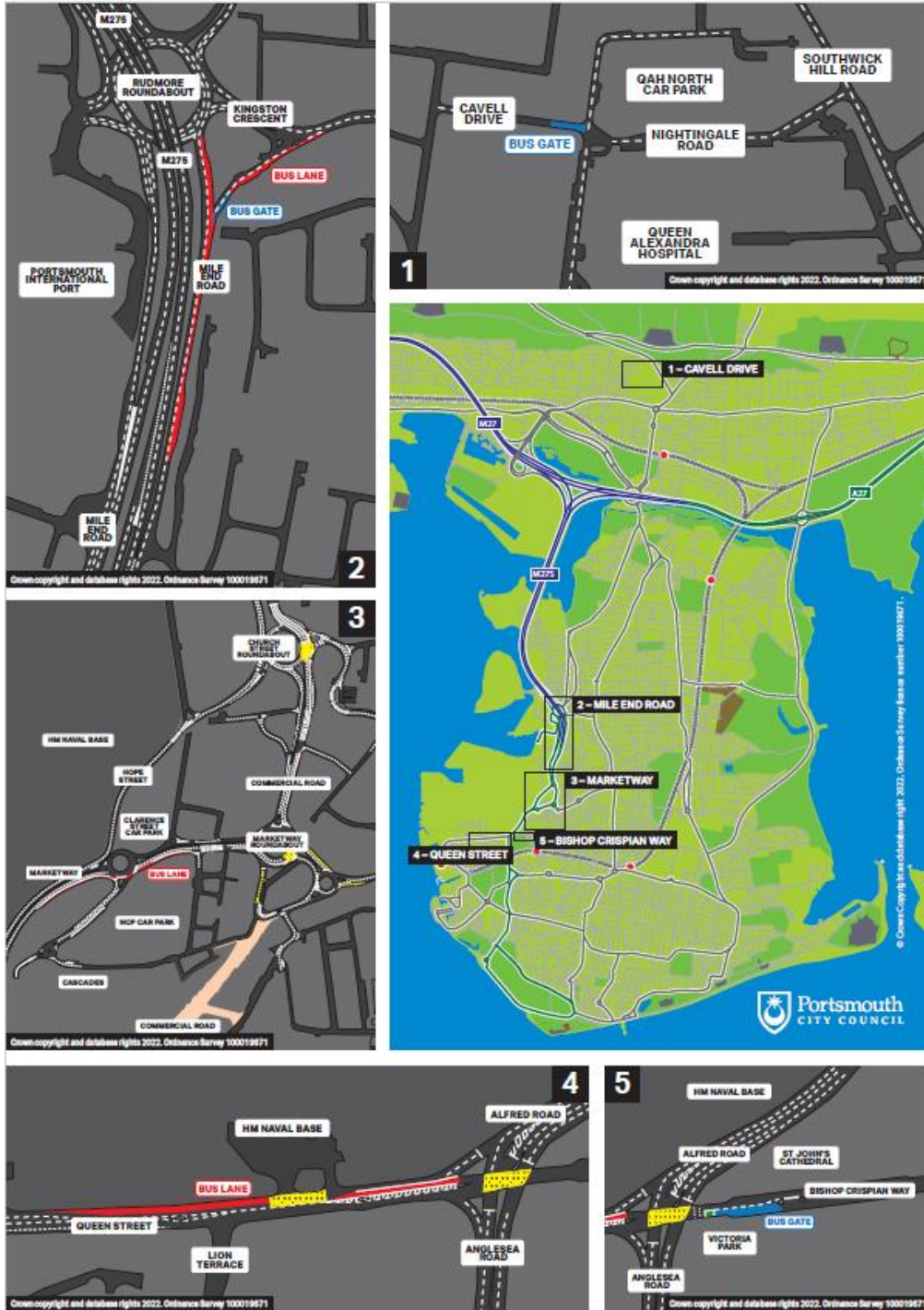
Title of document	Location
Private Hire Vehicle in Bus Lane Trial Report to Cabinet Member of Traffic and Transportation 5 July 2022	<a href="#">Agenda for Cabinet Member for Traffic &amp; Transportation on Tuesday, 5th July, 2022, 4.00 pm Portsmouth City Council</a>
The Portsmouth City Council (Various Roads) (Bus Gates and Bus Lanes), (No.184) Experimental Order 2022	<a href="#">Portsmouth City Council (Various Roads) (Bus Gates and Bus Lanes) (No. 184) Experimental Order 2022</a>

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

.....  
*Signed by Councillor Gerald Vernon - Jackson, Cabinet Member for Transport*

**BUSINESS CONFIDENTIAL  
NOT FOR FORWARD DISTRIBUTION**

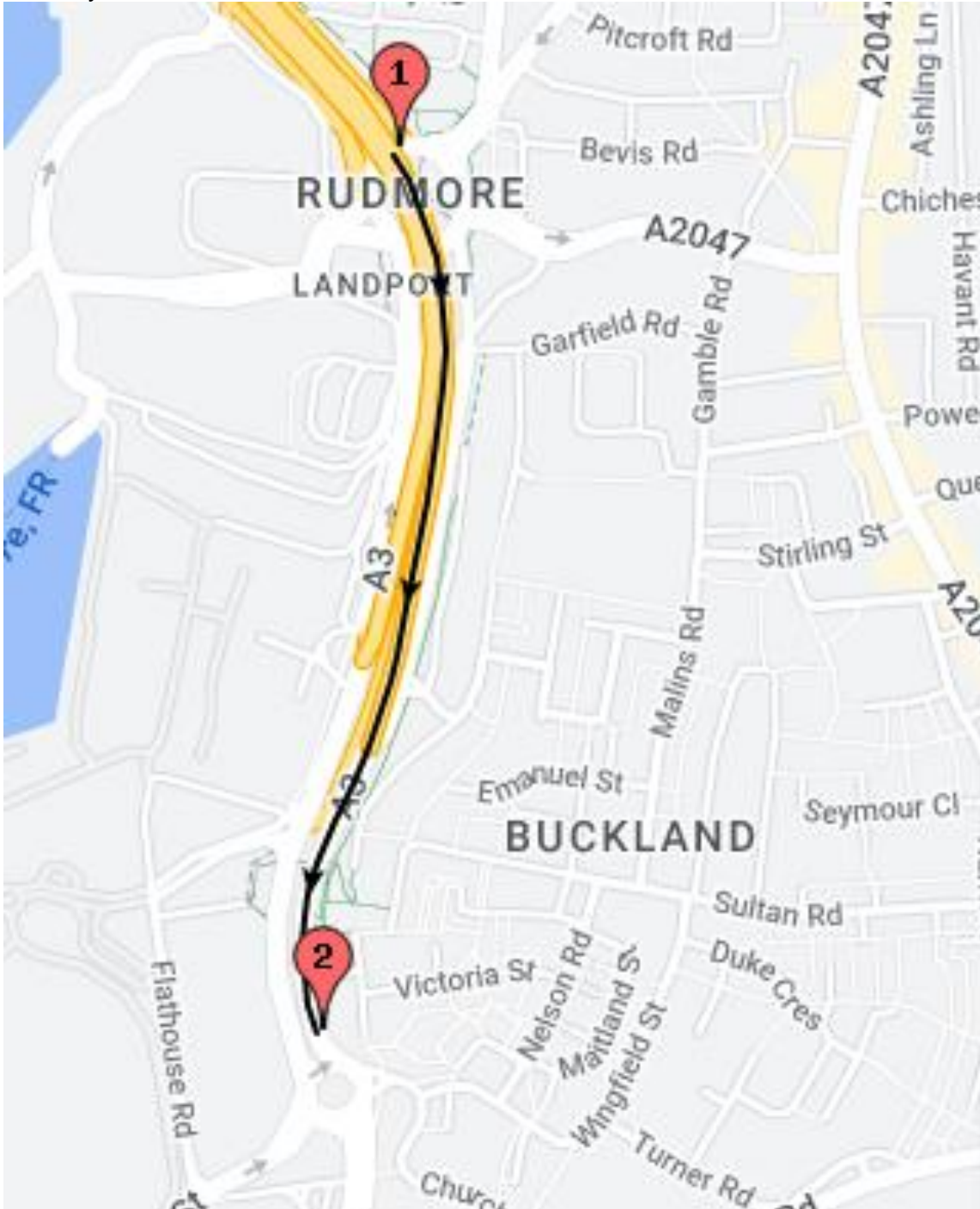
Appendix A



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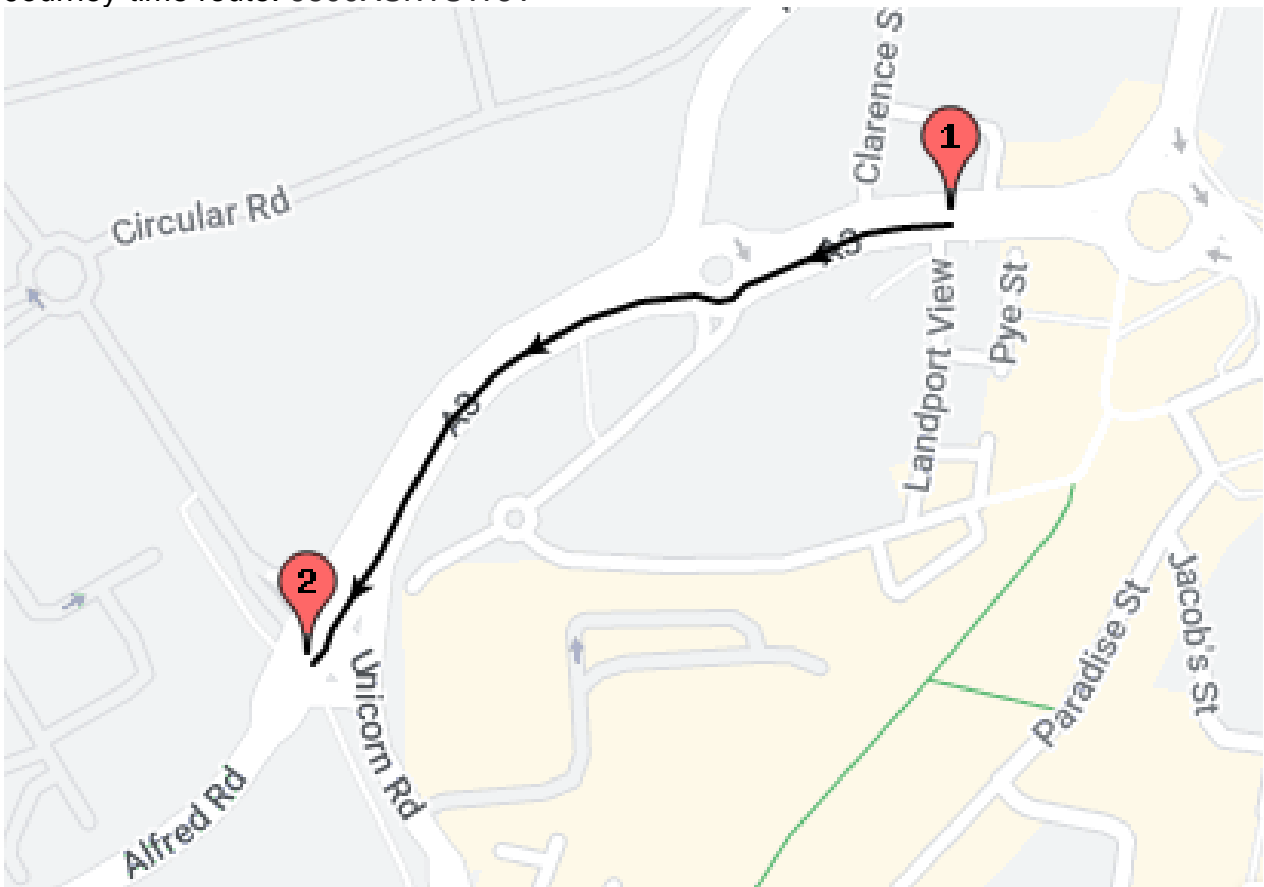
**Appendix B**

Journey-time route: 9800ZGROCHKO



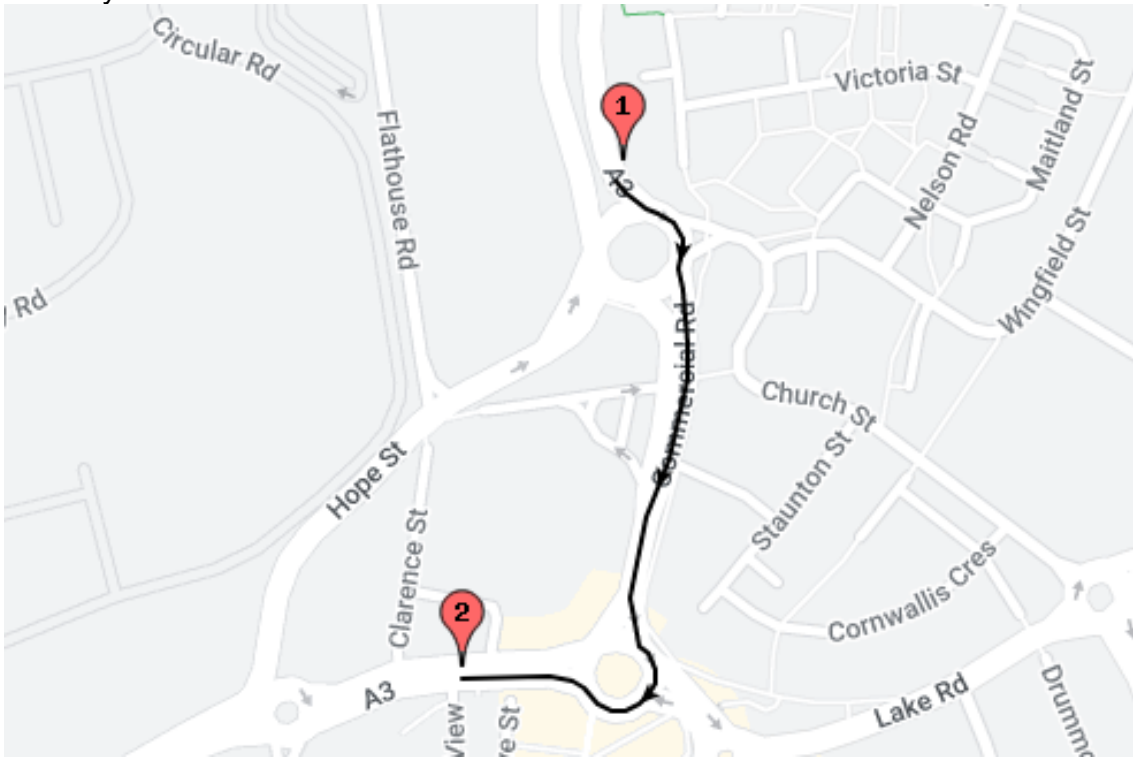
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Journey-time route: 9800XSIWUW6V



**BUSINESS CONFIDENTIAL  
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Journey-time route: 9800XTE0VC76



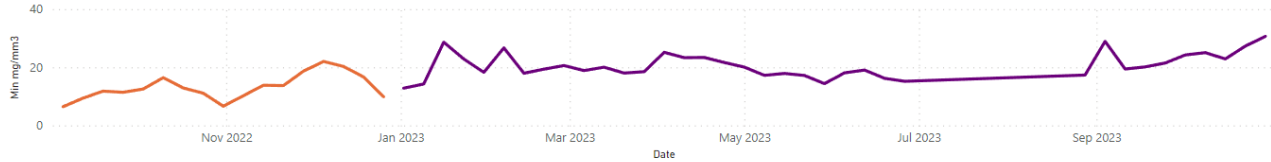
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## Appendix C

### NOx Data:

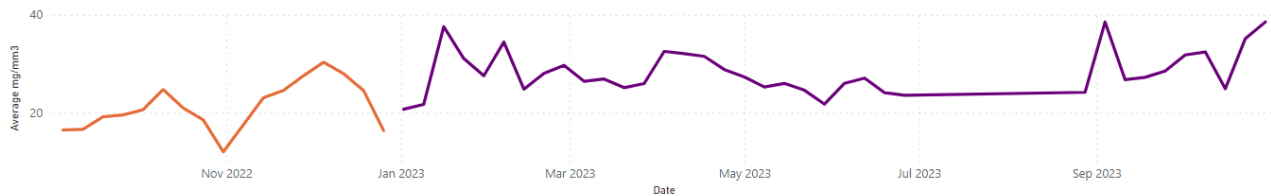
Min mg/mm<sup>3</sup> by Date

Phase ● Baseline (08/09/2022 - 13/11/2022) ● Trial (14/11/2022 - 31/10/2023)



Average mg/mm<sup>3</sup> by Date

Phase ● Baseline (08/09/2022 - 13/11/2022) ● Trial (14/11/2022 - 31/10/2023)



Max mg/mm<sup>3</sup> by Date

Phase ● Baseline (08/09/2022 - 13/11/2022) ● Trial (14/11/2022 - 31/10/2023)



### Particulate Data:

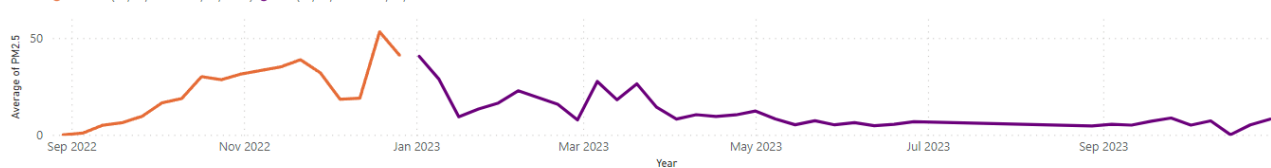
Average of PM1 by Date

Phase ● Baseline (08/09/2022 - 13/11/2022) ● Trial (14/11/2022 - 31/10/2023)



Average of PM2.5 by Date

Phase ● Baseline (08/09/2022 - 13/11/2022) ● Trial (14/11/2022 - 31/10/2023)



Average of PM10 by Date

Phase ● Baseline (08/09/2022 - 13/11/2022) ● Trial (14/11/2022 - 31/10/2023)



\* Data shown for particulate pollution is for the Bishop Crispian Way and Queen Street sites due to outages in the monitoring equipment at other locations.



# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

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

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

**Directorate:**

Economy, Planning, and Transport

**Service, function:**

Transport Planning

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

Trial of allowing Private Hire Vehicles (PHVs) to access specified bus lanes in Portsmouth.

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

- Existing
- New / proposed
- Changed

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

This trial assessed the impact of allowing PCC licensed Private Hire Vehicles (PHVs) to access bus lanes in the city for a trial period, to support PHVs as an important mode of transport for many, providing 24-hour on-demand travel across the city and potentially helping to reduce the need for private car ownership in conjunction with other alternative transport modes. Five bus lanes were included in the trial (Cavell Drive, Mile End Road, Marketway, Queens Street and Bishop Crispian way).

Evidence was gathered to provide information on any impact the trial might have for delays and disruption, air quality, and safety, and this evidence has been used to inform the recommendation to make the trial permanent as well as expanding PCC licensed PHV access to further lanes subject to Road Safety Audit and review.

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

An external review panel was established, including transport operators and statutory consultees, to assist in discussions regarding details of the scheme before and throughout the trial. An Experimental Traffic Regulation Order (ETRO) was implemented to authorise PHVs to use the specified bus lanes during the trial. The ETRO has been in place for 12 months, with the formal public consultation period covering the first six months, as per the usual ETRO process designed to encourage feedback from first-hand experience. Any proposed additional bus lanes will be subject to statutory TRO consultation.

**A - Communities and safety**

Yes

No

Is your policy/proposal relevant to the following questions?

**A1-Crime** - Will it make our city safer?

In thinking about this question:

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

If you want more information contact [Lisa.Wills@portsmouthcc.gov.uk](mailto:Lisa.Wills@portsmouthcc.gov.uk) or go to:

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

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

N/A

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

**A - Communities and safety**

Yes

No

Is your policy/proposal relevant to the following questions?

**A2-Housing** - Will it provide good quality homes? Page 82

In thinking about this question:

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

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

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

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

N/A

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact [Dominique.Letouze@portsmouthcc.gov.uk](mailto:Dominique.Letouze@portsmouthcc.gov.uk) or go to:

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

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

N/A

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact [Mark.Sage@portsmouthcc.gov.uk](mailto:Mark.Sage@portsmouthcc.gov.uk) or go to:

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

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

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

N/A

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [gina.perryman@portsmouthcc.gov.uk](mailto:gina.perryman@portsmouthcc.gov.uk) or go to:

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

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

N/A

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

**B1-Carbon emissions** - Will it reduce carbon emissions?



In thinking about this question:

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

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

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

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

In conjunction with high quality provision of other alternative transport modes such as public transport and cycling facilities, a reliable taxi service could potentially help reduce the need for private car ownership, so it is anticipated that in the longer-term this project will contribute to reducing carbon emissions.

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

The small scale of this intervention and the interdependency of its impact with other causal factors such as public transport improvements mean that the high cost and complexity of any attempt to measure its carbon savings would be disproportionate. However, the impact is expected to be a slightly positive one.

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

**B2-Energy use** - Will it reduce energy use?



In thinking about this question:

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

If you want more information contact [Triston.thorn@portsmouthcc.gov.uk](mailto:Triston.thorn@portsmouthcc.gov.uk) or go to:

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

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

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

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

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

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

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

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

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

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

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

N/A

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

**B5-Air quality** - Will it improve air quality?

In thinking about this question:

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

If you want more information contact [airquality@portsmouthcc.gov.uk](mailto:airquality@portsmouthcc.gov.uk) or go to:

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

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

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

It was not anticipated that the trial would worsen local air quality, as no additional traffic was being introduced onto the streets or moved from one street / locality to another, but a sensor to monitor particulates and NOx was installed at each of the five bus lanes for the duration of the trial to ensure there were no early indications of any unexpected outcomes that may warrant further monitoring. Consideration of the sensor data does not suggest that allowing PHVs in bus lanes is likely to have a positive or negative impact on local air quality. The data for these sites tends to indicate the typical seasonal variability of these pollutants, consistent with the wider network of sensors in the city, and there is no statistically significant difference compared to available baseline data.

In the longer-term, in conjunction with high quality provision of other alternative transport modes such as public transport and cycling facilities, a reliable taxi service could potentially help reduce the need for private car ownership in the city and this project could thus make a slight contribution to improving air quality at the citywide level.

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact [Felicity.Tidbury@portsmouthcc.gov.uk](mailto:Felicity.Tidbury@portsmouthcc.gov.uk) or go to:

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

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



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

During the planning phase of the trial, there were concerns raised by stakeholder groups regarding the potential safety impacts of the trial on vulnerable road users such as cyclists. Safety of road users is of critical importance, and independent Road Safety Audits (RSAs) were undertaken before and during the trial, with all issues raised having been rectified accordingly. Casualty data has been continually monitored during the trial along with any near miss data reported to us. Since the commencement of the trial, there have been no casualties involving cyclists within trial bus lanes. However, there have been three near misses reported relating to PHVs in bus lanes. Following investigation, it was determined that only one of the near misses reported was at a trial site. Each near miss report was investigated by transport officers and through collaboration with the licensing team; necessary process has been followed to raise awareness with the drivers concerned.

Road safety audits will be undertaken on all potential future bus lanes prior to any decision on their inclusion.

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact [Steven.Russell@portsmouthcc.gov.uk](mailto:Steven.Russell@portsmouthcc.gov.uk) or go to:

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

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

N/A

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

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Claire.Looney@portsmouthcc.gov.uk](mailto:Claire.Looney@portsmouthcc.gov.uk) or go to:

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

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

N/A

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

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

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

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

N/A

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

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

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

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

N/A

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

**Q8 - Who was involved in the Integrated impact assessment?**

Liam Norman, Gareth James, Hayley Chivers

This IIA has been approved by:

Felicity Tidbury

Contact number:

02392 688261

Date:

18/01/2024

# Agenda Item 6



Portsmouth  
CITY COUNCIL

<b>Title of meeting:</b>	Cabinet Member for Transport Decision Meeting
<b>Date of meeting:</b>	30 <sup>th</sup> January 2024
<b>Subject:</b>	Beverston Road One Way - TRO Consultation
<b>Report by:</b>	Felicity Tidbury, Assistant Director of Economy, Planning, and Transport
<b>Report Author:</b>	Tracey Shepherd, Strategic Road Safety Lead
<b>Cabinet Member:</b>	Councillor Gerald Vernon-Jackson, Cabinet Member for Transport
<b>Wards affected:</b>	Paulsgrove
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1 To consider the implementation of the proposed one-way street within Beverston Road, Paulsgrove as outlined in appendix A of this report.

## 2. Recommendations

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

- 2.1 Approves the implementation of TRO 115/2023.

## 3. Background

- 3.1 Following requests made by residents to local ward councillors, Paulsgrove ward councillors approached the Traffic and Network Manager to request that consideration be given to implementing a one-way within Beverston Road to address concerns and issues of access within the area.
- 3.2 At the request and instruction of the Ward Councillors, funding has been identified through the Community Infrastructure Levy (CIL) to undertake and deliver the one-way road within Beverston Road, Paulsgrove.

3.3 An informal consultation was undertaken with residents of Beverston Road and Bromyard Crescent in February 2022 and ended on Friday 25<sup>th</sup> March 2022. There was a low rate of returns from residents within the area with approximately:

- 29% responding to the Beverston Road consultation (from 68 consultation letters)
- 22% responded to the Bromyard Crescent consultation (from 75 consultation letters)

Bromyard Crescent received a strong split between the proposals and, although the one-way scheme received the majority of votes from those that participated, it only exceeded the no change option by two votes. Therefore, it was agreed by Ward Councillors that a one-way for Bromyard Crescent would not proceed and the road would remain unchanged.

3.4 From the returns received there was strong support for the introduction of a one-way system within Beverston Road. From the responses received in relation to the consultation (29% responded), 95% were in support of the implementation of a one-way system and 5% supported the existing road layout to remain unchanged. There were some concerns raised by users of the paddocks about the increased distance, journey time and access from the road to these facilities. These concerns have been discussed with the paddock owners directly and additional measures have been identified within the design to assist (additional signage, swept path analysis for horse boxes, widening of gateways, etc).

3.5 Following notification of the results to the Ward Councillors and their unanimous agreement that a one-way system should proceed, it is proposed that, following the consultation returns that the Beverston Road one-way is implemented in a southbound direction from its junction with Hillsley Road to its junction with Deerhurst Crescent.

3.6 The purpose of the advertised traffic regulation order (TRO) is to introduce one-way working for all vehicles (including pedal cycles) in Beverston Road, from its junction with Hillsley Road to its junction with Deerhurst Crescent. The implementation of one-way working would assist with the removal of confrontation between conflicting vehicles due to the narrowness of the existing carriageway and the requirement of on-street parking within Beverston Road. By removing the potential conflict between vehicles, the potential of damage to vehicles due to the narrowness of the carriageway will be removed.

3.7 A review of the casualty data was undertaken for the Beverston Road in its entirety from the three-year period from 1<sup>st</sup> October 2020 to 30<sup>th</sup> September 2023. There has been one recorded 'Slight' incident which involved an e-scooter travelling along the footway and colliding with a pedestrian.

3.8 A traffic survey was undertaken within Beverston Road from 6<sup>th</sup> September 2022 to and including 12<sup>th</sup> September 2022 to measure traffic speeds and vehicle counts travelling within the area. The survey provided the following information:

- Traffic counts - 88 vehicles for 24hrs northbound (3.7 veh/hr), 147 vehicles for 24hrs southbound (6.1 veh/hr);
- Average Traffic speeds - 20.1mph northbound, 19.5mph southbound;
- 85<sup>th</sup>% Traffic speeds - 26.2mph northbound, 24.9mph southbound;

*\*The 85th percentile is “the speed at or below which 85% of all vehicles are observed to travel under free-flowing conditions past a monitored point.” It is also the speed at which 15% of motorists exceed the speed limit on average.*

#### 4. TRO Consultation response

- 4.1 Following the informal consultation with residents of Beverston Road in 2022, a formal consultation took place as part of a Traffic Regulation Order (TRO). This was published and advertised on 27<sup>th</sup> October 2023 notifying residents of the proposal to create a one-way road. The TRO contained details of how objections to the proposals could be made and also gave the closing date of the consultation as 17<sup>th</sup> November 2023, allowing the required 21 days legally required. In response to the TRO there was one objection received and the reasons are given below:

Details of respondent:	Support / Object:	Reasons:	PCC Response/comments:
Hampshire Police	Object	<p>It is possible that speeds will increase due to no oncoming traffic.</p> <p>There is the potential for cyclists to ride against the one-way system due to the extra distance needed to comply, this has the potential to increase collisions.</p> <p>There will also be an increased journey time, and further distances for vehicles to travel.</p> <p>This will not only have an effect on air pollution but also increase travel costs.</p>	<p>The traffic survey indicates that vehicle speeds are below the prosecution threshold. Southbound traffic speeds are lower than those travelling northbound. Should the one-way be implemented, further traffic surveys will be undertaken to monitor traffic speeds within the area. Due to the narrowness of Beverston Road and the recorded traffic speeds and traffic flows, contra-flow cycle facilities cannot be considered for implementation at present. However, if future traffic surveys indicate a reduction in traffic speeds, advisory contra-flow cycle lanes may be considered. Beverston Road is a residential road to the north of the city that does not provide a shortcut</p>

			<p>or rat-run for vehicles looking to reduce distances or journey times. The traffic counts would indicate that Beverston Road is only utilised by residents or those accessing the paddock area and the impact on air pollution within the area would be minimal. Deerhurst Crescent which runs parallel to Beverston Road also provides access to local bus services for residents within the area.</p>
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4.2 An objection was received from Hampshire Police on 1<sup>st</sup> November 2023 explaining that they were considering objecting to the proposal on the grounds that the consultation fails on all four points of the Gunning Principle regarding consultation, and that no reasons have been given for the proposal which has the potential to impact on police resources. A response was sent directly to Hampshire Constabulary from Portsmouth City Council on 22<sup>nd</sup> November 2023, explaining the previous consultation undertaken with residents in February/March 2022. This included details regarding:

- Information and plans
- The results of the consultation
- Member Information Service notices
- All consultation and information previous to the TRO consultation.

Following receipt of this information, the Police are objecting on the above grounds given in the table above.

## 5. Reasons for recommendations

5.1 Councillors reported that residents had raised concerns regarding the existing road layout and that the implementation of one-way working would assist with the removal of confrontation between conflicting vehicles due to the narrowness of the existing carriageway and the requirement of on-street parking within Beverston Road.

5.2 By removing the potential conflict between vehicles, the potential of damage to vehicles due to the narrowness of the carriageway will be removed.

5.3 The resident's consultation shows that the majority of respondents were in favour of the one-way street, as outlined in the TRO.



- 5.4 The proposed scheme has been awarded CIL funding following member priority and support.

## **6. Integrated Impact Assessment**

- 6.1 There are no associated implications regarding 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.

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

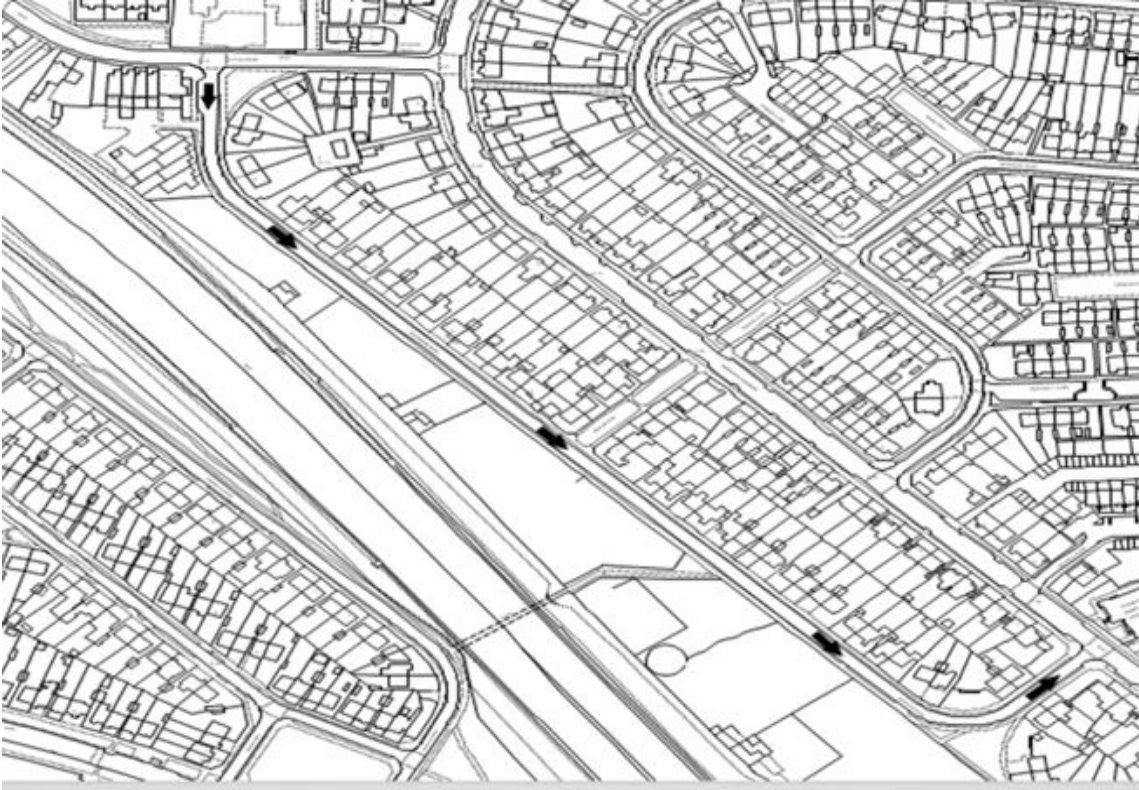
- 8.1 The cost of work associated with the proposed one-way system on Beverston Road has been funded through CIL. The Community Infrastructure Levy (CIL), introduced in April 2010, allows local authorities in England and Wales to raise funds from developers who are undertaking new building projects in their area. The money can



be used to pay for a wide range of infrastructure that is needed as a result of development. This can include things like transport schemes, flood defences and green spaces. A portion of the funds will also be allocated to be spent on infrastructure within that ward. This neighbourhood portion is determined on a percentage of the CIL receipts received for CIL liable development that has taken place within that ward.

**APPENDIX A:-**

**Proposed Layout of Beverston Road One-Way:-**



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# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

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

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

Directorate:

Regeneration

Service, function:

Network Management

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

BEVERSTON ROAD AND BROMYARD CRESCENT ONE-WAYS

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

- Existing
- New / proposed
- Changed

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

To consider implementing a one-way system within Beverston Road and Bromyard Crescent within Paulsgrove. Consideration will also be given to the inclusion of a contra-flow cycle route for both roads as part of the scheme design. Contra-flow cycle routes serve to highlight to approaching drivers usage by cycles who might otherwise take the risk of driving against traffic on a one-way without proper

signage. The proposed improvements would be carried out within Beverston Road and Bromyard Crescent within Paulsgrove and will be independent of each other. Works will consist of white lining and associated signage to clarify the new one-way roads.

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

Ward Councillor Gemma New and Ward Councillor Jo Hooper approached Paul Darlow, Traffic and Network Manager, to request that consideration be given to implementing a one-way within both Bromyard Crescent and Beverston Road (independent of each other) to address concerns and issues of access within the areas. Ward Councillor George Madgwick has approached Tristan Samuels, Director of Regeneration to request implementation of a one-way in Beverston Road. Cllr Madgwick has also subsequently confirmed to Paul Darlow that he supports implementation of a one-way in Bromyard Cresecent.

Consultation would be carried out with residents within the area to see whether there is any objections or support for the proposed schemes. The consultation will be undertaken by letter to each property within the identified roads and an on-line survey will also be available. The results of each survey for each road will be reported back to the Traffic and Transportation Porfolio Holder via a Cabinet Meeting. Should the majority support the proposal of installing a one-way in each of the roads, a Traffic Regulation Order (TRO) will be advertised on street in the location of the proposed works. However, where required, the documentation will be provided in alternative formats to suit the needs of the resident or businesses. Should any comments regarding the proposals be received and considered, the Impact Assessment will be updated to reflect the results of the engagement exercise. We will encourage feedback from all groups who wish to submit comments regarding the proposals. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents and contributes to protecting and supporting our most vulnerable residents.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**A1-Crime** - Will it make our city safer?



In thinking about this question:

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

If you want more information contact [Lisa.Wills@portsmouthcc.gov.uk](mailto:Lisa.Wills@portsmouthcc.gov.uk) or go to:

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

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

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**A2-Housing** - Will it provide good quality homes?



In thinking about this question:

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

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

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

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

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Dominique.Letouze@portsmouthcc.gov.uk](mailto:Dominique.Letouze@portsmouthcc.gov.uk) or go to:

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

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

The proposed scheme will assist in providing alternative means of transport to residents within the area by providing an identified environment for both walking and cycling within the area. These have health benefits by promoting exercise/physical activity or active travel modes within the area. The 1988 Road Traffic Act, Section 39, puts a "statutory duty" on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.

This scheme would seek to address the need of identifying right of way to traffic within the area. It would look to improve the existing layout by highlighting road space to be used by other users and improve the drivers' visibility of other road users. The addition of advanced warning signs will warn drivers of the proposed changes within the area. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents and encourage sustainable transport methods that can be utilised. This scheme contributes to protecting and supporting our most vulnerable residents whilst assisting with reducing carbon emissions in the area by promoting sustainable transport. It also promotes personal wellbeing by removing confrontation from opposing traffic/vehicles.

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

A review of the accident data will be undertaken following the implementation of the scheme within six months

and twelve months. We will also monitor the CHAIN system and the near miss reporting system to ensure that there are no other identified issues that may need to be considered. We will also carry out a traffic survey prior to the installation of each scheme and a comparison survey will be conducted 12 months after installation (if successful).

**A - Communities and safety**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact [Mark.Sage@portsmouthcc.gov.uk](mailto:Mark.Sage@portsmouthcc.gov.uk) or go to:

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

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

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

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

**A - Communities and safety**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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



If you want more information contact [gina.perryman@portsmouthcc.gov.uk](mailto:gina.perryman@portsmouthcc.gov.uk) or go to:

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

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

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

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

**B1-Carbon emissions** - Will it reduce carbon emissions?



In thinking about this question:

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

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

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

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

The proposed scheme will assist in providing alternative means of transport to residents within the area by providing a safer environment for both walking and cycling within the area. These have health benefits by promoting exercise/physical activity or active travel modes within the area. The 1988 Road Traffic Act, Section 39, puts a "statutory duty" on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents and encourage sustainable transport methods that can be utilised. This scheme contributes to protecting and supporting our most vulnerable residents whilst assisting with reducing carbon emissions in the area by promoting sustainable transport. It also promotes personal wellbeing.

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

A review of the accident data will be undertaken following the implementation of the scheme within six months and twelve months. We will also monitor the CHAIN system and the near miss reporting system to ensure that there are no other identified issues that may need to be considered. Consultation with Local Ward Councillors and residents within the area will provide feedback regarding the proposals and any additional comments/views that should be considered.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

**B2-Energy use** - Will it reduce energy use?



In thinking about this question:

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

If you want more information contact [Triston.thorn@portsmouthcc.gov.uk](mailto:Triston.thorn@portsmouthcc.gov.uk) or go to:

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

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

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

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

<b>B - Environment and climate change</b>	<b>Yes</b>	<b>No</b>
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Is your policy/proposal relevant to the following questions?

<b>B3 - Climate change mitigation and flooding</b> -Will it proactively mitigate against a changing climate and flooding?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In thinking about this question:

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

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

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

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

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

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

<b>B - Environment and climate change</b>	<b>Yes</b>	<b>No</b>
---	------------	-----------

Is your policy/proposal relevant to the following questions?

<b>B4-Natural environment</b> -Will it ensure public spaces are greener, more sustainable and well-maintained?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	-------------------------------------

In thinking about this question:

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

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

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

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

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

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

**B5-Air quality** - Will it improve air quality?



In thinking about this question:

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

If you want more information contact [Hayley.Trower@portsmouthcc.gov.uk](mailto:Hayley.Trower@portsmouthcc.gov.uk) or go to:

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

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

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Pam.Turton@portsmouthcc.gov.uk](mailto:Pam.Turton@portsmouthcc.gov.uk) or go to:

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

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

The proposed scheme will assist in providing alternative modes of transport to residents within the area by providing a safer environment for both walking and cycling within the area. These have health benefits by promoting exercise/physical activity or

active travel modes within the area. The 1988 Road Traffic Act, Section 39, puts a "statutory duty" on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents and encourage sustainable transport methods that can be utilised. This scheme contributes to protecting and supporting our most vulnerable residents whilst assisting with reducing carbon emissions in the area by promoting sustainable transport. It also promotes personal wellbeing.

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

A review of the accident data will be undertaken following the implementation of the scheme within six months and twelve months. We will also monitor the CHAIN system and the near miss reporting system to ensure that there are no other identified issues that may need to be considered. Consultation with Local Ward Councillors and residents within the area will provide feedback regarding the proposals and any additional comments/views that should be considered.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Steven.Russell@portsmouthcc.gov.uk](mailto:Steven.Russell@portsmouthcc.gov.uk) or go to:

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

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

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

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Claire.Looney@portsmouthcc.gov.uk](mailto:Claire.Looney@portsmouthcc.gov.uk) or go to:

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

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

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

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

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

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

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

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Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

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

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

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

**Q8 - Who was involved in the Integrated impact assessment?**

Tracey Shepherd - Senior Road Safety Engineer  
Paul Darlow - Traffic and Network Manager  
Jo Eldridge - LTP Programme Manager

This IIA has been approved by:

Contact number:

Date:

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# Agenda Item 7



<b>Title of meeting:</b>	Cabinet Member for Transport decision meeting
<b>Date of meeting:</b>	30 January 2024
<b>Subject:</b>	Concessionary Fares Scheme Reimbursement to Bus Operators
<b>Report author:</b>	Felicity Tidbury, Assistant Director for Economy, Planning, and Transport
<b>Report by:</b>	Simon Bell, Principal Public Transport Officer
<b>Cabinet Member:</b>	Councillor Gerald Vernon-Jackson, Cabinet Member for Transport
<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 provides updated recommendations for concessionary bus passes reimbursement to bus operators in 2024/25 in accordance with the new guidance issued by the Department for Transport (DfT) on 30 November 2023.

## 2. Recommendations

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

- 2.1 Notes the contents of this report;
- 2.2 Approves that the bus operator reimbursement rate to continue using actual journeys made with a concessionary pass from 1 April 2024 using the revised guidance from the Department for Transport (DfT);
- 2.3 The council will use Medium Urban Discount Fare Factor to reimburse bus operators;
- 2.4 Approves that any unallocated concessionary travel budget be used to meet the cost for supporting non-commercial bus services during 2024/25 following DfT guidance;

**2.5 Approves making the free travel to hospital appointments permanent, noting the results of the trial;**

**2.6 Delegates authority to the Cabinet Member for Transport in conjunction with the Assistant Director for Economy, Planning and Transport and the S151 Officer, to make any necessary changes within the allocated budget.**

### **3. Background**

3.1 Portsmouth City Council administers the English National Concessionary Travel Scheme for residents of the city under the terms of the Concessionary Travel Act 2007, and the Mandatory Travel Concession (England) Regulations 2011. The scheme allows eligible pass holders free off-peak travel on local buses. Bus operators are normally reimbursed on a 'no better no worse' basis for the loss of revenue forgone for the journeys made. This is calculated by using the average adult fare and specific additional costs incurred. As these average fare and costs can vary an updated scheme is required to be published annually.

3.2 This report sets out upcoming changes to this guidance. The Portsmouth Concessionary Travel scheme follows the terms of the Concessionary Travel Act 2007 and considers the revised guidance from the Department for Transport. The Portsmouth scheme is managed on behalf of the Council by specialist consultants MCL contracted by the authority.

3.3 Portsmouth City Council revised its operator reimbursement rate to actual trips from 1<sup>st</sup> April 2023 in line with guidance from the DfT as approved at the meeting of the Cabinet Member for Traffic and Transportation on 16<sup>th</sup> February 2023. The cost for reinstating bus service withdrawals during 2023/2024 was met in the first instance from the underspend to the concessionary travel budget.

### **4 Reimbursement for 2024/25**

4.1 Portsmouth reimbursement for 2024/25 it is proposed that this will continue to use actual journeys made but use the revised guidance issued by the Department for Transport on the 30 November 2023. The new guidance recommends that each authority use one of four different Fare Discount Factor (FDF) depending on their characteristics in order to calculate the reimbursement. The previous guidance used the same FDF for all authorities.

The new four FDF are:

- Large Urban,
- Medium Urban,
- Mixed Urban/Rural, and,
- Rural

each will provide differing levels of reimbursement to the bus operator. The figures for each are shown in Table 1:

**Table 1 – FDF rates**

<b>Area profile</b>	<b>FDF</b>
Large Urban	11.95%
Medium Urban	15.20%
Mixed Urban/Rural	4.62%
Rural	3.70%

- 4.2 Full details of each area profile relating to the FDF rates are provided in appendix A. Advice from our consultants is that Portsmouth best fits into the Medium Urban in view of its profile including the population and the city’s characteristics.
- 4.3 The estimated projected budget spend for 2023/24 will be £3.9m but the council only have six months of usage and a number of bus services changed operation from First to Stagecoach which the effects of this are not yet known. Using the new calculator from the DfT the estimated figure will be £4.27m for 2024/25. This is around the same figure as in 2019/20 of £4.26m, just before the pandemic not considering inflation.
- 4.4 DfT guidance from November 2023 further requests that Local Transport Authorities use any underspend to on the concessionary fares budget be retained within the wider supported bus sector – for example, through greater support for tendered bus services. It is proposed that the ongoing cost for supporting bus service withdrawals during 2023/24 be met in the first instance from any concessionary travel budget.
- 4.5 Under the current reimbursement Portsmouth City Council reimburses monthly with a reconciliation payment at the end of each quarter. This would remain the same.
- 5. Travel to hospital appointments**
- 5.1 From 1<sup>st</sup> October 2022 the council introduced free travel before 0900 for older persons pass holders who were travelling to hospital appointments at Queen Alexandra or St Mary’s Hospitals if they have a hard copy or digital appointment confirmation. Usage of the scheme is around 1,800 trips pa and has not caused an issue for bus companies, and it is recommended the this is made permanent.

## **6. Consultation**

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

## **7. Reasons for recommendations**

- 7.1 The council are required to provide bus companies with a minimum 28 days' notice of the reimbursement arrangements and any change to the reimbursement levels or the times of operations.
- 7.2 Due to Portsmouth City Council proposing to change the reimbursement levels, in line with government guidance from 1 April a decision needs to be taken by the Cabinet Member of Transport at the January 2024 meeting.
- 7.3 The recommendation is to continue to reimburse against actual concessionary use. DfT guidance is to retain the concessionary fare budget to support local bus services. Doing so would allow funding to be targeted to address individual services where funding is currently required or may be required.
- 7.4 That authority be delegated to the Cabinet Member for Transport in conjunction with the Assistant Director of Regeneration – Transport and S151 Officer, to make any changes to the level of reimbursement paid as operators if government guidance is revised.
- 7.5 The trial of free travel before 0900 for older persons pass holders who were travelling to hospital appointments at Queen Alexandra or St Mary's Hospitals, has provided access to essential health services. As part of this trial there have been no reported issues with capacity on the buses from the bus operators.

## **8. Integrated impact assessment**

- 8.1 An integrated impact assessment has been undertaken as found in appendix B.

## **9. Legal implications**

- 9.1 The recommendations in this report are within the powers of the City Council as a Travel Concession Authority.
- 9.2 In relation to free travel for hospital appointments, it is to be noted that as a Travel Concession Authority, the Council has, under Section 93 of the Transport Act 1985 (as amended) discretion to offer concessionary travel entitlements in addition to the national minimum requirements prescribed under the English

National Concessionary Travel Scheme. Enhanced local entitlements under such concessions are to be funded by the Council by reimbursement to participating bus operators and are limited to travel within the Council's administrative area unless relevant agreements between neighbouring authorities are in place.

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

- 10.1 The Costs of the Concessionary fares scheme is funded from the Cash Limited budget. Pre-pandemic, the cost of the scheme could not be met from cash limited resources alone, so a subsidy funded by the Parking Reserve was also required.
- 10.2 During the pandemic the Council continued to pay the Bus Operators at pre-pandemic levels funded as above despite the amount of actual concessionary trips being far lower than pre-pandemic levels. No additional specific grant was provided to the Council in respect of concessionary fares during the Covid crisis.
- 10.3 Portsmouth City Council's reimbursement rate for 2023/24 moved back to actual number of trips made. Trips have increased through 2023/24 as people feel more comfortable travelling by bus.
- 10.4 Based on the approach to reimbursement as set out in the recommendations in this report, the cost of the scheme in 2024/25 is unlikely to be met from cash limited resources alone, so a subsidy funded by the Parking Reserve will also be required.

.....  
Signed by:

**Appendices:**

- Appendix A – FDF area profiles
- 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:

<b>Title of document</b>	<b>Location</b>
Guidance from the Department for Transport (DfT)	<a href="https://assets.publishing.service.gov.uk/media/659596a0d7737c000df333f0/dft-user-guide-calculating-bus-operator-reimbursement.pdf">https://assets.publishing.service.gov.uk/media/659596a0d7737c000df333f0/dft-user-guide-calculating-bus-operator-reimbursement.pdf</a>

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

.....  
Signed by Councillor Gerald Vernon - Jackson, Cabinet Member for Transport

Concessionary fares locality type					
Look-up	Description	Population	Density (population/sq. km)	Population (over 65s)	Look-up table Characteristics
Large urban area	Combined authority area	1.15m	2,100	0.20m	Journey = 19,449,708  Unique passes used = 193,271  Number of days a pass is used (pass days) = 8,794,372  Average journeys made each day a pass is seen = 2.21
Medium urban area	Medium sized city	0.35m	5,000	0.05m	Journey = 4,453,481  Unique passes used = 38,758  Number of days a pass is used (pass days) = 1,837,200  Average journeys made each day a pass is seen = 2.42
Mixed urban/rural	Large county area of mixed urban and rural settlements	1.25m	400	0.25m	Journey = 6,661,511  Unique passes used = 127,485  Number of days a pass is used (pass days) = 3,505,073  Average journeys made each day a pass is seen = 1.90
Rural	County area of mostly rural settlements	0.90m	200	0.20m	Journey = 4,390,618  Unique passes used = 92,390  Number of days a pass is used (pass days) = 2,194,713  Average journeys made each day a pass is seen = 2.00

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<b>Form name</b>	Integrated Impact Assessment
<b>Reference</b>	IA579458596
<b>Date</b>	22/01/2024



## Policy details

<b>Request date</b>	22/01/2024 13:21
<b>Directorate</b>	PCC Regeneration
<b>Service</b>	Transport Planning
<b>Title of policy, service, function</b>	Concessionary fares reimbursement to operators 2024/25
<b>Type of policy, service, function</b>	Existing
<b>What is the aim of your policy, service, function, project or strategy?</b>	Under the terms of the Concessionary Travel Act 2007, and the Mandatory Travel Concession (England) Regulations 2011, Portsmouth City Council administers the English National Concessionary Travel Scheme for residents of the city. The scheme comprises a pass allowing free travel on local buses for journeys starting within Portsmouth for eligible residents on grounds of age or disability. Bus operators are reimbursed on a 'no better now worse' basis for the loss of revenue forgone according to the number of journeys made, the average adult fare and specific additional costs incurred. This follows the terms of the Act and Department for Transport guidance and managed on behalf of the Council by specialist consultants contracted by the authority.
<b>Has any consultation been undertaken for this proposal?</b>	yes
<b>What were the outcomes of the consultations?</b>	There has been consultation with the bus companies as outlined in the DfT guidance for the Concessionary Fares reimbursement.
<b>Has anything changed because of the consultation?</b>	no
<b>Did this inform your proposal?</b>	yes

<b>Please provide details</b>	We understood the operators position on the reimbursement scheme.
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**Equality & diversity - will it have any positive/negative impacts on the protected characteristics?**

<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>	The concessionary fare scheme has positive impact on eligible concessionary pass holders which include protected characteristics of age and disability.
<b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b>	Concessionary fare scheme is available to applicants based on age or disability eligibility.
<b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b>	We follow national eligibility criteria.
<b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b>	We are not changing the national eligibility criteria we follow.
<b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b>	Monitor annual pass uptake and reimbursements.

## 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>	The provision of a concessionary fares scheme allows residents that meet the entitlement criteria to have access to sustainable modes of travel, and provide access to essential services and facilities. enabling elderly and disabled people, especially those also on low incomes, to continue to use public transport and to use it more often, improving their access to a range of basic necessities such as health care and shops and reducing social isolation. Achieving social inclusion benefits for older and disabled people by allowing greater freedom to travel, for free, by local bus. This will see benefit to improved mental health and quality of life.
<b>How are you going to measure/check the impact of your proposal?</b>	The public transport team will monitor the number of bus journeys undertaken starting in the city using concessionary passes, along with the number of pass holders.

## 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>	Concessionary travel allows older and disabled people (especially those on low incomes) improved access to services, Providing greater freedom to access shops, services and amenities, work, freedom to access healthcare (particularly with the hospital appointment element to the scheme) and freedom to visit family and friends. <b>Page 123</b>
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<b>How are you going to measure/check the impact of your proposal?</b>	Passenger numbers of concessions on the bus services within Portsmouth along with numbers of pass holders.
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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>	Concessionary pass schemes, promotes bus travel which supports reduction in carbon emissions over private car use.
<b>How are you going to measure/check the impact of your proposal?</b>	Number of bus trips made by concessionary pass holders.

### **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>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>	Concessionary pass scheme promotes bus travel which can support in reducing private motor vehicle traffic in the city and in turn support cleaner air.
<b>How are you going to measure/check the impact of your proposal?</b>	Number of concessionary pass trips made.

### **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>	Concessionary pass scheme promotes bus travel.
<b>How are you going to measure/check the impact of your proposal?</b>	Number of bus trips made by concessionary pass holders.

### **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?**

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

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Concessionary pass scheme can support travel to employment and training for some.
How are you going to measure/check the impact of your proposal?	Uptake of concessionary passes and number of trips made using concessionary passes.

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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**Social value**

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

**Involvement**

Who was involved in the Integrated impact assessment?	Hayley Chivers, Simon Bell
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<b>Name of the person completing this form</b>	Hayley Chivers
<b>Date of completion</b>	2024-01-22

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# Agenda Item 8



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

**Date of meeting:** 30 January 2023

**Subject:** TRO 298/2023 - Old Portsmouth Waiting Restrictions

**Report by:** Felicity Tidbury, Assistant Director for Economy, Planning, and Transport

**Report author:** Chi Sharpe, Active Travel Officer

**Cabinet Member:** Councillor Gerald Vernon-Jackson, Cabinet Member for Transport

**Wards affected:** St Thomas

**Key decision:** No

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## 1. Purpose of report

- 1.1 To consider the objections to the Traffic Regulation Order 298/2023, Old Portsmouth Waiting Restrictions.

## 2. Recommendations

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

- 2.1 **Considers the objections to the Traffic Regulation Order for the Portsmouth City Council (Old Portsmouth Waiting Restrictions) (No.298) Traffic Regulation Order 2023 and Public Notices: Proposed Road Hump, High Street Old Portsmouth and Broad Street bus stop removal;**
- 2.2 **Approves that the provisions of the Portsmouth City Council (Old Portsmouth Waiting Restrictions) (No.298) Traffic Regulation Order 2023 be made;**
- 2.3 **Approves the Public Notices: Proposed Road Hump, High Street Old Portsmouth and Broad Street bus stop removal;**
- 2.4 **Notes that the proposed Peacock Lane raised table is under investigation due to drainage requirements and that this information will be brought to a future**

**Transport decision meeting if a verbal update is not available on the 30<sup>th</sup> January 2024.**

**3. Reasons for Recommendations**

- 3.1 Following resident feedback from the informal and formal consultation the City Council has published a notice of intent to modify High Street from a zebra crossing to include a raised table.
- 3.2 The City Council are revising the existing design to provide lateral deflection for motor vehicles to improve pedestrian visibility without the new construction abutting the stone plinth against the Grade II listed building, 23 High Street.
- 3.3 Changes have been made to the proposed Broad Street raised table to maintain vehicle right of way on Feltham Row and a proposal has been put forward to remove the bus stop at this location. This solution maintains as much of the existing parking as possible while providing a safer crossing point for pedestrians, which will also reduce the speeds of vehicles.
- 3.4 The above changes to design provide solutions to the comments and objections which were received by the formal consultation for TRO 298 2023.

**4. Background**

- 4.1 The Old Portsmouth Area Study, produced in January 2021, highlighted several potential locations in Old Portsmouth for new pedestrian crossing facilities<sup>1</sup>.
- 4.2 A scheme to review the feasibility of introducing two new pedestrian crossing facilities was commenced in September 2022. Speed survey, traffic count and road traffic incident data were reviewed, and a series of feasible options were drawn up for the High Street / Peacock Lane crossing and the Broad Street Feltham Row raised table.
- 4.3 Informal consultation took place in October and November 2022, with these options being communicated with local residents and the Friends of Old Portsmouth Association (FOOPA). Results of this informal consultation are highlighted in section 5 of this report, with detailed outcomes of this engagement located in Appendix C.
- 4.4 The preferred options following resident engagement was for the installation of a full width raised table with buildouts at Broad Street, close to Feltham Row, a zebra crossing with buildouts over High Street and continuous footway over Peacock Lane.

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<sup>1</sup> [Old Portsmouth Area Study, January 2021](#)

## 5. Traffic Regulation Order (TRO) 298/2023 Consultation

5.1 The Portsmouth City Council (Old Portsmouth Crossings) (No.298 Traffic Regulation Order 2023, was formally advertised on 23 Oct 2023. It was then re-advertised on the 9<sup>th</sup> of November 2023 to rectify some inconsistencies. Part 3 indicated incorrectly that a hump was to be installed on High Street - which should read as Peacock Lane & Part 4 indicated removing the bus stop from 4 & 5 Broad Street, which should read as 4 & 6 Broad Street \*\*

This was noted on the updated Traffic Regulation Order which can be found in Appendix A

5.2 The effects of the Order were:

- a) To introduce "no waiting at any time" restrictions on Broad Street, south-west side, from a point 12 metres north-west of the property boundary of Nos 7 and 8 King James Terrace north-westwards for 3 metres (in place of a Pay & Display parking bay); and
- b) Remove 14 metres of Pay & Display parking on High Street, Old Portsmouth north-west side outside Jack House Gallery and the southern closed end of Highbury Street, in order to accommodate the controlled area of the zebra crossing.

A plan of the measures brought in under this TRO is shown in Appendix A.

5.3 TRO notices were displayed on-street on both roads notifying residents of the proposal to create these new facilities. Along with being published in the news and available from the Civic Offices. Any person desiring to object to the making of an order has been given the opportunity to respond to this notice via. email or writing to do so.

5.4 The TRO consultation received 8 public responses 3 supporting, 2 objecting to the proposed provisions of the order and 3 comments. refer to Appendix B for the full responses.

5.5 During the consultation officers were notified of a right to vehicle access for Feltham Row. Therefore, amendments to the design of the raised table have been made to maintain this right. The amended design can be seen in Appendix D

5.6 Following the objection and feedback received from residents on the proposed Peacock Lane raised table, the City Council have revised the existing design to provide lateral deflection for motor vehicles to improve pedestrian visibility without the new construction abutting the stone plinth against the grade II listed building, 23 High Street. The new revised plan can be seen in Appendix E.

5.7 The Council has instructed a radar survey of High Street and Peacock Lane. Should the results of the survey show that several utilities are required to be adjusted to

allow for the drainage of Peacock Lane, this is likely to bring the project's budget out of scope and a decision will be by made by the Cabinet Member if the project is descoped to construct the High Street raised table zebra alone.

**6. Public notices – Proposed Road Hump, High Street Old Portsmouth and Broad Street bus stop removal.**

6.1 Following resident feedback received during the Consultation for TRO 298/2023 the City Council published a notice of intent to change the High Street zebra crossing to a raised table. The representation period ended on the 10<sup>th</sup> of January. The City Council did not receive any formal responses to this notice.

6.2 The City Council were made aware of the right of vehicle access to Feltham row during TRO 298/2023. The original design moved the bus stop east but with this additional space requirement this is no longer a feasible solution for this stop without removing a significant number of parking spaces. To enable this change to be made the City Council published a notice on intent to remove the bus stop on Broad Street and wrote to all residents within the local area who may be affected by this change. The City Council made this decision on the benefits of proposed raised table reducing speed and providing a safer way to cross broad street for everyone who uses this location, the proximity of suitable stops to board service 25 in the area and the data received from Stagecoach on the number of passengers who boarded and alighted from this stop. Data taken in November and December and January 2023 showed that on average the Broad Street stop was used by less than one person per day. The representation period ended on the 12<sup>th</sup> of January. The council received a single objection from a resident of Old, Portsmouth to the bus stop removal.

6.3 The resident objected to the removal of the bus stop due to restricted mobility and how they use the facility once a week to travel and meet friends. They also noted that the proposed Zig-Zags could affect the way that taxis and family members collect them from near their home citing their restricted mobility. They also noted that they are worried about vehicles entering their property over the zig zag lines. Please see appendix F for the full objection.

6.4 In response to the resident's objection. The proposed raised table allows for traffic calming measures which are of benefit to all road users, including pedestrians, young people, those with disabilities or mobility issues and older people. The proposed raised table is uncontrolled and therefore will not be subject to Zig Zag lines. The existing double yellow lines will be maintained.

6.5 The Local Authority does have an obligation to enable those with disabilities to engage with their communities, the nearest public transport services are considered to be within an appropriate travelling distance. The distances are as follows:

- Grand Parade, outside the Wellington pub (90m/290ft)

- Seagers Court (150m/490ft)
- High Street, outside the Cathedral (200m/650ft).

6.6 The public notices can be found in appendix F of this report.

## 7. Informal Scheme Engagement

- 7.1 Prior to undertaking detailed design and progressing with the TRO notice, resident engagement activity was undertaken to ensure that all residents who wanted to participate in the surveys had the opportunity to do so.
- 7.2 In October and November 2022, City Council's Transport Engagement Team carried out informal consultation for the properties in the immediate area and surrounding roads. Residents were asked for their opinions on the following options:

### **Broad Street / Feltham Row Crossing**

**Option 1A** - Create a raised table crossing the full width of the road. This will mean a section of the road by Feltham Row will be raised in line with the footpath to make it easier to cross. This would include a ramp for vehicles on each side, painted with white arrows to make them more obvious to motor vehicle drivers and people cycling.

**Option 1B** - Create a zebra crossing with a raised table, as described in Option 1A, except this would need approximately four car parking spaces to be removed to create the changes.

### **High Street**

**Option 2A** - Create build outs. This will mean the footpath is widened on both sides of the road reducing the road width, making crossing easier and slowing traffic. This will need approximately two car parking spaces near the end of Highbury Street to be removed to create the changes.

**Option 2B** - Create a zebra crossing with build outs, as described in Option 2A.

### **Peacock Lane**

**Option 3A** - Create a raised table that makes it easier for people to cross and deters vehicles from turning in the road.

**Option 3B** - Do not make any changes to the road

- 7.3 Analysis of the options feedback showed:
- For the Broad Street / Feltham Row crossing, circa 64% of respondents were in favour of option 1A, the implementation of a full width raised table.
  - For the High Street Crossing, circa 55% of respondents were in favour of option 2B, creation of a zebra crossing with buildouts.
  - Approximately 70% of respondents were in favour of constructing a new continuous footway, option 3A, along Peacock Lane.
- 7.4 Residents raised several themes of concern to engagement officers. These related to issues with perceived speeding on High Street and a desire for a raised table,

although this was not substantiated through speed survey data collection from the Road Safety team.

For further details on the informal consultation conducted, refer to Appendix C.

## **8. Reasons for Recommendations**

- 8.1 Following resident feedback from the informal and formal consultation the City Council has published a notice of intent to modify High Street from a zebra crossing to include a raised table.
- 8.2 The City Council are revising the existing design to provide lateral deflection for motor vehicles to improve pedestrian visibility without the new construction abutting the stone plinth against the Grade II listed building, 23 High Street.
- 8.3 Changes have been made to the proposed Broad Street crossing to maintain vehicle right of way on Feltham Row and a proposal has been put forward to remove the bus stop at this location. This solution maintains as much of the existing parking as possible while providing a safer crossing point for pedestrians, which will also reduce the speeds of vehicles.
- 8.4 The above changes to design provide solutions to the comments and objections which were received by the formal consultation for TRO 298 2023.
- 8.5 The Local Authority does have an obligation to enable those with disabilities to engage with their communities, the nearest public transport services are considered to be within an appropriate travelling distance.

## **9. Integrated Impact Assessment**

- 9.1 An integrated impact assessment has been completed for this proposed scheme and will be attached to this report separately.
- 9.2 The IIA (Integrated Impact Assessments) has determined that this scheme has no impacts on crime, housing, health, income deprivation and poverty, carbon emissions, energy use, climate change mitigation and flooding, the natural environment, air quality, transport, waste management, employment and opportunities, culture and heritage or the economy of the city.

## **10. Legal Implications**

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

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

- 10.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 10.3 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.
- 10.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 10.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support 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.
- 10.6 There is a specific power under section 23 of the Road Traffic Regulation Act 1984 to establish crossings for pedestrians on roads for which the authority is the local traffic authority (LTA). This includes zebra crossings. The LTA may also alter or remove such crossings.
- 10.7 Before establishing, altering or removing a crossing the LTA shall:
- a) consult the local chief of police;
  - b) give public notice of this proposal

This implies a duty to consider representations received in response to such consultation

- 10.8 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of polices and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices.. Regulations apply to specific traffic calming works and the display of appropriate signs.

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

11.1 The work outlined in this report has funding secured from the Parking Reserve.

11.2 The work will result in the loss of three parking spaces. The income impact can be managed within the existing on street parking budget.

.....  
Signed by (Assistant Director)

**Appendices:**

**Appendix A - Plans of the measures being proposed under this TRO**

**Appendix B - Public responses to the TRO**

**Appendix C - Result of informal consultation**

**Appendix D - Updated Broad Street design**

**Appendix E - Peacock Lane design**

**Appendix F - Public Notices**

**Appendix G - Response to the public notices**



**Appendix A:**

**PROPOSED WAITING RESTRICTIONS, SPEED HUMPS & PEDESTRIAN CROSSINGS, BROAD STREET, HIGH STREET & PEACOCK LANE, OLD PORTSMOUTH**

1. Notice is hereby given that Portsmouth City Council intends to introduce The Portsmouth City Council (Old Portsmouth Waiting Restrictions)(No 298) Order 2023 and a zebra crossing under the Road Traffic Regulation Act 1984, and introduce road humps under the Highways Act 1980.

2. The zebra crossing would be on High Street Old Portsmouth, approximately 7 metres north of its junction with Peacock Lane.
3. The road humps would be in the form of raised tables across the full width of the carriageway, to provide a level crossing point for pedestrians, and would be situated on Broad Street and Peacock Lane, Old Portsmouth as follows:

<b>Location</b>	<b>Height</b>	<b>Length</b>	<b>Ramp length and gradient</b>
Broad Street at its junction with Feltham Row	75mm	4.4 metres	0.8 metres, 1:11
Peacock Lane at its junction with High Street	75mm	15 metres	0.8 metres, 1:11

4. The bus stop on the north-east side of Broad Street would be relocated from its current position outside Nos 4 & 6, further south to outside Nos 4-7 King James Terrace, in order to accommodate a new buildout at the junction with Feltham Row.
5. The effect of the Traffic Regulation Order would be to:
  - a. To introduce "no waiting at any time" restrictions on Broad Street, southwest side, from a point 12 metres north-west of the property boundary of Nos 7 and 8 King James Terrace north-westwards for 3 metres (in place of a Pay & Display parking bay); and
  - b. Remove 14 metres of Pay & Display parking on High Street, Old Portsmouth north-west side outside Jack House Gallery and the southern closed end of Highbury Street, in order to accommodate the controlled area of the zebra crossing.

Copies of the draft Order, Statement of Reasons and plans showing the proposals are available to view on Portsmouth City Council's website: Search 'Traffic Regulation Orders 2023' 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 TRO Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 298/2023 within 21 days of the date of this Notice (i.e. by 30 November 2023) stating the grounds for the objection.

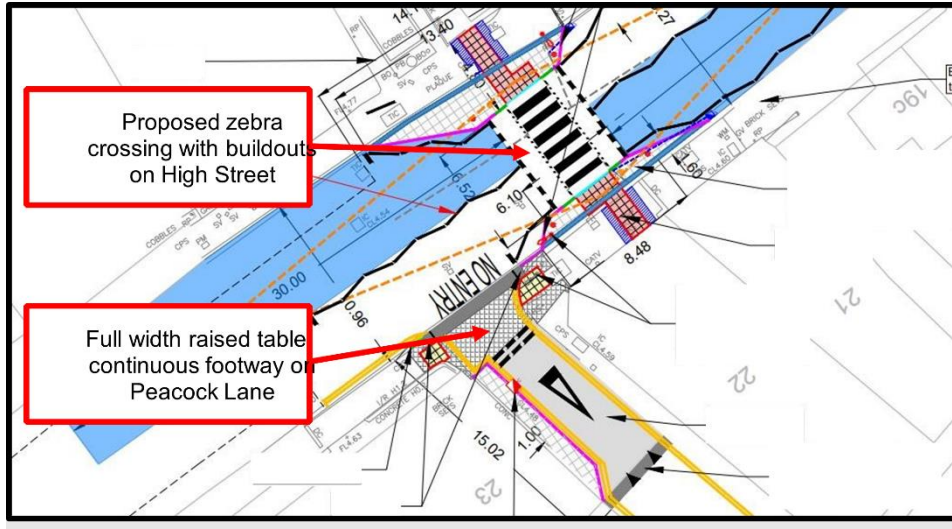
Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Dated: 9 November 2023

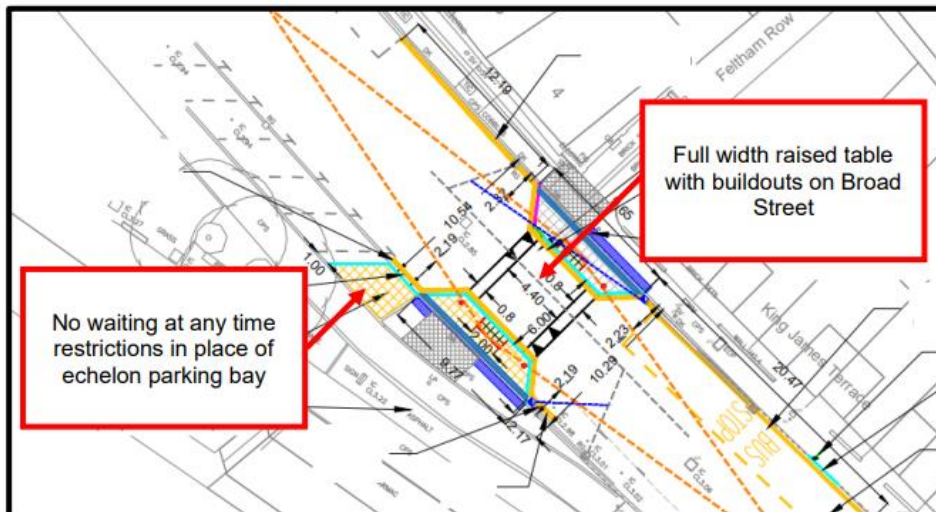
Felicity Tidbury, Assistant Director of Regeneration (Transport)  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

**\*\*This is an amendment to the Notice issued on the 27<sup>th</sup> October 2023 to rectify some inconsistencies. Part 3 indicated incorrectly that a hump was to be installed on High Street - which should read as Peacock Lane & Part 4 indicated removing the bus stop from 4 & 5 Broad Street, which should read as 4 & 6 Broad Street \*\***

**Appendix A - Plans of the measures being proposed under this TRO**  
**Appendix A1 - High Street / Peacock Lane Crossing**



**Appendix A2 - Broad Street / Feltham Row Crossing**



## Appendix B: Public responses to the TRO

### Appendix B

Support to TRO 298 2023
Resident, Old Portsmouth Thanks for sending me the documents. On the basis of what you have said I have no objections to any part of the scheme, and support it wholeheartedly.  There is [REDACTED] [REDACTED] which goes past here regularly, and has just passed as I type, which goes so fast I guess it might land on the Square Tower when heading south after the works are complete!
Support and comment to TRO 298 2023
Resident, Old Portsmouth  Dear Sirs, I hereby register my support for the TRO 298/2023. I would make one point that, in my opinion, the raised table that is proposed at the Peacock Lane/High Street junction would actually be better placed across High Street in conjunction with the zebra crossing. This would seem more logical to me.
Support and comment to TRO 298 2023
Resident, Old Portsmouth  I wish to convey my support for this TRO to implement a zebra crossing over High Street together with a raised table over Peacock Lane. I believe that these 2 interventions in close proximity to each other will collectively bring about improvements to road safety for pedestrians and cyclists. Hopefully they will also have some positive effect on the excessive speeding along High Street and discourage motorists from taking the all too frequent hazardous manoeuvre of turning into Peacock Lane in order to carry out a U-turn.  In the detailed design for the raised table, it is important for your designers to sympathetically consider the adjoining historical properties (23 High St, and Coach House on Peacock Lane, which I believe are listed), to ensure they are not encroached on at ground level.

Objection to TRO 298 2023
Resident, Old Portsmouth  The specification of this TRO is unclear. Please refer to the Streetview image attached and to the image taken from the TRO: 1) At the moment, the pavement on both sides of the junction already tapers down to road surface level. Do I then assume that you propose to build the footway back up on both sides so that the pavement is consistently flat across the junction - at 75mm above the road level? 2) If so, then the plan shows the raised table at the same level for 15 metres eastward into Peacock Lane, before the 0.8 m ramp down to the existing road

level. There is no equivalent ramp shown at the western end of Peacock Lane, suggesting that emerging cars will simply drop down the kerb to the level of the high street below. That, surely, is an omission from the drawing?

3) Given that the flagstones set vertically along the south side of Peacock Lane are part of a listed structure, should I assume that the south side of the 15 m raised table stops where the yellow line is before a 15 m length of new pavement is being added? If so, how are you treating the interface between the stone flags and the new pavement?

4) Since you're not currently showing a raised table below the new crossing in High Street, pedestrians will have to step down off the kerb to the crossing level before stepping up on the other side. Or is the intention to drop the kerb at both ends of the crossing? Either way, the drawing is not clear.

Surely the sensible thing to do would be to maintain the current pavement ramps, which would alleviate any need to have a raised table in Peacock Lane.

A raised table under the crossing - as shown for the Broad Street crossing - would simplify the design, lower the cost, act as a valuable traffic calming measure and provide better safety for elderly and inform pedestrians, eliminating the necessity of adding access ramps down to the crossing.

For now please consider my remarks as 'An Objection' to the TRO as currently drawn, pending clarification and/or correction of the above points on both the drawing and the text.

#### Objection to TRO 298 2023

The plinth for the house on the corner of High Street and Peacock Lane extends down Peacock Lane. This stonework is to protect the building from damage due to traffic. Contrary to what you have written, you cannot have a raised table extending 15m down Peacock Lane without detrimental effect on this feature, which is mentioned as part of the property's heritage listing.

The pavement is already dropped on both sides of the High Street/Peacock Lane junction, giving pedestrians a visual clue that this is a road so they should exercise care.

Raising the pavement, so having the pavement continuous for those walking along High Street means that, particularly children on scooters/cycles, so moving faster than a pedestrian, as well as less predictably, do not pay the necessary attention to cars, even those already moving cautiously wishing to exit Peacock Lane and turn into High Street. Visibility at this junction is poor, a raised table continuing the route along High Street increases the risk to both drivers and pedestrians. The buildouts for the crossing will (hopefully) make it clearer that vehicles shouldn't be parked on (what is now double yellow lines) in High Street on either side of this junction, which is often the case. As a driver it is difficult to see the turn until already crept out of Peacock Lane.

The crossing in High Street between the Chinese Restaurant and Jack House is overdue and I fully support the High Street crossing and the buildouts on either side.

It would make more sense for the crossing to be on a raised table to emphasise the crossing is there and to slow the traffic in High Street (which should be at 20mph). Speeding is a constant problem. A raised table under the crossing also makes the crossing easier to use for pedestrians/mobility scooters and so on. There is a raised table under the proposed crossing in Broad Street which is a continuation of the same road, so why the different treatment?

I object to the proposal for the raised table across and down Peacock Lane. There is no need for any raised table across or to extend down Peacock Lane - it increases the hazards for pedestrians and cars as well as compromising the heritage listing of the corner property.

Comment to TRO 298 2023

Resident, Old Portsmouth

In my opinion, and from years of talking with residents about the need for a crossing on High Street, if PCC funds are available for 1 raised table in the vicinity of the High Street crossing, then the optimal solution would be to locate it across High Street integrated with the crossing, not across Peacock Lane.

Comment to TRO 298 2023

Resident, Old Portsmouth

We are writing in response to the above notice, specifically the placement of a pedestrian crossing at the junction of Broad Street and Feltham Row. While we are not in opposition to the proposal, we would like confirmation from Portsmouth City Council ("PCC") that the proposed works will dutifully consider any/and all impact to the change in sea defences and water run off.

Feltham Row, the area central to this proposal, forms an important element in the local flood defence system. Accordingly, as stated above, we kindly request assurance from PCC that [REDACTED] the proposed works, will not suffer/be subject to increased risk of flooding/water ingress as a result of the proposed works and any change to the walkway, path/pavement height etc.

Comment to TRO 298 2023

Resident, Old Portsmouth

I have just been informed [REDACTED] that you are proposing to put a pelican crossing from Feltham row across to the hot walls [REDACTED]

[REDACTED] I also do not believe it would be safe for you to put a pelican crossing/zebra crossing in that location [REDACTED]

>> If you would like to proceed with this pelican/zebra crossing and removal of the drop curb you must contact [REDACTED]

## Appendix C: Results of Informal Consultation

### Aim

Create awareness and understand residents and business owners' views about the scheme in support of the engagement, marketing and communications activity.

### Objectives

- Increase awareness
- Listen to people's views
- Build respectful and mutually beneficial community relationships

### Approach

- Letters posted to addresses within the identified area
- Engagement - Create awareness of the scheme and collate views
- Encourage people to carry out the survey online or fill in the printed version that can be sent to the Civic offices
- Note any areas of concern, key feedback or themes

### Summary of findings

A total of 153 addresses in the local area were consulted with in November 2022. The below table outlines the total number of responses received during consultation:

Road Name	Responses (% , No.)	
Bath Square	2.61%	4
Bathing Lane	0.00%	0
Battery Row	0.00%	0
Broad Street	16.99%	26
Camber Place	4.58%	7
Captains Row	2.61%	4
East Street	0.00%	0
Farthing Lane	0.65%	1
French Street	1.96%	3
Grand Parade	1.31%	2
Halfpenny Lane	0.65%	1
High Street	24.84%	38
Oyster Street	5.23%	8
Peacock Lane	1.31%	2
Pembroke Road	3.27%	5
Penny Street	11.76%	18
Seagers Court	3.92%	6
St Thomas's Street	1.31%	2
Tower Street	1.31%	2
West Street	1.31%	2
White Hart Road	3.27%	5
Other (please specify)	11.11%	17

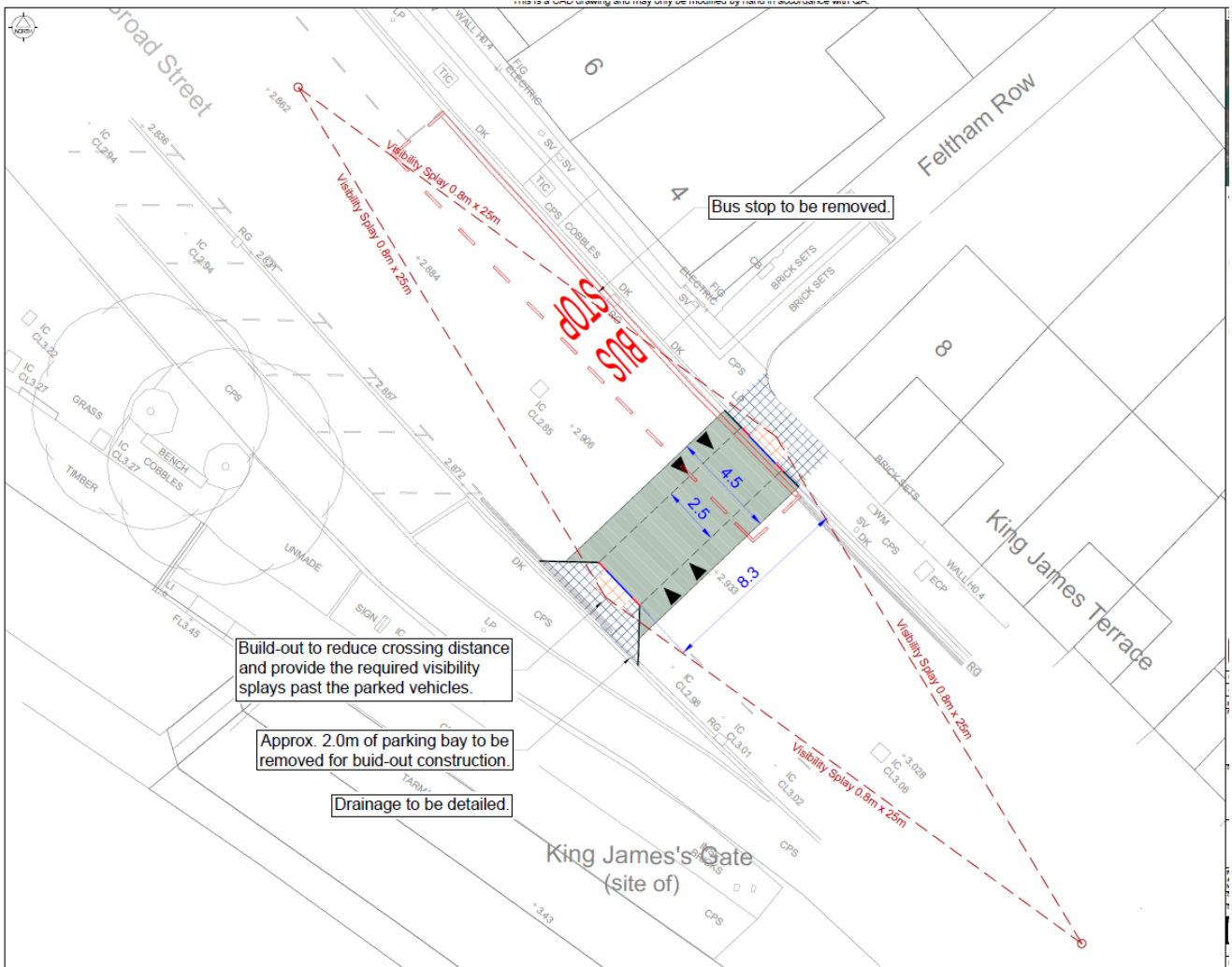


The below table displays the response received to the options put forward during consultation:

Option	Responses (%, No.)	
<b>Option 1A</b> Create a raised table crossing the full width of the road. This will mean a section of the road by Feltham Row will be raised in line with the footpath to make it easier to cross. This would include a ramp for vehicles on each side, painted with white arrows to make them more obvious to motor vehicle drivers and people cycling.	63.70%	86
<b>Option 1B</b> Create a zebra crossing with a raised table, as described in Option 1A, except this would need approximately four car parking spaces to be removed to create the changes.	36.30%	49
<b>Option 2A</b> Create build outs. This will mean the footpath is widened on both sides of the road reducing the road width, making crossing easier and slowing traffic. This will need approximately two car parking spaces near the end of Highbury Street to be removed to create the changes.	45.04%	59
<b>Option 2B</b> Create a zebra crossing with build outs, as described in Option 2A.	54.96%	72
<b>Option 3A</b> Create a raised table that makes it easier for people to cross and deters vehicles from turning in the road.	70.14%	101
<b>Option 3B</b> Do not make any changes to the road	29.86%	43

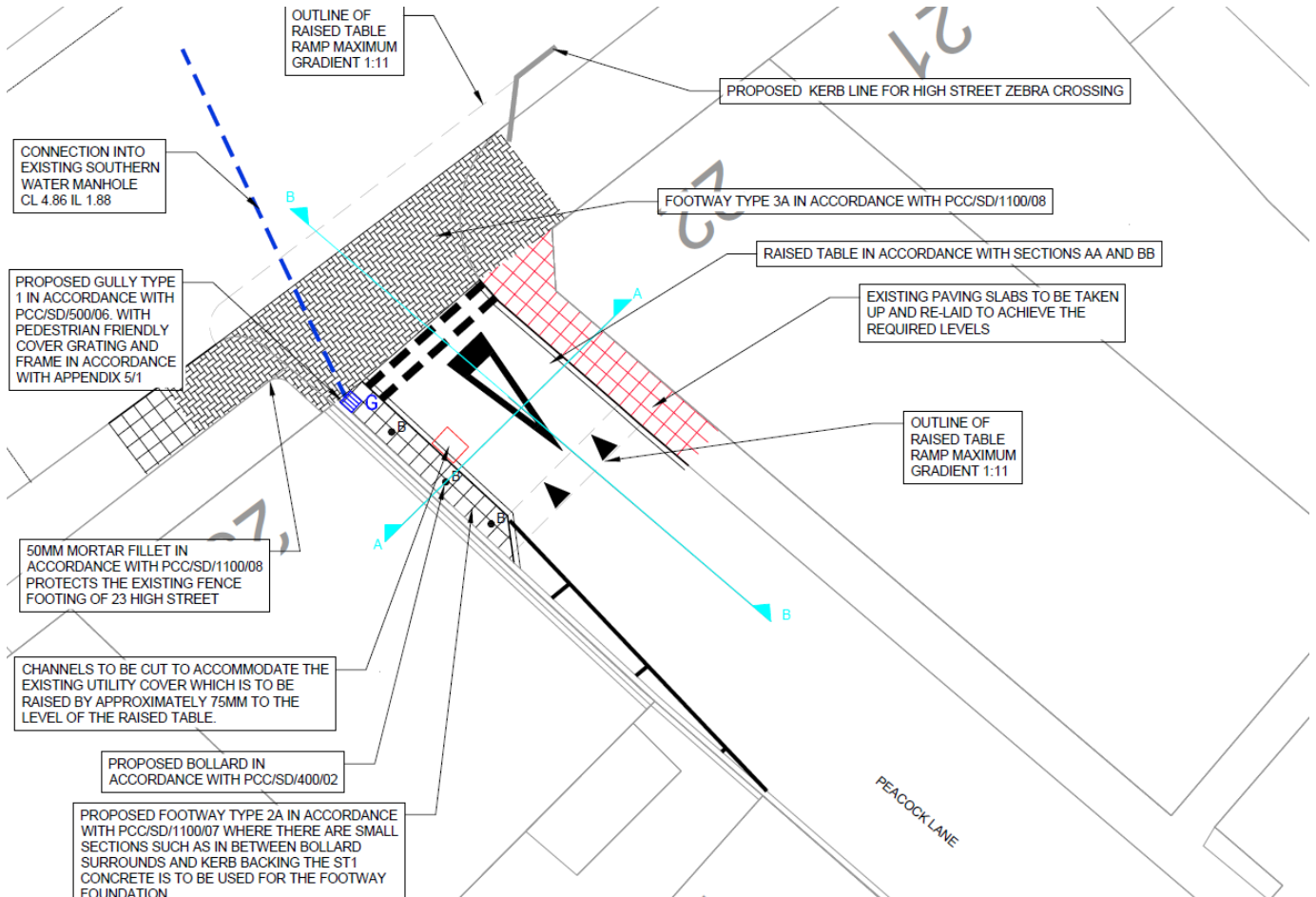
## Appendix D:

### Updated Broad Street design



## Appendix E:

### Peacock Lane design



## Appendix F

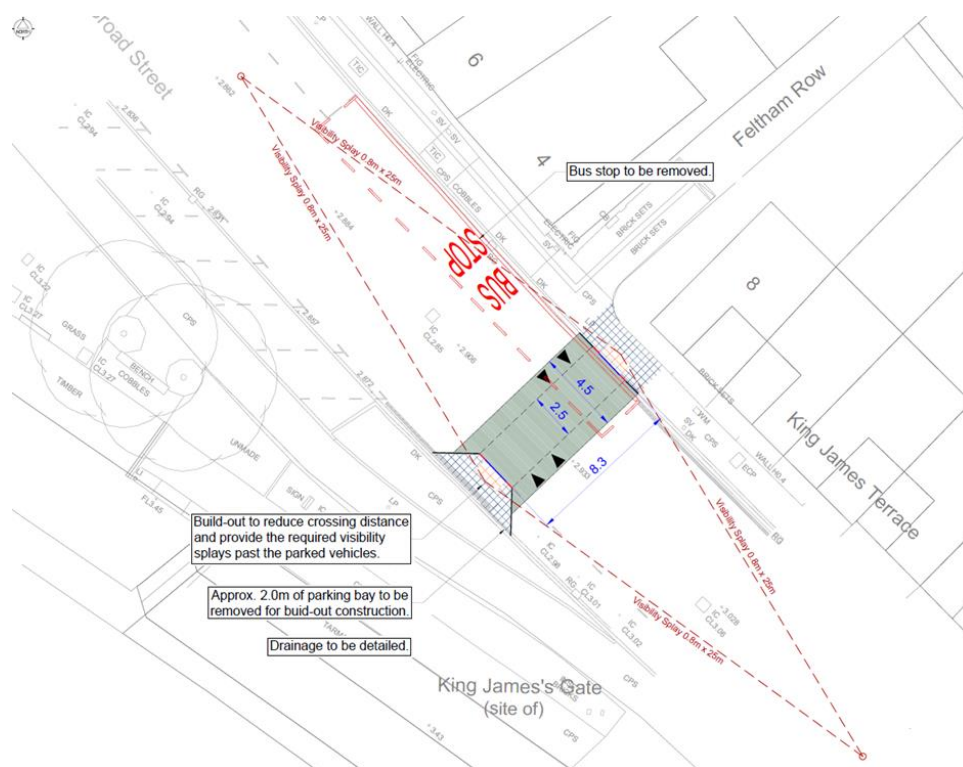
### Public notices – Proposed Road Hump, High Street Old Portsmouth and Broad Street bus stop removal.

#### PROPOSED BUS STOP REMOVAL, BROAD STREET, OLD PORTSMOUTH

1. Notice is hereby given that Portsmouth City Council intends to remove the bus stop on Broad Street, Old Portsmouth.
2. The removal of the bus stop will make way for a raised table across the full width of the carriageway, to provide a level crossing point for pedestrians, and would be situated on Broad Street, Old Portsmouth as follows:

Location	Height	Length	Ramp length and gradient
Broad Street	75mm	4.5m	0.8m 1:11

3. This is a design change from the proposed raised table as advertised in Traffic regulation Order (TRO) 298/2023.



4. A plan showing the above proposal is available to view on Portsmouth City Council's website: Search 'Travel Portsmouth Public notices' for TRO 298/2023 Search 'Traffic Regulation Orders 2023' at [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk). Alternatively,

they can both 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.

5. Persons wishing to object to this proposal must do so by sending their representations to [travel@portsmouthcc.gov.uk](mailto:travel@portsmouthcc.gov.uk) or by post to TRO Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref OPC23 within 28 days of the date of this Notice (i.e. by January 10 2024) stating the grounds for the objection. Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Dated: 13/12/2023

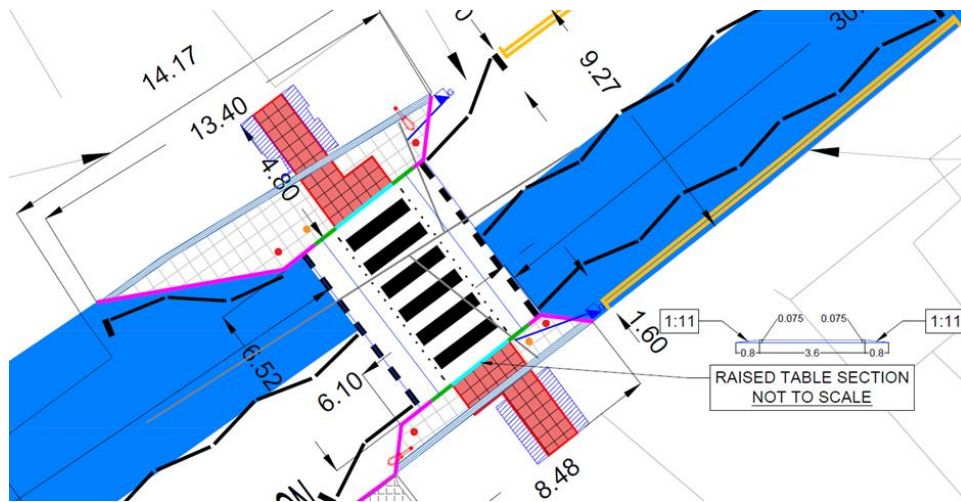
Felicity Tidbury, Assistant Director of Regeneration (Transport)  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

### **PROPOSED ROAD HUMP, HIGH STREET, OLD PORTSMOUTH**

1. Notice is hereby given that Portsmouth City Council intends to introduce a road hump under the Highways Act 1980.
2. The road hump would be in the form of a raised table across the full width of the carriageway, to provide a level crossing point for pedestrians, and would be situated on High Street, Old Portsmouth near Peacock Lane as follows:

<b>Location</b>	<b>Height</b>	<b>Length</b>	<b>Ramp length and gradient</b>
High Street	75mm	3.6m	0.8 meters, 1:11

3. The raised table will contain a zebra crossing as advertised in Traffic regulation Order (TRO) 298/2023.



4. A plan showing the above proposal is available to view on Portsmouth City Council's website: Search 'Travel Portsmouth Public notices' for TRO 298/2023 Search 'Traffic Regulation Orders 2023' at [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk). Alternatively, they can both 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.
5. Persons wishing to object to this proposal must do so by sending their representations to [travel@portsmouthcc.gov.uk](mailto:travel@portsmouthcc.gov.uk) or by post to TRO Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref OPC23 within 28 days of the date of this Notice (i.e. by January 10 2024) stating the grounds for the objection. Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Dated: 13/12/2023

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

## Appendix G – Response to Public Notices

### Objection, Bus stop removal resident old portsmouth

Thank you for sending me the revised details of your proposal for pedestrian crossings and waiting restrictions planned for Broad Street. I was unable to read the lamp post notification as it was placed too low down.

I wish to oppose the plans for Broad Street, in particular those which will be affecting my property [REDACTED] [REDACTED] for the following reasons.

1. I am a [REDACTED] with very restricted mobility. My disability is progressive and in recent months has worsened. A few years ago, I had to give up driving. I now Rely on taxis, buses, carers and my family for transport. Having zigzag lines outside my house will only add to my current pain and anxiety as I try to get out and about. I will no longer be able to be picked up, dropped off, or have my shopping brought in as it is against the law for anyone to stop on zig zag lines. Even with a [REDACTED]

Highway Code Rule 191 states

“You MUST NOT park on a crossing or in the area covered by the zig-zag lines. You MUST NOT overtake the moving vehicles nearest to the crossing or the vehicle nearest the crossing which has stopped to give way to pedestrians”

Therefore, a taxi, a carer or members of my family would be committing a criminal offence if they came to take me out. The width of my car port does not enable me to get in and out of a car with my disability. The only way I can to do this, is from the pavement with the vehicle on the road. The zigzag lines will be on both sides of the road and will extend to the parking bays. There will be no guarantee of any space to stop even after the zigzag lines have ended.

2. The Bus Stop has become a lifeline to me as it is outside my front door. I use it weekly to go into [REDACTED] Road to meet up with friends for coffee or lunch. I live alone and these outings are very important to me. When I come home on the bus, I stay on it, let it go round the camber and then back up to [REDACTED] [REDACTED], again outside [REDACTED]. I could not walk from or to The [REDACTED] Bus Stop which you say is 290ft away. That distance is just too far and I would be expected to walk across cobble stones or move onto the road.

3. Under the UN Convention on Rights of Persons with Disabilities Article 19 of which The UK has agreed to, it states the following Article 19 – Living independently and Being included in the community States Parties to the present Convention recognize the Equal right of all persons with disabilities to live in the community, with choices equal to others, and shall take effective and appropriate measures to facilitate full enjoyment By persons with disabilities of this right and their full inclusion and participation in the community, including by ensuring that:

a) Persons with disabilities have the opportunity to choose their place of residence and where and with whom they live on an equal basis with others and are not obliged to live in a particular living arrangement;

b) Persons with disabilities have access to a range of in-home, residential and other community support services, including personal assistance necessary to support living and inclusion in the community, and to prevent isolation or segregation from the

community;

c) Community services and facilities for the general population are available on an equal basis to persons with disabilities and are responsive to their needs.”

With reference to para a. of Article 19

I have lived in this property for the past [REDACTED]. I have purchased stair lifts and other mobility aids to assist me to stay in the property that I shared with my husband [REDACTED]. I feel that my rights as a person with disability will be infringed if the Bus Stop is removed and the zig-zag lines are painted. I will no longer have the ability to leave my house as others do as you are restricting my ability to do so.

With reference to para b. of Article 19

I believe the removal of the Bus Stop and the inability to get into a car parked at the front of my property will seriously affect my integration with the community and I will become increasingly isolated. With reference to para c. of Article 19

The community service of a bus into town which is available for the general population will be withdrawn from me and will not be responsive to my needs as a person with disabilities.

4. Under the same agreement in Article 20 it states.

Article 20 – Personal mobility

States Parties shall take effective measures to ensure personal mobility with the greatest possible independence for persons with disabilities, including by:

- a) Facilitating the personal mobility of persons with disabilities in the manner and at the time of their choice, and at affordable cost;
- b) Facilitating access by persons with disabilities to quality mobility aids, devices, assistive technologies and forms of live assistance and intermediaries, including by making them available at affordable cost;
- c) Providing training in mobility skills to persons with disabilities and to specialist staff working with persons with disabilities;
- d) Encouraging entities that produce mobility aids, devices and assistive technologies to take into account all aspects of mobility for persons with disabilities.

With reference to paras a, b, c, and d, in Article 20

These proposals will have the consequence of removing my independence as I will have to rely on others to assist me to a bus stop and a car. I find this an intolerable thought and a definite infringement on my basic human right to live as an independent person.

5. I am also worried about the impact this will have on my visiting family reversing in or out of my [REDACTED]

[REDACTED] Also I have yet to see a driveway [REDACTED] in Portsmouth.

Perhaps you could point out to me where they are so I can have a look.

Unfortunately looking at these proposals in depth and the detriment it makes to me on a personal level, I cannot support the application. I feel as if my rights as a disabled person to live equally and independently amongst a community would be taken from me. In doing so my life would become increasingly isolated and without enjoyment.

Please accept this letter as a formal objection to your recent proposals.



<b>Form name</b>	Integrated Impact Assessment
<b>Reference</b>	IA576797622
<b>Date</b>	12/01/2024



## Policy details

<b>Request date</b>	12/01/2024 09:29
<b>Directorate</b>	PCC Regeneration
<b>Service</b>	Active Travel & Road Safety
<b>Title of policy, service, function</b>	Old Portsmouth Crossings
<b>Type of policy, service, function</b>	New
<b>What is the aim of your policy, service, function, project or strategy?</b>	To bring two new crossing points to Old Portsmouth to reduce speeds in Broad Street and provide a zebra crossing on High Street.
<b>Has any consultation been undertaken for this proposal?</b>	yes
<b>What were the outcomes of the consultations?</b>	<p>Analysis of the options feedback showed:</p> <p>For the Broad Street / Feltham Row crossing, circa 64% of respondents were in favour of option 1A, the implementation of a full width raised table.</p> <p>For the High Street Crossing, circa 55% of respondents were in favour of option 2B, creation of a zebra crossing with buildouts.</p> <p>Approximately 70% of respondents were in favour of constructing a new continuous footway, option 3A, along Peacock Lane.</p> <p>Residents raised several themes of concern to engagement officers. These related to issues with perceived speeding on High Street and a desire for a raised table, although this was not substantiated through speed survey data collection from the Road Safety team. We have since added a Public notice to change the zebra to a raised table on High Street.</p>

<b>Has anything changed because of the consultation?</b>	yes
<b>Please provide details</b>	We have changed the zebra on High Street to a raised table with zebra. The plans on Broad Street were changed due to further detailed design and a right of vehicle access to Feltham Row. The bus stop on Broad Street is proposed to be removed.
<b>Did this inform your proposal?</b>	yes
<b>Please provide details</b>	The City Council were made aware of the right of vehicle access to Feltham row during TRO 298/2023. The original design moved the bus stop east but with this additional space requirement this is no longer a feasible solution for this stop without removing a significant number of parking spaces. To enable this change to be made the City Council published a notice on intent to remove the bus stop on Broad Street and wrote to all residents within the local area who may be affected by this change. The City Council made this decision on the benefits of proposed crossing reducing speed and providing a safer way to cross broad street for everyone who uses this location, the proximity of suitable stops to board service 25 in the area and the data received from Stagecoach on the number of passengers who boarded and alighted from this stop. Data taken in November and December and January 2023 showed that on average the Broad Street stop was used by less than one person per day. The representation period ended on the 12th of January. The council received a single objection from a resident of Old, Portsmouth to the bus stop removal.

**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 benefit all users of the area by providing a safer crossing on both High Street and Broad Street. It does remove a bus stop from the area but there are 3 suitable alternatives within an appropriate travelling distance. The distances are as follows:</p> <p>Grand Parade, outside the Wellington pub (90m/290ft)</p> <p>Seagers Court (150m/490ft)</p> <p>High Street, outside the Cathedral (200m/650ft).</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>All users will benefit from the new crossing points. All users of the bus stop will be affected by the removal. The number of people who are affected by this removal is low. The data taken from this stop averages to less than 1 person using this stop a day.</p>
<p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>	<p>The council will look to amend the design to build out further on the junction in broad street, removing the need for the Zig-Zag lines. If we are unable to do so due to the width of the road, we will reduce the zig-zag markings on the exit of the crossing to two markings with the following lines being double yellow. The bus service has a number of other stops in the local area the closest can be seen from where the crossing will be built and is Grand Parade, outside the Wellington pub (90m/290ft) away from this existing stop. it is rare to have stops so close together.</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>Consultation has been through Traffic Regulation Order and Public Notice. We have also consulted with Portsmouth City Council's equalities and diversity officer.</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 crossings will be reviewed over the lifetime of their use. they will be reviewed closely over the first 12 months and then reviewed yearly following. The Safer Travel Team will be responsible.</p>

<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>	The proposal will provide two new safer crossings in Old Portsmouth which can help to reduce risk for pedestrians attempting to cross the road. Provides a clearly defined crossing point where pedestrians are 'expected' combined with a raised platform type feature crossings can help to slow approaching traffic speeds. Improving the quality of life of the residents and visitors of Old Portsmouth.
<b>How are you going to measure/check the impact of your proposal?</b>	The Road safety Team will measure speeds and pedestrian movements to check the impact of the new crossing.

**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>Installing the two raised tables it will help keep drivers to the 20mph speed limit. Keeping drivers to a lower limit requires less energy, less fuel and produce fewer emissions.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Safer Travel team will measure the speeds through survey.</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?**

<p><b>This section is not applicable to my policy</b></p>	<p><input checked="" type="checkbox"/></p>
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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>Installing the two raised tables it will help keep drivers to the 20mph speed limit. Keeping drivers to a lower limit requires less energy, less fuel and produce fewer emissions.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Safer Travel team will measure the speeds through survey.</p>

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

<p><b>This section is not applicable to my policy</b></p>	<p><input checked="" type="checkbox"/></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>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>All materials used will match the heritage of the area. The City Council have revised the existing design to provide lateral deflection for motor vehicles to improve pedestrian visibility without the new construction abutting the stone plinth against the grade II listed building, 23 High Street. The new revised plan can be seen in Appendix E.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>The Safer team will check the install over the first 12 months and then it will be handed over to Road Safety.</p>

**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>This section is not applicable to my policy</b></p>	<p><input checked="" type="checkbox"/></p>
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**Social value**

<p><b>Please explain how your policy, service, function, project or strategy delivers Social Value</b></p>	<p>Raised tables bring social value by helping to reduce risk for pedestrians attempting to cross the road. Provide a clearly defined crossing point where pedestrians are 'expected' combined with a raised platform type feature crossings can help to slow approaching traffic speeds. Reduced speeds can also have a positive effect on Air quality and Carbon emissions. They also provide a defined crossing point for those with a protected characteristic.</p>
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**Involvement**

<p><b>Who was involved in the Integrated impact assessment?</b></p>	<p>Chi Sharpe Michelle Love</p>
<p><b>Name of the person completing this form</b></p>	<p>Chi Sharpe</p>
<p><b>Date of completion</b></p>	<p>2024-01-12</p>

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