

## **Bike share expansion**

### **strategy July 2023**

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#### **Background**

In March 2020, Solent Transport (a partnership of Portsmouth, Hampshire, Southampton and Isle of Wight Councils) was awarded £28.8m of funding from the Department for Transport's (DfT) Future Transport Zones (FTZ) programme to implement a range of trials of innovative approaches to transport across the Solent area, including a bike share scheme.

#### **Portsmouth scheme**

Portsmouth's bike share scheme was formally approved by the council at the meeting of the Cabinet Member for Traffic and Transportation in July 2022, launching in the central and southern area of the city in October 2022 before expanding to the rest of the city from June 2023. The Portsmouth scheme has mandatory parking zones, all of which include physical bike share parking bays, and the majority of which are on the public highway. Any bays that are on private land, such as at leisure centres or the port, are fully accessible to the public.

#### **Portsmouth City Council strategic approach**

The bike share scheme is part of a strategic approach to travel in the city which works towards the vision of our [transport strategy](#):

***By 2038 Portsmouth will have a people-centred, connected, travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.***

The strategic objectives of the transport strategy delivered together improve connectivity for residents, visitors and businesses in the city, enabling people better access to places through joined-up travel whether by foot, cycle, public transport or other transport modes.

When a bike share scheme is delivered as part of a wider programme of transport improvements such as cycle infrastructure, bike hangars, car clubs, and public transport improvements, there is opportunity to achieve a cohesive network of viable and attractive travel choices which can replace short distance private car journeys.

## Future expansion strategy

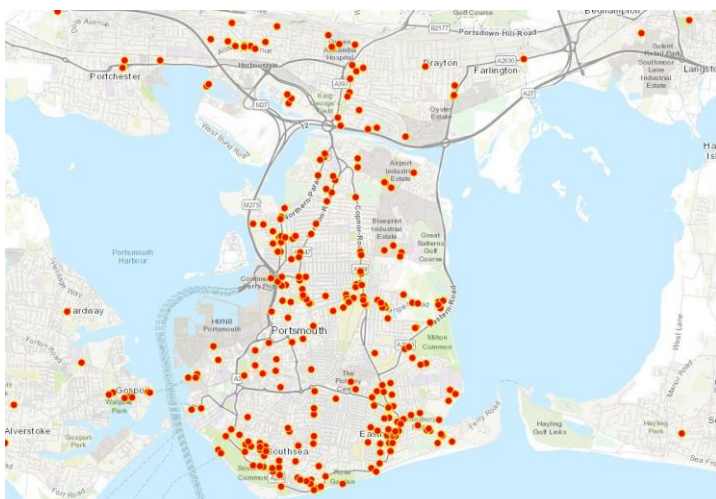
Following launch, additional parking docks have been installed across Portsmouth as part of a phased approach which considered requests and the scheme operator's recommendations for new locations.

**At the local level**, the operator is required to undertake a detailed analysis on the following factors, as well as a risk assessment, before putting forwards sites for consideration:

- Proximity to shops, services, and attractions
- Proximity to large employers (100+ staff) / High Streets with many employers
- Proximity to public transport
- Visibility
- Risk of vandalism
- Population density
- Demographic ranking (e.g., student population)
- Cycling environment (good infrastructure enhances safety and discourages footway riding,
- Terrain
- Available space (if on the footway, a minimum pedestrian clearance of 1.8m is required)

**For future phases of expansion**, it will become important to locate more bays in residential areas, with a focus on those demographics proven to have or more likely to have the propensity to use bike share. This will be particularly beneficial as more e-bikes are introduced to the scheme, as they appeal to a wider age spectrum and can be more suitable for the longer average cycling distances in outer areas of the city. This will help ensure equitable access for all Portsmouth residents, especially older residents or those with mobility issues who may find it harder to walk long distances to their nearest bike share bay.

The public can request bays via the council's bike share webpage, helping plan the future network and identify potential expansion areas. Requests received as of May 2023 are shown on the image below.



Bike share is part of a package of solutions to achieving modal shift from private car journeys in the city and should be considered alongside cycling offers such as bike hangars as well as the planned car club and public transport improvements. Later in 2023, there are plans to trial a small number of carriageway racks in areas where footway sites are less suitable and / or where a carriageway rack might fit well with the local context (e.g., on quieter, more people- centred streets). As with footway sites, all potential carriageway sites are reviewed by the Micromobility Site Review group and the council's Future Transport Zone Board prior to public consultation and will be carefully monitored post-installation.

In order to generate modal shift and to seek to improve connectivity across the city future, rack proposals should meet some or all of the following principles:

- Areas served less well by public transport
- At transport interchanges/hubs/ close to other transport modes to enable connectivity between modes
- Located at key destinations including large employers and attractors in the city - including on private land
- Locations which support the economy such as local shops and restaurants
- Locations with good cycle infrastructure nearby - providing safe routes and discouraging footway riding (including proximity to schemes such as Active Pompey Neighbourhoods)
- Located near to residential areas with a focus on those demographics proven to have or more likely to have the propensity to use bike share (while simultaneously working to reduce barriers to scooter use across all demographics, to ensure equitable access for all Portsmouth residents and prevent the development of "bike share deserts")
- Areas of existing rental e-scooter high demand where increased provision is required
- Visible and accessible locations
- Proximity to nearest existing bikeshare dock and current usage level of nearby docks
- Proximity to other shared transport schemes
- Any stakeholder requests

This approach would work towards the holistic strategy to achieve modal shift, improving air quality and carbon emissions, and contributing towards public health and economic growth.