

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



Policy details

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

<p>What is the aim of your policy, service, function, project or strategy?</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"> • Encourage more people to cycle by improving access to more bikes. • Provide an equitable, affordable alternative to short-distance car travel. • Contribute to reduced congestion and improved air quality. • Promote multimodal travel, aligning with Future Transport Zone objectives and other initiatives. • Provide the ability to expand the scheme to cover the entire Portsmouth and Southampton urban areas (and other parts of the Solent area). • Encourage people to purchase their own bike, after trying the bikes in the bike share rental scheme.
<p>Has any consultation been undertaken for this proposal?</p>	<p>yes</p>

<p>What were the outcomes of the consultations?</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"> - Community First - EM3 LEP - Hampshire & IOW Wildlife Trust - Hampshire Constabulary - Lakeside North Harbour Business Park - University of Portsmouth - Segensworth Business Forum / BID - PCC's Visually Impaired Action Group (VIAG) - Local bus / rail operators - Local taxi trade - Local walking and cycling interest groups - Hampshire Fire Service - Hospitals: Queen Alexandra; St Mary's; St James's - MAKE at Aldingbourne Enterprise - Enable Ability - Toucan Diversity <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>Has anything changed because of the consultation?</p>	<p>yes</p>
<p>Please provide details</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>

Did this inform your proposal?	yes
Please provide details	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?

With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?	<p>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>Air quality - Reduced emissions of particulate matter, NOx and other pollutants due to reducing combustion engine vehicle trips.</p> <p>Greenhouse Gas Emissions - Reducing combustion engine vehicle trips reduces emissions of greenhouse gas.</p> <p>Public Health and Active Travel - 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. 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>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</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>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</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>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>Solent Transport liaised with following organisations on behalf of PCC prior to the scheme launch:</p> <ul style="list-style-type: none"> - Community First - EM3 LEP - Hampshire & IOW Wildlife Trust - Hampshire Constabulary - Lakeside North Harbour Business Park - University of Portsmouth - Segensworth Business Forum / BID - PCC's Visually Impaired Action Group (VIAG) - Local bus / rail operators Local taxi trade - Local walking and cycling interest groups Hampshire Fire Service - Hospitals - Queen Alexandra / St Mary's / St James's - MAKE at Aldingbourne Enterprise - Enable Ability - Toucan Diversity <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 transportplan@portsmouthcc.gov.uk to express their interest and to receive further information.</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</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>

Crime - Will it make our city safer?

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

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

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>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>How are you going to measure/check the impact of your proposal?</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>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</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>How are you going to measure/check the impact of your proposal?</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>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</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>How are you going to measure/check the impact of your proposal?</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>This section is not applicable to my policy</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>This section is not applicable to my policy</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>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Air quality - will it improve air quality?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>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>How are you going to measure/check the impact of your proposal?</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>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</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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How are you going to measure/check the impact of your proposal?	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?

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

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

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	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.
How are you going to measure/check the impact of your proposal?	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?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	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.
How are you going to measure/check the impact of your proposal?	Regular reviews are held with the operator to understand the size and development of its business and its relationships with the community.

Social value

Please explain how your policy, service, function, project or strategy delivers Social Value	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.
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Involvement

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