

Form name	Integrated Impact Assessment
Reference	IA653943005
Date	11/10/2024



Policy details

Request date	11/10/2024 15:45
Directorate	PCC Economy Transport and Planning
Service	Transport Planning
Title of policy, service, function	Private Hire Vehicles (PHVs) in Bus Lanes
Type of policy, service, function	New
What is the aim of your policy, service, function, project or strategy?	<p>The initial trial implemented in November 2022 assessed the impact of allowing PCC-licensed Private Hire Vehicles (PHVs) to access five bus lanes in the city for a trial period, with the aim of supporting PHVs as an important mode of transport for many and potentially helping to reduce the need for private car ownership in conjunction with other alternative transport modes. The five bus lanes included in the trial were: Cavell Drive, Mile End Road, Marketway, Queens Street and Bishop Crispian Way.</p> <p>Evidence was gathered to provide information on any impact the trial might have for delays and disruption, air quality, and safety, This evidence was used to inform the earlier recommendation to make the trial permanent, which was approved in January 2024, and it has been used to inform any potential expansion of PCC-licensed PHV access to further lanes.</p> <p>The recommendation of this latest review is not to consider additional access to bus lanes for PHVs, at this time, for the reasons outlined in the main report. As stated in the report, there is no clear evidence demonstrating the benefits of expanding the PHV trial to further bus lanes.</p>
Has any consultation been undertaken for this proposal?	yes

<p>What were the outcomes of the consultations?</p>	<p>In accordance with the established governance for this project, a meeting was held with the External Review Panel (ERP) to discuss the draft recommendations, and members of the ERP were also invited to provide further feedback in writing after the meeting. The ERP includes representatives from bus operators, the PHV and hackney carriage trades, and the Portsmouth Cycle Forum.</p> <p>Feedback received can be summarised as follows;</p> <p>The PHV representatives generally felt that as the five trial bus lanes had not caused any problems, PHV drivers should be authorised to use more bus lanes, and they questioned why there was so much funding for bus services in the city but not for taxi services.</p> <p>Portsmouth Cycle Forum expressed serious concerns regarding any prospect of expanding the trial to more bus lanes, noting that the likelihood of more "close passes" in bus lanes would make cyclists feel unsafe using them, and they said that authorising this would undermine the council's own "Give Space Be Safe" road safety measures.</p>
<p>Has anything changed because of the consultation?</p>	<p>no</p>
<p>Did this inform your proposal?</p>	<p>no</p>

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

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

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Income deprivation and poverty - will it consider income deprivation and reduce poverty?

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Energy use - will it reduce energy use?

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

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

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

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Not impacted
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<p>How are you going to measure/check the impact of your proposal?</p>	<p>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.</p> <p>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.</p> <p>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.</p>
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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>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.</p>
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<p>How are you going to measure/check the impact of your proposal?</p>	<p>Casualty data has been continually monitored during the trial along, and since the end of the trial, with any near miss data reported to us. 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 four near misses reported relating to PHVs in bus lanes. Following investigation, it was determined that two were not at trial sites, one was at a trial site, and one was on the same road but with details unclear to whether it was within a trial bus lane or not. 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.</p>
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Waste management - will it increase recycling and reduce the production of waste?

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

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

<p>This section is not applicable to my policy</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?

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"/>
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Involvement

Who was involved in the Integrated impact assessment?	Liam Norman. Gareth James, Hayley Chivers
Name of the person completing this form	Liam Norman
Date of completion	2024-10-11