

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Universal Services
Date	23 January 2025
Title	Project Appraisal Update: Hampshire Bikeshare (Totton & Gosport) scheme

Contact name: Claire Whitehouse

Claire.Whitehouse@hants.gov.uk

Email:

1. The decision:

- 1.1. That the Director of Universal Services approves the addition of the Hampshire Bikeshare (Totton & Gosport) Scheme to the capital programme at a value of £238,592 to be funded by Solent Future Transport Zone.
- 1.2. That the Director of Universal Services approves the Project Appraisal for Hampshire Bikeshare (Totton & Gosport) Scheme as outlined in the supporting report.
- 1.3. That the Director of Universal Services gives approval to spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement this scheme for an initial period of two years with the option to extend for a further eight years, at a total estimated cost of £238,592, to be funded by an allocation from the Solent Future Transport Zone.
- 1.4. That the Director of Universal Services and the Head of Legal Services progress orders, notices, statutory procedures and secure and enter into all appropriate agreements, licences, consents, permissions, rights or easements necessary to enable implementation of the scheme.

2. Reason(s) for the decision:

- 2.1. The aim of a Bikeshare scheme is to provide active and sustainable transport options to the community by encouraging people to cycle by improving access to bikes. The proposed pilot Hampshire Bikeshare (Totton and Gosport) Scheme funded through Solent Future Transport Zone (FTZ) is intended to provide an equitable alternative to short distance car travel and encourage people to purchase their own bike, after trying the bikeshare scheme.

- 2.2. The Hampshire Bikeshare (Totton & Gosport) scheme will be run by the operator Voi, procured, and managed to complement existing schemes in adjoining authorities Portsmouth and Southampton as set out in this report.
- 2.3. Solent Transport (a partnership between the Councils of Hampshire, Southampton, Portsmouth and the Isle of Wight) coordinated a bid which was awarded a total of £28 million from the Government Future Transport Zone fund with a spend deadline of June 2025. The reason for the decision is to enable the County Council, working with the Solent Future Transport Zone team and the bikeshare scheme provider to use some of the funding to implement bikeshare schemes in Totton and Gosport.
- 2.4. The decision is required to allow Hampshire County Council to deliver Bikeshare in Totton and Gosport to support the expansion of the existing bikeshare scheme launched and in operation in Portsmouth, Southampton, and the Isle of Wight using Voi as the operator. Through a mini tender competition undertaken in January 2024 via a call-off of the Shared Bike Rental and Associated Micromobility Services Framework January 2022 (led by the Micromobility FTZ team based in Southampton City Council) Voi presented a more competitive price for the delivery of Totton and Gosport Bikeshare from £341,680 to £238,592, than previously submitted, under the same Framework set up by Portsmouth City Council (PCC) for use by all the local transport authorities in the Solent Transport area including Hampshire County Council. The Voi proposal has the additional benefit of a revenue share generating income for Hampshire County Council forecasted by Voi to be up to 7% or up to approximately £4,600 over a 2-year period.
- 2.5. This project appraisal has been reviewed by corporate finance, legal services, and Highways asset management. Their comments have been addressed, and they have agreed the report content. Furthermore, this paper has been reviewed by the Assistant Director for Highways and Transport, who has approved the report for submission to the Director.

3. Other options considered and rejected:

- 3.1. The option to “do nothing” was considered and rejected because the opportunity for Hampshire residents to participate in a scheme to provide an equitable alternative to short distance car travel through hiring a bike for part of or whole of the journey would have been missed. This would have been alongside the potential loss of revenue for the County Council. Hampshire County Council has no revenue requirements in implementing and managing the operation of the scheme.
- 3.2. The option to implement a bikeshare scheme without the support of the Solent Future Transport Zone investment was considered and rejected as it would have required the County Council to invest its own financial resources. Hampshire County Council is an LTA partner of Solent Transport and is able to call off of the Shared Bike Rental and Associated Micromobility Services Framework meaning additional resource and expenses would not be incurred

compared to if Hampshire County Council undertook a separate call off exercise. Additionally, as Voi are the sole bikeshare operator for Portsmouth, Southampton and Isle of Wight, Hampshire County Council is able to benefit from economies of scale, as well as interoperability for residents between these areas.

3.3. The option of bikeshare in other areas of Hampshire (within the Solent geography to fit the STFZ model) were considered, however, the following factors helped inform the decision to proceed with Totton and Gosport: -

3.4. Totton and Gosport areas work alongside and complement the existing schemes in Portsmouth and Southampton, allowing cross boundary use of bicycles.

- Both areas have flat compacted geography.
- Both areas have good or improved cycle infrastructure with an adopted Local Cycling Walking Improvement Plan (LCWIP) in place.
- Each area has good or reasonable existing levels of cycling and propensity to cycle.

4. Conflicts of interest:

4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

5. Dispensation granted by the Chief Executive (Head of Paid Service):

5.1. None.

Approved by: ----- Patrick Blogg Director of Universal Services	Date: 31 January 2025 -----
---	--

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Universal Services
Date	23 January 2025
Title	Project Appraisal Update: Hampshire Bikeshare (Totton & Gosport) scheme

Contact name: Claire Whitehouse

Email Claire.Whitehouse@hants.gov.uk

6. Purpose of this Report

6.1. The purpose of this report is to seek approval to progress the programme with the operator (Voi), spend and enter into the necessary contractual arrangement to implement the proposed bikeshare scheme for Totton and Gosport as outlined in this report.

7. Recommendation(s)

7.1. That the Director of Universal Services approves the addition of the Hampshire Bikeshare (Totton & Gosport) scheme to the capital programme at a value of £238,592 to be funded by an allocation from the Solent Future Transport Zone.

7.2. That the Director of Universal Services approves the Project Appraisal for Hampshire Bikeshare (Totton & Gosport) scheme, as outlined in the supporting report.

7.3. That the Director of Universal Services gives approval to spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement this scheme for an initial period of two years with the option to extend for a further eight years, at a total estimated cost of £238,592, to be funded by an allocation from the Solent Future Transport Zone.

7.4. That the Director of Universal Services and the Head of Legal Services progress orders, notices, statutory procedures and secure and enter into all appropriate agreements, licences, consents, permissions, rights or easements necessary to enable implementation of the scheme.

8. Executive Summary

8.1. The aim of the Hampshire Bikeshare (Totton and Gosport) Scheme is to provide active and sustainable transport options to the community by enabling people to hire a bike for part of and/or the whole of their journeys and encouraging more

people to cycle for day-to-day purposes. The proposed scheme is funded through the Solent Future Transport Zone (FTZ) and is intended to provide an equitable low-cost alternative to short distance car travel and could encourage people to progress owning a bike.

See the Appendix for the Solent Transport Joint Committee of 8 October 2024 for approval for funding allocation to Hampshire County Council to support the expansion of the bikeshare service to Totton and Gosport in October 2024..

In January 2024 Voi were successful in being secured to be the sole micromobility operator following a mini tender competition via a call-off of the Shared Bike Rental and Associated Micromobility Services Framework January 2022 led by the Micromobility FTZ team based in Southampton City Council. (See Appendix for the Southampton City Council Cabinet Meeting Report 16 January 2024). The mini tender exercise resulted in a more competitive price for the delivery of Totton and Gosport Bikeshare from £341,680 to £238,592, with the additional benefit of a revenue share income for Hampshire County Council forecasted by Voi to be up to 7% or up to approximately £4,600 over a 2-year period.

- 8.2. This project appraisal has been reviewed by corporate finance, legal services, and Highways asset management. Their comments have been addressed, and they have agreed the report content. Furthermore, this paper has been reviewed by the Assistant Director for Highways and Transport, who has approved the report for submission to the Director.

9. Scheme Outline

Following a bid coordinated by Solent Transport, in March 2020 the Government announced the award of funding for a Solent Future Transport Zone (FTZ) - see Appendix for the Final Bid issued in September 2019. Within this award are a range of projects that are now being brought forward, one of them being the introduction of a bikeshare scheme that has now been launched in Portsmouth, Southampton, and the Isle of Wight. Since their introduction, the schemes in both Portsmouth and Southampton have also been expanded in April 2023 from their initial pilot areas to cover the entire city areas.

The Totton and Gosport bikeshare schemes are being delivered by service provider Voi, procured by way of a call off contract from the Shared Bike Rental and Associated Micromobility Services Framework January 2022 set up by Portsmouth City Council (PCC) for use by all the local transport authorities in the Solent Transport area including Hampshire County Council.

Voi has submitted a proposal for a bikeshare scheme in Totton and Gosport through a mini tender competition to provide a single micromobility for the existing Bike Share and E-scooter schemes in Portsmouth, Southampton and Isle of Wight was arranged by Portsmouth City Council, which Voi were successful in securing. This resulted in a more competitive price obtained for the delivery of Totton and Gosport Bike Share Scheme from £341,680 to £238,592, with the additional benefit of a revenue share income for Hampshire County

Council estimated by Voi by up to 7% or up to approximately £4,600 over a 2-year period

The objectives of the scheme are to:

- Encourage more people to cycle by improving access to more bikes.
- Provide an equitable alternative to short distance car travel.
- Contribute to reduced congestion and improved air quality.
- Promote multimodal travel, aligning with Future Transport Zone objectives and initiatives.
- Encourage people to obtain their own bike, after trying the bikes in the Hampshire Bikeshare (Totton & Gosport) scheme.

As highlighted in Section 13 below, the Hampshire Bikeshare (Totton & Gosport) scheme will offer approximately 100 e-bikes across a number of ¹geofenced areas. The scheme will provide affordable, convenient, and inclusive access to cycling. The scheme contract will operate for an initial period of two years with the option to extend for a further eight years.

Whilst the funding has been made available by the Solent Future Transport Zone, it is important to note that these schemes also support the County Council's established priorities to improve air quality in local communities, help reduce carbon emissions in line with the climate change strategy, support local businesses in promoting active travel within their workplace, support the wellbeing of residents by providing active travel options, and contributing to a greener and healthier. It also aligns with Local Transport Plan 4 to encourage sustainable travel behaviour.

10. Alternative Options Considered and Rejected

The option to “do nothing” was considered and rejected because the opportunity for Hampshire residents to participate in a scheme to provide an equitable alternative to short distance car travel through hiring a bike for part of or whole of the journey would have been missed. This would have been alongside the potential revenue loss for the County Council. Hampshire County Council has no revenue requirements by implementing and managing the operation of the scheme.

The option to implement a bikeshare scheme without the support of the Solent Future Transport Zone investment was considered and rejected as it would have required the County Council to invest its own financial resources. Hampshire County Council is an LTA partner of Solent Transport and is able to call off of the Shared Bike Rental and Associated Micromobility Services Framework meaning additional resource and expenses would not be incurred compared to if Hampshire County Council undertook a separate call off exercise. Additionally, as Voi are the sole bikeshare operator for Portsmouth, Southampton and Isle of

¹ Geofencing is a technology that uses GPS to create a virtual geographic boundary, enabling software to trigger a response when a mobile device enters or leaves a particular area.

Wight, Hampshire County Council is able to benefit from economies of scale, as well as interoperability for residents between these areas.

The option of bikeshare in other areas of Hampshire (within the Solent geography to fit the STFZ model) were considered, however, the following factors helped inform the decision to proceed with Totton and Gosport: -

Totton and Gosport areas work alongside and complement the existing schemes in Portsmouth and Southampton, allowing cross boundary use of bicycles.

- Both areas have flat compacted geography.
- Both areas have good or improved cycle infrastructure with an adopted LCWIP in place.
- Each area has good or reasonable existing levels of cycling and propensity to cycle.

11. Measures of Success

As part of a wider monitoring requirement for the Future Transport Zone programme, the monitoring and evaluation activity for the Hampshire Bikeshare (Totton and Gosport) scheme will assess the realisation of the overarching scheme objective to encourage more people to cycle by improving access to more bikes. The performance of the scheme will be measured through KPI's provided in the call-off contract with Voi to include the following:-

- Rider uptake, journeys per day and times
- Popular Routes
- Number of registered customers

A contract lead at HCC will be responsible for consulting with the operator and the FTZ team once the scheme is launched to monitor operations. The call-off contract with Voi allows for various KPIs (specific to HCC's requirements) with Service Credits if the performance does not meet the Acceptable Service Levels set out in the call-off contract. The Service Credits have three levels which increase sums applicable to the more severe non-compliance. The performance will therefore be monitored by the County Council contract lead as part of the contact management process.

In addition to Service Credits which will apply where Voi does not meet the required service levels, if they are in "Persistent Breach" then the County Council has the ability to terminate the call-off contract

12. Contextual Information

12.1. The offering of contract would be for Hampshire County Council to purchase bikes for the scheme and for the virtual geofenced docking areas to be identified, agreed and licenced. All costs are funded by an FTZ allocation from the DfT grant. The operator, Voi, will then run the scheme including providing a

means for potential users to book a bike, unlock and then lock a bike from a virtual ‘geofenced’ location. Each docking area will be marked by a painted line.

13. Strategic Case

13.1. [Local Transport Plan 4](#) has at its core, policies to encourage sustainable travel behaviour, including ‘micro-mobility’ solutions (such as e-bikes) and new shared transport options (such as bike hire). See in particular policy FM1 (pages 98-101) that sets out the County Councils ambition for using technology and innovation as an enabler for delivering our LTP4 outcomes. The proposed Hampshire bikeshare schemes for Totton and Gosport will enable micro-mobility solutions and shared transport options to be trialled in Hampshire.

14. Finance

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	5	2	Solent FTZ allocation	239
Client Fee	35	15		
Operational costs *	169	71		
Construction*	20	8		
Land	10	4		
Total	<u>239</u>	<u>100</u>	Total	<u>239</u>

*These costs will be used to purchase the bikes for the operator to run.

Value for money for this project has been reviewed against the core principles of effective, efficient and economic use of resources. The scheme offers a strong, strategic fit to LTP4, aligning with the hierarchy of road users by supporting and encouraging cycling, for a relatively low cost which is entirely met from grant funding. Based on this assessment the scheme is considered to offer good value for money

The capital costs of the initial set up and implementation of a scheme (cost of bikes) would be met through the FTZ funding which has already been secured and is held by SCC as the accountable body. The initial funding period has a spend deadline of June 2025. The project is unlike other capital schemes that HCC delivers as there will be an element of initial capital spend to identify, agree and licence docking areas as defined through the design and client fees with some land fees associated with the legal aspects of undertaking S115 notices for the geofenced sites. The operational costs relate to the procurement of e-bikes for the scheme which is directly funded by the Future Transport Zone (FTZ).

The Hampshire Bikeshare (Totton and Gosport) scheme will be run by the operator Voi, procured as highlighted above. Ongoing operational costs for these services would be met by the operator Voi, expected through charges to the users and is

included as part of the call-off contract conditions and specification. Proposed tariffs/charges will be discussed with HCC.

The operator will have responsibility for maintenance and general upkeep (including cleanliness and aesthetics) of any associated Hampshire Bikeshare (Totton and Gosport) infrastructure as part of their commission. The operator will also be responsible for the supply, delivery, mobilisation, and full decommissioning including reinstatement and making good of ground of any associated infrastructure. If there is a requirement to terminate the call-off contract within the first 5 years, the operator will be required to "buy back" bikes at their current market value.

There are no revenue implications for Hampshire County Council. As highlighted above under the Voi call-off contract Hampshire are also able to benefit from a revenue share income for Hampshire County Council estimated by Voi as up to 7% of net revenue sales or up to approximately £4,600 over a 2-year period.

It should be noted that Schedule G of the existing PCC Shared Bike Rental and Associated Micro-Mobility Services Framework Agreement permits a Relevant Public Body such as HCC to stipulate amendments, substitutions, or amendments to the Call-Off Terms, as long as the amendments do not entail substantial modifications to the terms laid out in the Call-Off Terms. Any amendments made will be agreed between the Head of Highways, Head of Highways Commissioning, Head of Integrated Transport and Head of Implementation to ensure that these are acceptable from an operational, performance and maintenance context.

11.2. <u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	0	0.000%
Capital Charges	0	0.000%

It should be noted that there will be no maintenance implication for HCC, due to the lack of physical infrastructure and limited alterations to the public highway. The operator will be responsible for marking the extent of the geofenced docking areas and will also refresh these markings should the need arise.

15. Programme

	Gateway Stage			
	3 - Project Appraisal	Start of implementation/ Operation	End of implementation/ Operation	4 - Review
Date (mm/yy)	January 2025	May 2025	May 2025	May 2026

Whilst it is preferable to introduce the scheme as soon as possible following the call-off contract award, cycling is very much seasonal for many people and therefore the implementation of infrastructure will be timed with improving weather conditions and delivered during Spring 2025.

16. Scheme Details

16.1. The Hampshire Bikeshare (Totton and Gosport) scheme will use geofenced docking areas, with no physical infrastructure. The docking area is identified via GPS in which users will have to park the bikes up using their inbuilt stands (this will be confirmed on their phones once they are in the correct area). On site this will also be highlighted by a painted line depicting the area. The scheme will offer approximately 100 e-bikes across several geofenced docking areas.

17. Departures from Standards

17.1. Hampshire Bikeshare (Totton and Gosport) scheme falls within a relatively new area of transport planning with no standards currently specified for their design and delivery. However, any Operator must comply with all applicable laws, codes of practice and standards as set out in the call-off contract specification terms and conditions of the call-off contract. This includes taking out and maintaining appropriate insurances, for itself and users of the scheme, as well as appropriate public liability insurance. Therefore, there are no departure from standards.

18. Consultation and Equalities

18.1. The Leader and Deputy Leader, together with the Lead and Deputy Lead Executive Members for Universal Services were jointly briefed on the principles of the Hampshire Bikeshare (Totton and Gosport) scheme in February 2023. Councillor Adams-King; Executive Member for Universal Services; was also briefed in November 2023 when the previous scheme was proposed to be progressed by Beryl. An additional briefing was undertaken with the Executive lead Member and Executive Member for Universal Services; Councillor North and Councillor Bowerman on 16 January 2024 who are both supportive of the Bike Share Scheme.

18.2. A joint briefing with the County Councillors from New Forest District Council and Gosport Brough Council was undertaken on 21 January 2024. Councillors Harrison, Chegwyn and Meenaghan have indicated support for the scheme.

18.3. Gosport Borough Council and New Forest District Council (as the respective local authorities) have been informed of the Hampshire Bikeshare (Totton and Gosport) scheme and officers from each authority are working closely with the Hampshire project team to ensure that their relevant interests are taken into account, including the potential use of their land holdings for bike docking areas.

18.4. The process of creating a docking area under a Section 115 licence or similar will require a formal consultation through notices to be undertaken which will

provide the opportunity for interested parties, including direct frontages to provide comments on each proposal. The S115 licence also requires any frontages to provide consent to the proposal before the licence can proceed. Consultation with the Local Planning Authorities Gosport Borough Council and New Forest District Council will also be undertaken in line with the requirements of the Highways Act 1980

- 18.5. The operator Voi supported by Hampshire County Council will be responsible for leading and funding the communication/marketing and stakeholder engagement strategy. Consideration will need to be made to reaching typically under-represented communities and groups.
- 18.6. Details on scheme progress will be provided on Hampshire County Councils Webpages. Any future engagement will also direct stakeholders to these webpages for updates and more information.
- 18.7. An Equalities Impact Assessment has been undertaken on the scheme for this project appraisal. The Equalities Impact Assessment undertaken highlights low positive impacts on the protected characteristics on age, poverty and aligning with LTP4 and Hampshire County Councils Strategic Plan in Appendix B.

19. Climate Change Impact Assessments

Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council’s climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Carbon Impact RAG Status

Colour	Criteria	Place an X in the relevant box
GREEN (below net zero)	The main scheme objective promotes choice of modes to reduce car dependency which aligns with the County Council’s climate change strategy.	X
AMBER (net zero)	The scheme contains an element of improvement to walking, cycling and passenger transport provision within its scope. However, this is not the key objective. List the elements in the box below.	
	List of elements that make this RAG amber:	

RED (above zero)	Scheme may contain elements that would increase carbon emissions.	
------------------------	---	--

Brief Explanation of Carbon RAG

Overall, the proposed schemes seek to encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles by offering cycling and electric bikes.

Climate Change Adaptation

The Adaption Project Screening Tool has assessed both schemes presented within this report and the following findings have been identified.

Results from the Climate Change Adaptation tool suggest that vulnerability to climate change criteria is low for all of the sites. This is particularly the case with regards to flood events. As there is no infrastructure associated with the schemes then the likelihood of vulnerability to extreme storm events is low.

Sites that were initially identified as being in a long-term flooding risk area were removed during the scoping process.

Carbon Mitigation

Results from the Carbon Mitigation tool suggest that the Bikeshare scheme will in the longer-term encourage a reduction in emissions and an individuals' carbon footprint, particularly where other carbon polluting travel modes are replaced. Furthermore, bikeshare schemes reclaim the kerb for sustainable and equitable modes reducing the dominance of the private car and associated problems with congestion, carbon emissions, and air quality.

20. Statutory Procedures

20.1. In order for the scheme to be delivered, the operator Voi, must apply to the County Council as the Highway Authority, for a licence under Section 115 and other relevant sections of the Highways Act 1980. Costs of this application will be met by the capital funding provided to HCC.

21. Land Requirements

21.1. The final locations for each of the geofenced docking areas will be confirmed following a review of all sites. This initial search of potential sites has included a land status search which has identified those suitable locations within the current highway boundary. Any other land requirements identified within New Forest District Council, Gosport Borough Council, or third-party land will be confirmed via a land registry search. Legal agreements with these landowners will be progressed as necessary. As most of the sites have been scoped within the

current highway boundary, and HCC is working closely with officers at Gosport Borough Council and New Forest District Council, land issues are unlikely to present an issue to the delivery of the scheme.

22. Maintenance Implications

- 22.1. As highlighted above in Finance section 11. The capital costs of the initial set up and implementation of a scheme would be met through FTZ Funding which currently runs to June 2025. The future maintenance of any of the infrastructure for the Hampshire Bikeshare (Totton and Gosport) scheme would become the responsibility of the operator Voi.
- 22.2. For any elements of the Hampshire Bikeshare (Totton and Gosport) scheme located within the highway, Asset Management are aware from the previous scheme and have had sight of the initial proposed sites and have no significant concerns. A full Asset Management check will be completed prior to mobilisation.
- 22.3. The operator, Voi, will supply, deliver, mobilise, and fully decommission including reinstatement and making good of any ground and associated infrastructure as part of the call-off contract requirements. The operator will also be responsible for location risk, safety, and equality impact assessments where any of the infrastructure is to be introduced to public space with pedestrian safety and access reviewed.

CORPORATE OR LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes	yes/no
People in Hampshire live safe, healthy, and independent lives:	Yes	yes/no
People in Hampshire enjoy a rich and diverse environment:	Yes	yes/no
People in Hampshire enjoy being part of strong, inclusive communities:	Yes	yes/no

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Solent Mobility Zone Future Mobility Zone Fund Final proposal September 2019	September 2019
(Public Pack) Agenda Document for Cabinet 16 January 2024	16 January 2024
Solent Transport Joint Committee - Bike Share expansion update 6 March 2023	6 March 2023
📄 ELMUS Delegated Project Appraisal Hampshire Bikeshare CMS 3870.docx	24 August 2023
Solent Transport Joint Committee - Agenda and Draft Minutes 8 October 2024	8 October 2024
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>



EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it.
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

[Equality Impact Assessments.](#)

Impact	
Age	Low (+ve)
Disability	None
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other Policy considerations	

Poverty	Low (+ve)
Rurality	None
Geographical impact	Low (+ve) Within two Boroughs

The proposed schemes are anticipated to have a low positive impact on the following protected characteristics and wider policy considerations:

Age: The proposals will provide increased mobility options for those who do not have access to a car or who are unable to drive, likely the elderly or those not yet old enough to drive.

Poverty: The proposals will provide shared transport options through bikes that will enable people to get around if they are unable to afford to own and run their own car and public transport does not serve their destination.

Other factors: The proposals align with the objectives of the current LTP4 and as well as Hampshire County Council's Strategic Plan.