



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 2 DECEMBER 2021 AT 3.30 PM

COUNCIL CHAMBER - SECOND FLOOR, THE GUILDHALL

Telephone enquiries to Lisa Gallacher 02392 834056
Email: lisa.gallacher@portsmouthcc.gov.uk

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

Information with regard to public access due to Covid precautions

- Attendees will be requested to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting. Around one in three people who are infected with COVID-19 have no symptoms so could be spreading the virus without knowing it. Asymptomatic testing – getting tested when you don't have symptoms - helps protect people most at risk by helping to drive down transmission rates. We strongly encourage you to take up the habit of regular asymptomatic testing to help prevent the spread of coronavirus to your colleagues and residents you work with.
- We strongly recommend that attendees should be double vaccinated.
- If symptomatic you must not attend and self-isolate following the stay at home guidance issued by Public Health England.
- All attendees are recommended to wear a face covering while moving around within the Guildhall.
- Although it will no longer be a requirement attendees may choose to keep a social distance and take opportunities to prevent the spread of infection
- Hand sanitiser is provided at the entrance and throughout the Guildhall. All attendees are encouraged to make use of hand sanitiser on entry to the Guildhall and are requested to follow the one-way system in place.
- Attendees are encouraged book in to the venue (QR code). An NHS test and trace log will be retained and maintained for 21 days for those that cannot or have not downloaded the app.
- Those not participating in the meeting and wish to view proceedings are encouraged to do so remotely via the livestream link.

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Boshier, Conservative
Councillor Graham Heaney, Labour

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

A G E N D A

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Active Travel Improvements (Pages 5 - 30)**

Purpose of report

The purpose of this report is to obtain approval for the Active Travel Improvements (ATI) budget detailed in Appendix A.

RECOMMENDED that Cabinet Member for Traffic and Transportation:

- 2.1 Approves the delivery of the Active Travel Improvements budget detailed in Appendix A to this report, which will be subject to feasibility and final design work.**
- 2.2 Gives delegated authority to the Assistant Director for Transport to work with the Cabinet Member for Traffic and Transportation to approve the final designs for each of the Active Travel Improvements.**

- 4 LTP 2021/22 Casualty & Speed Reduction Measures (Pages 31 - 46)**

Purpose of report

To consider the locations suggested for infrastructure improvements as part of the Casualty & Speed Reduction LTP 2021/22 programme.

RECOMMENDED that the Cabinet Member for Traffic and Transportation:

Approves the proposed spend from the Casualty & Speed Reduction Measures budget of £150,000 on the following schemes:

- **Elm Grove / Grove Road junction (£40,000);**
- **Visibility and awareness treatments (£100,000);**
- **Speed surveys (£10,000)**

5 On Street Residential Chargepoint Scheme Phase 1 (Pages 47 - 82)

Purpose of report

To provide an end of trial review on the first phase of the On-Street Residential Chargepoint Scheme (ORCS) and recommendations for next steps.

RECOMMENDED that the Cabinet Member for Traffic and Transportation:

- 2.1. **Approves the extension of the current contract with ubitricity for a period of up to three years) from expiry of the existing contract on 5 March 2022, with authority delegated to the Director of Regeneration to finalise the details of any changes to current terms working closely with finance, procurement and legal;**
- 2.2. **Approves that the chargepoint infrastructure, which has been identified with current low usage, should be the subject of marketing and promotional activity with a review in six months to determine their future.**

6 Supported Bus Service Contracts

This report is to follow.

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Whilst every effort will be made to webcast this meeting, should technical or other difficulties occur, the meeting will continue without being webcast via the Council's website.

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Agenda Item 3



Portsmouth
CITY COUNCIL

Title of meeting: Traffic and Transportation
Date of meeting: Thursday 2nd December 2021
Subject: Active Travel Improvements
Report by: Assistant Director for Transport
Wards affected: St Thomas and Charles Dickens
Key decision: No
Full Council decision: No

1. Purpose of report

- 1.1 The purpose of this report is to obtain approval for the Active Travel Improvements (ATI) budget detailed in Appendix A.

2. Recommendations

It is recommended that the Cabinet Member for Traffic & Transportation:

- 2.1 **Approves the delivery of the Active Travel Improvements budget detailed in Appendix A to this report, which will be subject to feasibility and final design work.**
- 2.2 **Give delegated authority to the Assistant Director for Transport to work with the Cabinet Member for Traffic and Transportation to approve the final designs for each of the Active Travel Improvements.**

3. Background

- 3.1 Portsmouth is geographically ideal for active travel; with its permeable road network, flat topography, high population density and temperate weather. However, rates of active travel in Portsmouth are lower than similar cities. Residents cite safety and convenience as major barriers to active travel. This was revealed during the 2020 lockdown, when active travel modes more than doubled as motor traffic suddenly declined¹. This demonstrated that making streets quieter and safer can lead to increased levels of active travel.

¹ Portsmouth City Council, Portsmouth Transport Strategy 2021-2038, <https://democracy.portsmouth.gov.uk/documents/s34549/Appendix%20A%20-%20Local%20Transport%20Plan%204%20Transport%20Strategy.pdf>

- 3.2 Furthermore, it has shown that congestion and traffic is not fixed or immutable. Even now, while workplace attendance is down ~36% on pre-pandemic levels, traffic and congestion has only reduced by ~12%². Consequently, the level of congestion in the city is only partially linked to the perceived need to drive to work.
- 3.3 The ATI budget seeks to unlock some of this latent demand for active travel which was present during the lockdown. While these improvements will have a direct impact on reducing traffic congestion, active travel also addresses many of the Council's strategic objectives³. For example, improving active travel routes will help to reduce air pollution, carbon emissions and resident inactivity. This will ultimately make Portsmouth a more pleasant and healthier city to visit, work and live in.

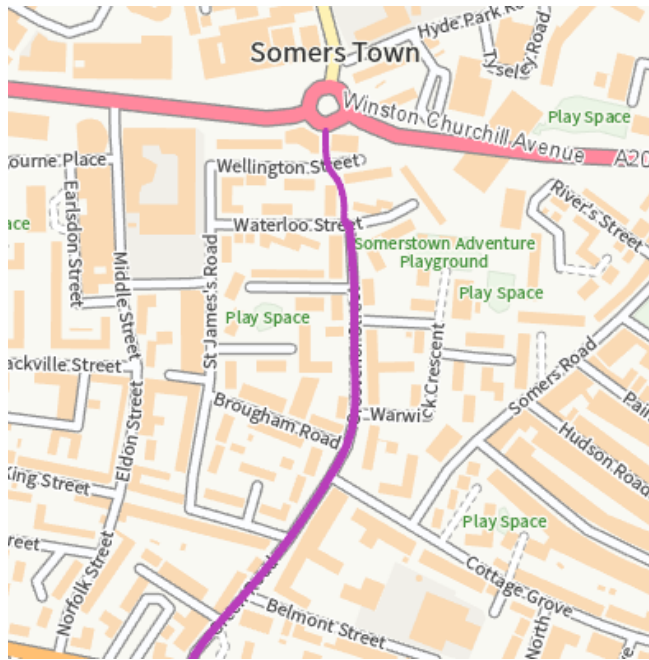
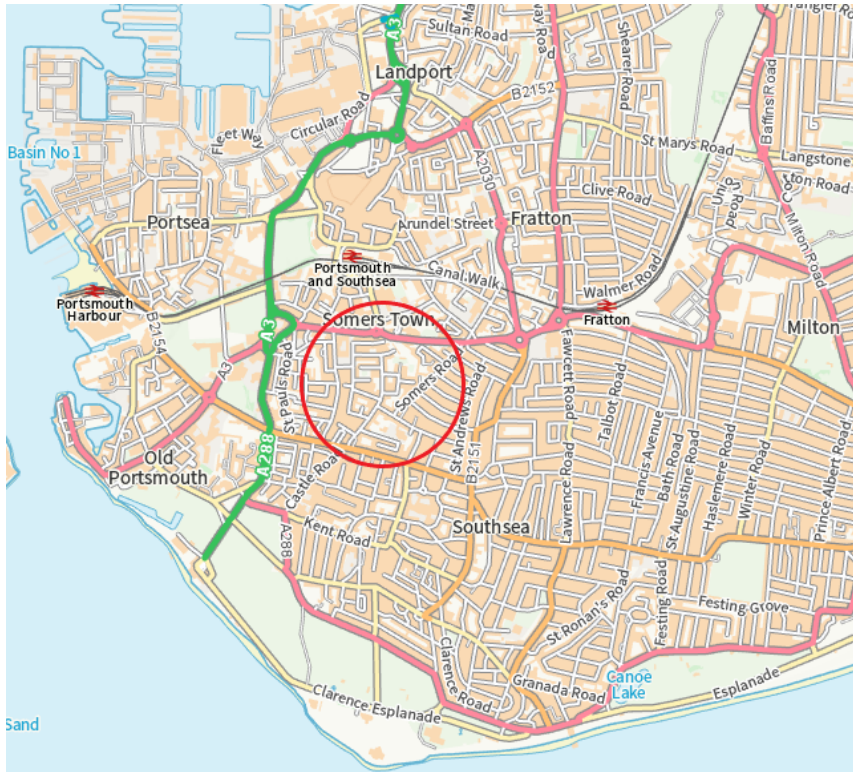
4.0 Active Travel Improvements

- 4.1 The Active Travel Team have been allocated £100,000 from the Local Transport Plan 3 (LTP3) 20/21 budget to implement active travel improvements in the city. The team have worked with recommendations from local groups, including the Portsmouth Cycle Forum, and have conducted numerous site visits to identify areas which would benefit from improvements.
- 4.2 The recommended improvements are primarily located between Isambard Brunel Road and Green Road. This area will directly link to the developing east-west active travel corridor. It is essential that residents living around travel corridors are given good access links. These proposals seek to ensure that residents to the north and south of the corridor can easily and conveniently join and exit the route. The roads and pathways leading to Isambard Brunel roundabout are already frequently used to access the city centre. However, the experience of using the current infrastructure may not feel safe or convenient to all users. Therefore, minor improvements, including creating dropped kerbs and signposting, will be used to enhance this active travel route. Although these improvements focus on a specific area, there is potential to extend the route to other areas of the city, for example to the seafront via Castle Road.

² Google, Mobility Report, https://www.gstatic.com/covid19/mobility/2021-10-19_GB_Mobility_Report_en-GB.pdf

TomTom, Daily Congestion Level, https://www.tomtom.com/en_gb/traffic-index/portsmouth-traffic

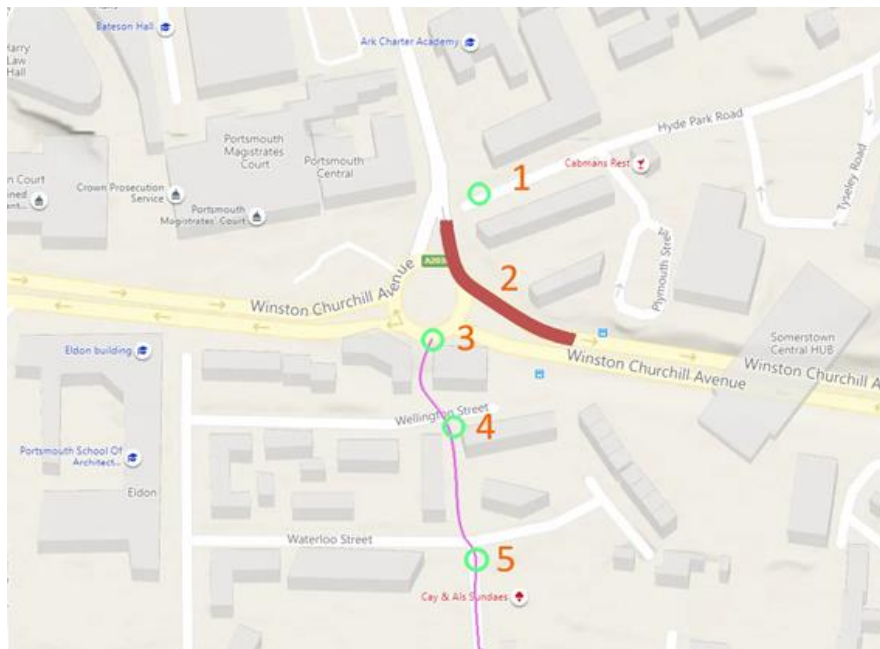
³ Civitas, Walking, Cycling and Congestion, http://civitas.eu/sites/default/files/15_quick_facts_eng_final.pdf



- 4.3 These improvements will primarily improve access from the south of the city to the east-west active travel corridor and the city centre. This route will be enhanced through five key improvements listed below. Further details on these improvements can be found in appendix A.

4.4 The proposed improvements, in order of priority, are:

- 1) Install a dropped kerb on Hyde Park Road to allow cyclists to safely join the road from the shared use path.
- 2) Extend the bus lane and cycle lane on Isambard Brunel Road to form a continuous on-road route for cyclists joining Winston Churchill Avenue.
- 3) Install a dropped kerb on the Isambard Brunel Road/Winston Churchill Avenue, allowing on-road cyclists to join the shared use path without having to mount the kerb.
- 4) Install signage and a dropped kerb on Wellington Street to create an accessible transition from Wellington Street to Waterloo Street.
- 5) Install signage on Grosvenor Street and Green Road to clearly signpost the route.



4.5 Although the improvements are relatively minor in terms of cost and changes to infrastructure, they will significantly benefit the area. This is because most of the route already has low levels of motor traffic. Similarly, local traffic calming measures, like speed cushions, actively calm motor traffic in the area.

4.6 The improvements also compliment several other schemes and city-wide objectives. Respective project teams have collaborated to ensure the design is holistic and consistent with the wider network. This includes connecting the south of the city to the developing east-west active travel corridor and city centre. The route can also be extended in the future to meet the developing active travel needs of residents.

5 Reasons for recommendations

5.1 The key benefits of the suggested active travel improvements will be:

- Making active travel safer, more pleasant and attractive.
- Improving the health and wellbeing of residents by facilitating active travel.
- Reducing traffic congestion, air pollution and carbon emissions.
- Improving connectivity and access across the city for lower-income residents and those that do not have access to a motor vehicle.

5.2 As noted in the Local Transport Plan 4 (LTP4), PCC is committed to enabling those who do not currently walk or cycle to make the change towards more active modes of transport. To support this type of modal shift, it is essential that the cycling and walking infrastructure feels pleasant, safe and intuitive to use. Currently, commuters and utility cyclists face multiple stops and delays as they navigate the route. Likewise, the route is not accessible for those using adapted or recumbent cycles. Therefore, the proposed improvements will remove existing hazards and obstacles, and generally make the route more attractive to new and existing users as well as those who are mobility impaired. An alternative, more direct route, will encourage greater utility travel towards the city centre, civic centre, and Southsea.

5.3 One notable delay is caused while crossing the two toucan crossings on Isambard Brunel Road/Winston Churchill Avenue roundabout. Mounting the shared use path and crossing the toucan crossing can add over two minutes to the journey. While the difference in time may seem marginal, the act of stopping and starting is also much more demanding for a cyclist. This is because each stop requires significant energy to get going again, adding the equivalent of 60m-200m to a journey⁴.

5.4 As well as the increase in time and inconvenience, the cycle movement directed by the existing measures increases conflict between road users. Firstly, cyclists are directed to leave the carriageway to enter a congested footway (particularly at the start and end of the school day). Conversely, cyclists that remain on the road are competing for space with motor vehicles on Isambard Brunel Road. This is a particular problem for more confident utility cyclists looking to continue south or west from the roundabout. Currently, motorists would not expect a cyclist to take this on-road route. This is because the cycle lane ends on the approach to the roundabout and directs cyclists onto the pavement.

5.5 All these marginal inconveniences add up to make active travel less appealing, and driving more appealing. In turn, this leads to increased driving, congestion, air pollution, carbon emissions and physical inactivity.

5.6 The improvements proposed within the ATI budget will also benefit the city more broadly. Active travel tackles some of the city's key issues and the corporate priorities listed below.

- Make Portsmouth a city that works together, enabling communities to thrive and people to live healthy, safe and independent lives.

⁴ Cycling UK, Cycling and Kinetic Energy - Why Riders are Reluctant to Stop, <https://www.cyclingnorthwales.uk/campaigning/cycling-kinetic-energy-riders-reluctant-stop/>

- Encourage regeneration built around our city's thriving culture, making Portsmouth a great place to live, work and visit.
- Make our city cleaner, safer and greener.
- Make Portsmouth a great place to live, learn and play, so our children and young people are safe, healthy and positive about their futures.
- Make sure our council is a caring, competent and collaborative organisation that puts people at the heart of everything we do.

5.7 This scheme contributes to the following LTP4 Strategic Outcomes:

- Reduced dependence on the private car through increased number of people using public transport and active travel modes i.e. walking and cycling.
- Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel.
- Improved journey time reliability for all modes.
- Improved road safety within the sub-region.
- Improved accessibility within and beyond the sub-region
- Improved air quality and environment largely through reduction of greenhouse gas emissions.
- Promoting a higher quality of life.

5. Integrated impact assessment

A full integrated impact assessment is included within this report.

6. Legal implications

6.1 The implementation of the improvements recommended in this report is within the powers of the City Council

7. Director of Finance's comments

7.1 The cost of these schemes is £100,000 and will be funded from the 2021/22 Local Transport Plan (LTP) allocation in the approved capital programme.

7.2 The cost will cover design, construction works and a commuted sum associated with the scheme.

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Signed by:

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:

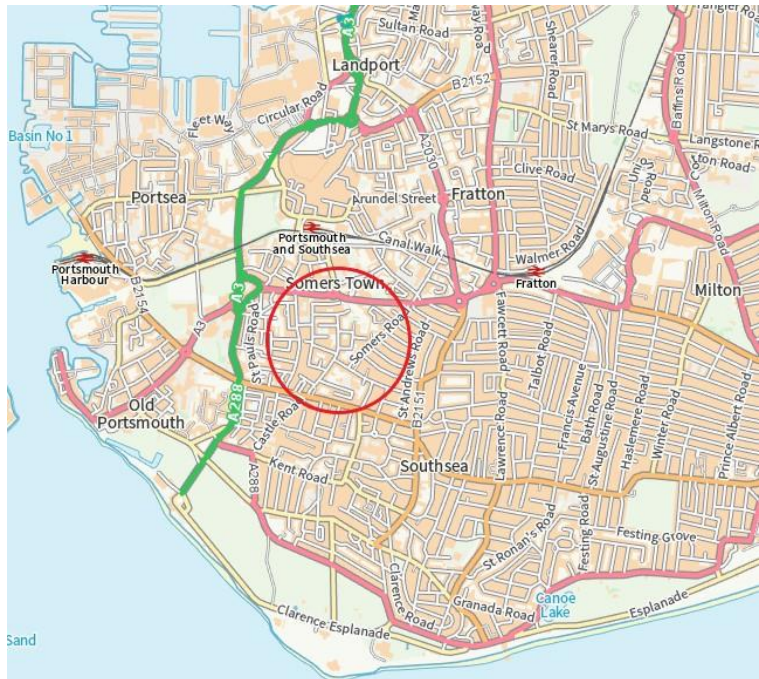
Title of document	Location
Full Council 13 th October 2021 Local Transport Plan 4 adoption	https://democracy.portsmouth.gov.uk/documents/s34548/Cabinet%202022%20June%2021%20-%20LTP4%20report.pdf

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

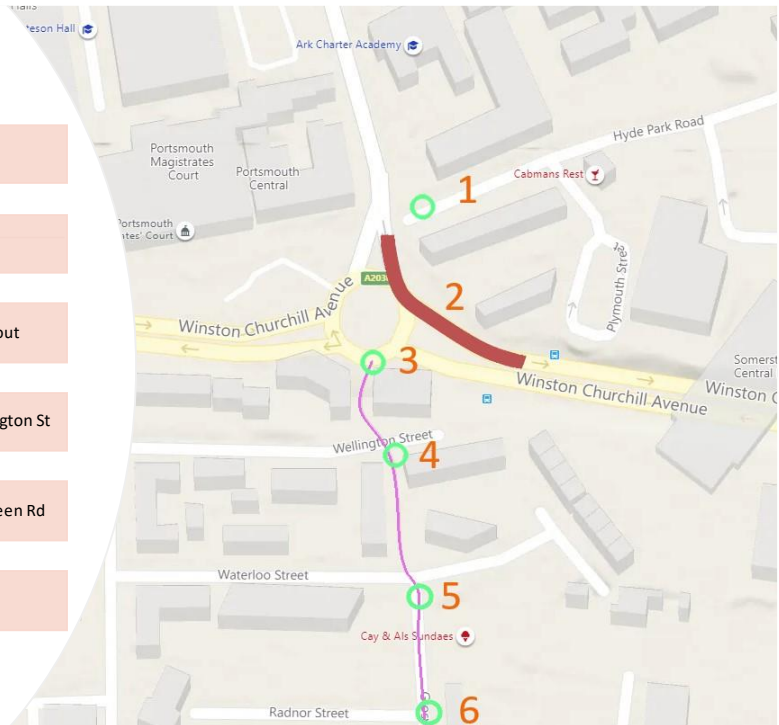
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Signed by:

Appendix A:

Active Travel
Improvements
2021/2022

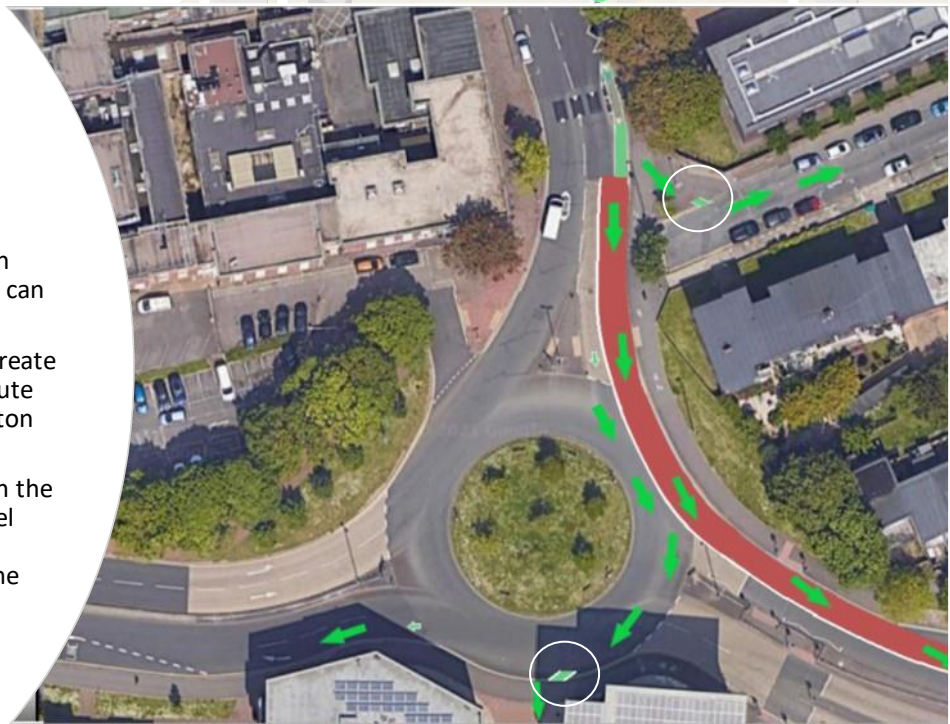


- 1 Dropped kerb on Hyde Park Rd
- 2 Extend the bus lane on Isambard Brunel Rd
- 3 Dropped kerb on Isambard Brunel roundabout
- 4 Cycling signage and dropped kerb on Wellington St
- 5 Cycle route signage on Grosvenor St and Green Rd
- 6 Possibility to extend the route to Castle Rd



Isambard Brunel roundabout improvements

- Install a dropped kerb on Hyde Park Rd so cyclists can safely join the road.
- Extend the bus lane to create a continuous on-road route for cyclists joining Winston Churchill Ave.
- Install a dropped kerb on the south of Isambard Brunel roundabout so on-road cyclists can safely join the shared use path.

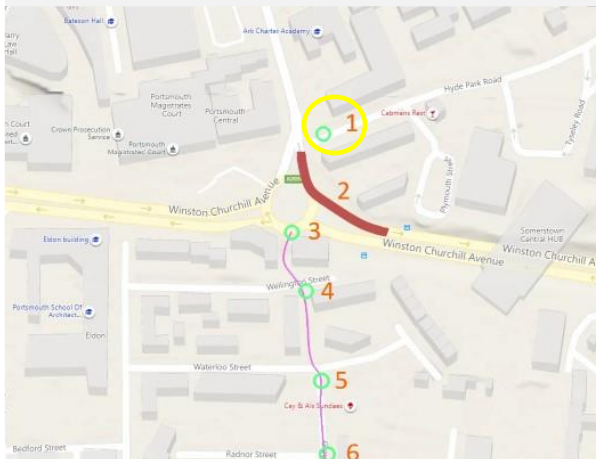


Cycling route from Isambard Brunel roundabout to Green Rd

- Connect Wellington St and Waterloo St by installing a dropped kerb.
- Install additional signage on Grosvenor St and Green Rd to connect the south of the city to the east-west active travel corridor and City Centre.
- Add on-road markings to compliment the existing traffic calming measures, like speed cushions, to ensure the route is safe and pleasant for active travel.

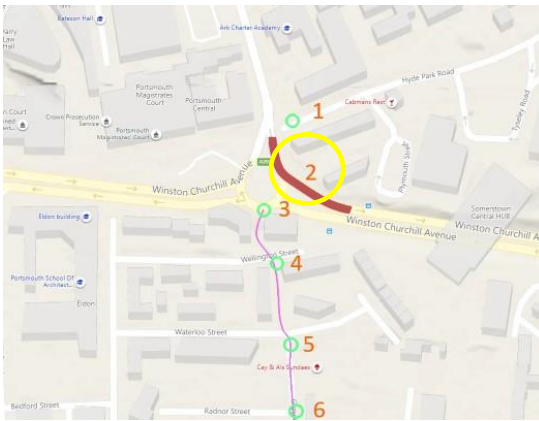


Project	Description	Reasoning
1. Dropped kerb from Isambard Brunel Rd to Hyde Park Rd	Introduce a dropped kerb for cyclists to leave the footway onto Hyde Park Rd.	There is no dropped kerb to take cyclist onto Hyde Park Rd. A cyclist would need to drop down off a full height kerb to reach the carriageway. Increasing risk of injury. Likewise, this route would be inaccessible for those on adapted or recumbent cycles.





Project	Description	Reasoning
2. Isambard Brunel roundabout bus lane extension	Reintroduce and extend the bus lane from the south of Isambard Brunel Rd turning east onto Winston Churchill Ave.	To allow buses and cyclists to have a continuous route onto Winston Churchill Ave, avoiding conflict between vehicles on the roundabout, and pedestrians on the footway.



Project	Description	Reasoning
3. Dropped kerb on the southern part of Isambard Brunel roundabout	Introduce a dropped kerb for cyclists to exit the roundabout to head south.	The dropped kerb will allow cyclists to safely join the shared use pavement and join the north-south route through Wellington St, Waterloo St, Grosvenor St, into Green Rd.





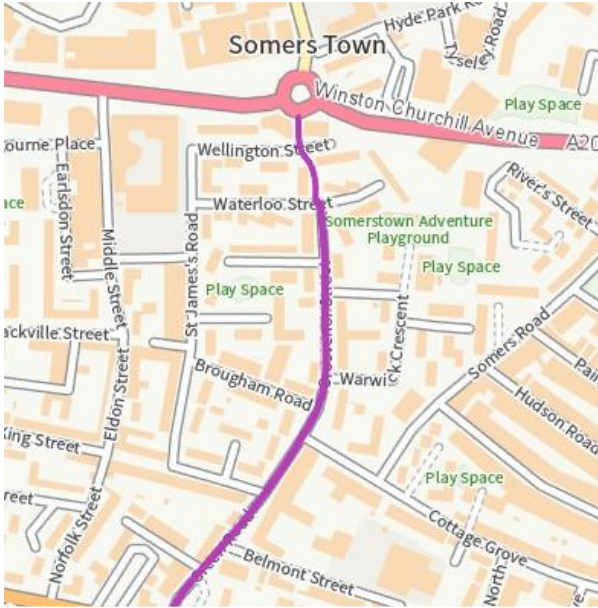
Project	Description	Reasoning
<p>4. Cycling signage and dropped kerb on Wellington St</p>	<p>Install a dropped kerb on Wellington St and further cycle route signage towards Green Rd.</p>	<p>This will create a new route for cyclists to travel from the south of the city to the City Centre and/or join the east-west active travel corridor.</p>



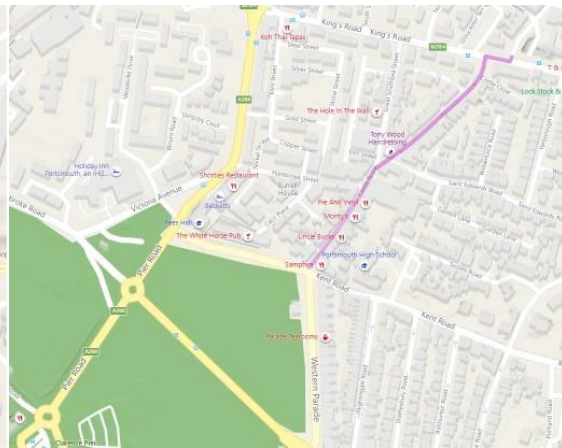
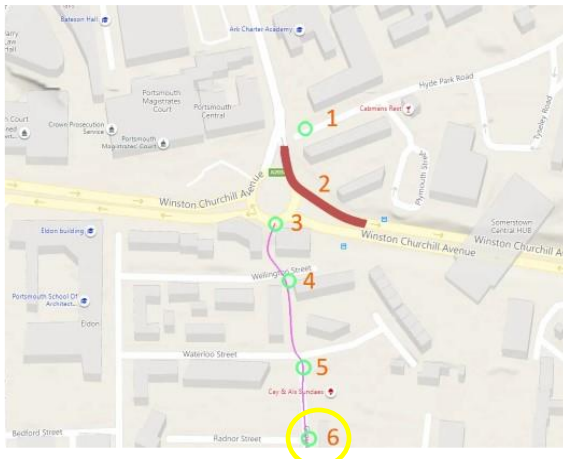


Project	Description	Reasoning
<p>5. Cycle route signage on Grosvenor St and Green Rd</p>	<p>Installing signage to create a cycle route connecting the south of the city to the east-west corridor and the City Centre.</p>	<p>This road has limited motor traffic and actively limits speed through use of speed cushions. It could therefore be used to extend the cycle route with minimal changes to infrastructure.</p>



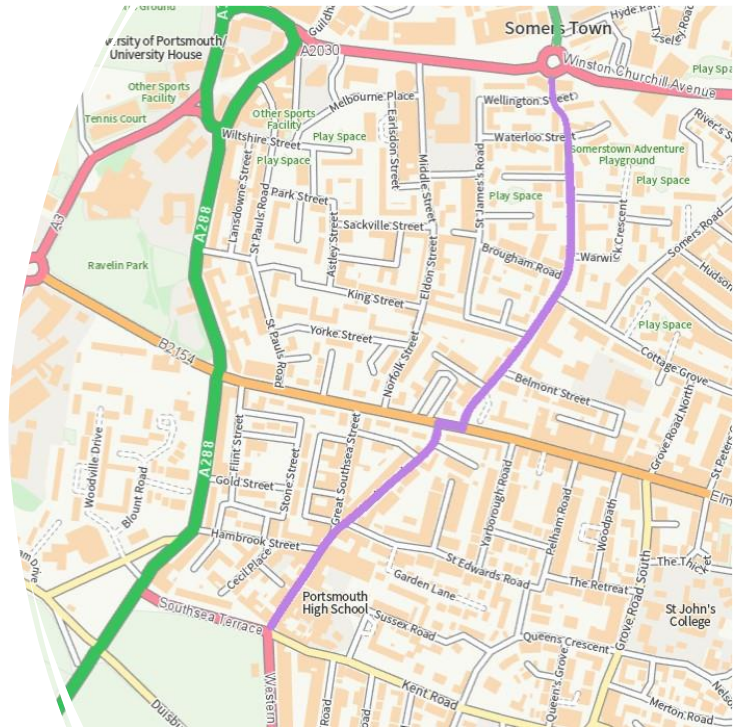


Project	Description	Reasoning
<p>6. Potential to extend the cycling route from Green Rd to Castle Road and Clarence Pier</p>	<p>Extend the north-south cycle route from Green Rd to Castle Rd and Clarence Pier using signage and minor improvements.</p>	<p>The successful restriction of motor traffic on Castle Rd provides an opportunity to extend the cycle route further south. This could then be further extended to Clarence Pier across the common and Duisburg Way.</p>



Potential for an extended north-south route

- The successful restriction of motor traffic on Castle Rd provides an opportunity to extend the cycle route further south. This could then be further extended to Clarence Pier across the common and Duisburg Way.
- This extended route will require additional work and may be beyond the scope and budget of the Active Travel Improvements.
- It however demonstrates the potential for our improvements to benefit the wider active travel network.



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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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:

Active Travel

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

Active Travel Improvements

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 implement small scale improvements to improve active travel in the city. Primarily to complement and improve access to the East West Active Travel Corridor (EWATC).

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?

Internal consultation has been conducted. External consultation will be conducted with local residents and stakeholders once the designs have been drafted.

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 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?

Speeding, driving on the pavement, obstruction and other driving offences will be reduced through the installation of active travel infrastructure.

How will you measure/check the impact of your proposal?
Speed and accident data will be monitored to assess and review the scheme.

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 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 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?

Active travel greatly improves both physical and mental health. This is through the direct and immediate benefit of physical exercise; which reduces rates of obesity and other chronic health conditions caused by inactivity. Physical exercise also benefits mental health and is increasingly being prescribed by GPs to improve mental health. Active travel also indirectly improves mental health by increasing social connectivity, resilience and a sense of community.

Longer-term and city-wide benefits from active travel include the reduction of motor traffic. The abundance of motor vehicle travel in a condensed city like Portsmouth has a range of damaging impacts. This includes the dangerous levels of air pollution and road traffic collisions and casualties.

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

Benefits will be measured by tracking the rates of active travel in the neighbourhoods and across the city. Near miss reports and local community feedback will also be used to ensure that active travel is more pleasant and attractive for residents.

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 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?

There is a direct correlation between income and car ownership; the greater a household's income the more cars they are likely to own, whereas the vast majority of low income households do not own a car. Therefore, improving the safety and experience of active travel will greatly benefit those on lower incomes.

How are you going to measure/check the impact of your proposal?
Near miss reports and local community feedback will also be used to ensure that active travel is more pleasant and attractive for residents.

A - Communities and safety	Yes	No
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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 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?

The project will have no impact on the protected characteristics.

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

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 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?

By improving the safety and attractiveness of active travel we will maintain and increase our levels of non-motor vehicle transportation in the city. Over 35% over the city's carbon emissions come from transport, and the level of emissions has remained flat for the last 10 years. Consequently, active travel is one of the most effective ways to reduce carbon emissions.

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

The progress will be measured using the data released by the Department for Business, Energy & Industrial Strategy (BEIS).

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 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?

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?

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 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?

Portsmouth is a condensed city with an abundance of concrete. The majority of street space is dedicated to cars and their storage. By making active travel an attractive alternative to driving and car ownership, more space will be available for greenery instead of concrete and tarmac. Increased greening would allow for greater flood water run off and mitigation from heat waves.

How are you going to measure/check the impact of your proposal?
Measuring the rate of household car ownership through the National Census.

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 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?

N/A

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 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?

Similar to reducing carbon emissions the reduction of motor traffic will also reduce air pollution. However, the transition to electric cars and vans will not completely remove damaging particulates caused by driving. Components like tyres and brake pads, on electric cars and vans, will continue to produce particulates and worsen air quality. Therefore, encouraging active travel will provide long-term and sustainable improvements to air quality.

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

Air quality will not be directly measured as a result of this project. However car use, and traffic based carbon emissions, will be measured through the BEIS reports and usage statistics.

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 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?

Active travel will be encouraged and facilitated by providing a safer route for pedestrians and cyclists.

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

This will be measured by reviewing annual road usage statistics and the amount of car accidents, pedestrians or cyclists which are killed or seriously injured along the route.

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 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?

N/A

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 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?

By improving active travel more opportunities will be facilitated for community based interaction. This could lead to more community events like street parties and play streets. Active travel in itself also directly contributes to the city's cultural value. The city has a long history of cycling and cycling clubs. Active travel modes like roller skating and skateboarding have a strong and positive cultural impact on the city. This is especially valued by young people, and the creative community, that are less likely to participate in traditional culture and sport.

How are you going to measure/check the impact of your proposal?
This can be assessed by measuring active travel access to green space and cultural events in the city.

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 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?

Young people, and those on lower incomes, are more likely to rely on active transport to travel to work, school, college and university. Improving active travel will allow those that rely on active transport to travel longer distances more safely to attend employment and training.

How are you going to measure/check the impact of your proposal?
How safe, popular and effective active travel is for young people and those on low-incomes. This will primarily be achieved by

measuring rates of walking and cycling in the city by age group.

C - Regeneration of our city

Yes

No

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 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?

Providing safer routes for sustainable and active travel, over solely providing for motor traffic and storage, will contribute to the vibrancy of the city. Large retail parks and superstores on the outskirts of the city, which are not serviced by public transport, may be impacted by reduced custom. However, providing safer infrastructure for walking and cycling will encourage residents to spend more time on their local high street and shop at local businesses.

Employers, and employees, are increasingly considering the 'liveability' of an area when deciding where to base their company and workers. Liveability reports, for example by The Economist, frequently rank cities with safe and pleasant active travel environments highly. Improving active travel will therefore make the city more attractive to both businesses and workers.

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

This can be measured by travel surveys and/or broader city-wide travel data.

Q8 - Who was involved in the Integrated impact assessment?

Tristan Thorn

This IIA has been approved by: Michelle Love

Contact number: 9283 4889

Date: 16/09/21

Agenda Item 4



Portsmouth
CITY COUNCIL

Title of meeting: Traffic and Transportation Decision Meeting

Date of meeting: Thursday 2 December 2021

Subject: Speed and Casualty Reduction Measures 2021/22 budget

Report by: Pam Turton - Assistant Director Transport

Wards affected:

Key decision: No

Full Council decision: No

1. Purpose of report:

1.1 To consider the locations suggested for infrastructure improvements as part of the Casualty & Speed Reduction LTP 2021/22 programme.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

2.1 Approves the proposed spend from the Casualty & Speed Reduction Measures budget of £150,000 on the following schemes:

- Elm Grove / Grove Road junction (£40,000);
- Visibility and awareness treatments (£100,000);
- Speed surveys (£10,000)

3. Background

3.1 The aims of the Portsmouth City Council road safety program are as follows:

- To reduce the risks presented to all road users, especially those identified as being most vulnerable through the analysis of available data
- To reduce the number of casualties resulting from accidents
- To increase confidence for vulnerable users in utilising the city's infrastructure, encouraging sustainable and active modes
- To support and contribute to the objectives outlined in LTP4

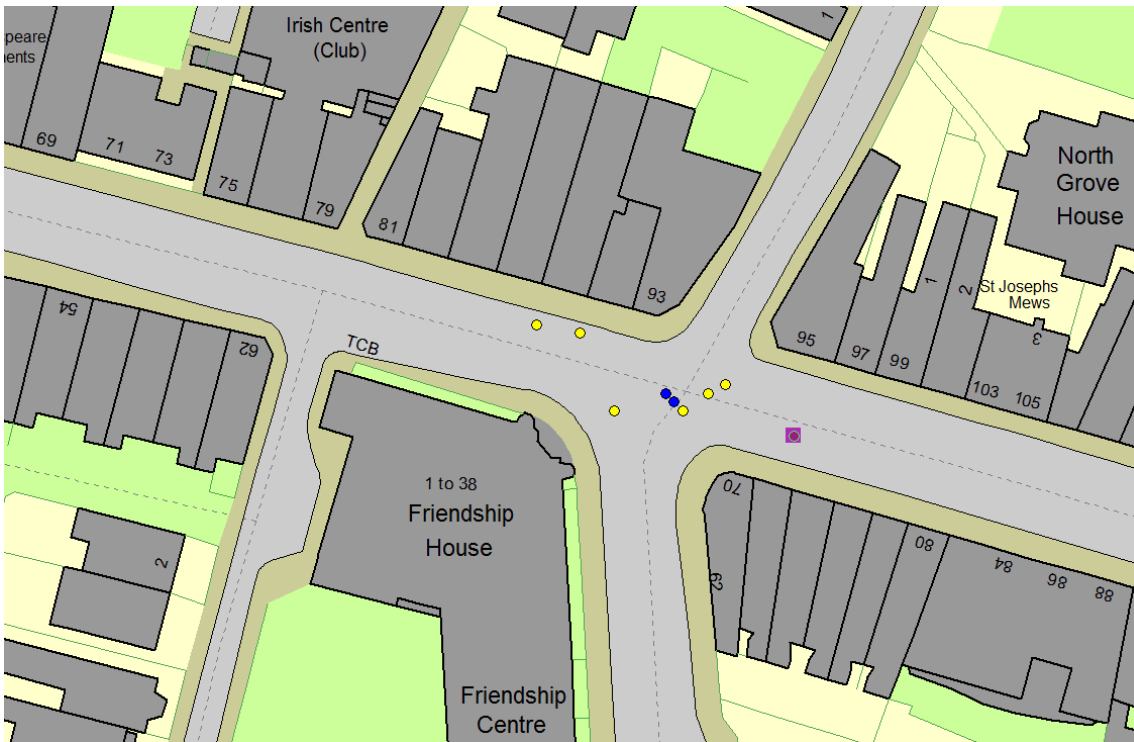


- 3.2 Analysts within the PCC Transport team have been using data collected from the following sources to pinpoint locations in the city where there is a high risk of accidents occurring or re-occurring in the future:
- Hampshire Constabulary accident data
 - Automated 7 day speed surveys
 - Automated 7 day traffic counts
- 3.3 Local authorities have various statutory duties under Section 39 of the Road Traffic Act 1988 related to road safety, including taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians. Casualty reduction can be achieved when an accident or problem, borne out by a treatable pattern, grouping, or common causation of accidents is identified.
- 3.4 The Casualty & Speed Reduction Measures budget allocated within the LTP 3 funding 2021-22 will address those statutory duties.

4. Reasons for recommendations

Junction of Elm Grove and Grove Road North/South

- 4.1 Following the accident report for 2019/20 (Appendix I), the analytics team undertook a 'deep dive' into accident hotspots in the city, to enable the Safer Travel team to pinpoint sites where there is a high risk of accidents occurring / recurring (see Appendix II). This analysis showed that the junction of Elm Grove and Grove Road North/South (cluster 13) has had 9 accidents in 2019 and 2020 alone, all within a 30m² area. Of the 9 recorded casualties, 2 were pedestrian and 5 were cyclists; a higher proportion of vulnerable road users than is typical at similar sites. The site was subsequently named as the no.1 priority site for intervention, out of the 13 listed in the report (Appendix II, p. 15 table 1)
- 4.2 The factors contributing most frequently to the recorded incidents include:
- Poor turn or manoeuvre (3)
 - Failed to look properly (4)



- 4.4 A key behaviour displayed at this site is a motor vehicle turning right or left across the path of a cyclist, either oncoming or alongside. Early release cycle signals have been installed on 3 of the 4 arms of the junction - improved access to the advance stop lines could enable cyclists to enter the junction ahead of other traffic and move safely away.
- 4.5 Engineered solutions to the issue could include additional signage, high friction surfacing and/or the segregation or enforcement of the existing lead in lanes.

Visibility & awareness treatments

- 4.7 Analysis of accident hot spots (Appendix I, p.20) has shown that failed to look properly is the most frequent cited cause of collisions in the city. Failure to judge another's speed or poor turn/manoeuvre are also frequently cited; these factors are more commonly associated with poor visibility or lack of awareness or concentration on the part of the driver or rider, than with speeds significantly higher than the given limit.

Recent speed survey data collected has indicated a number of sites which have low level speeding issues with no accompanying pattern of casualties. Sites like these across the city would benefit from an entry level intervention to encourage all road users to concentrate more on their surroundings, slow down approaching junctions and be generally more mindful of other users. Potential 'light touch' measures recommended at sites like these could include

additional lining and signage, or in some cases the installation of vehicle activated signs (VAS). These locations would then be subject to further monitoring of speed and casualty data; any indication that a speeding issue is unresolved or has escalated would result in the site being recommended for a more significant engineered intervention.

4.8 It is recommended that the following criteria should be met at the selection stage

- A pattern of speeding that has been confirmed by a 7 day automated speed survey
- No corresponding pattern of casualties attributable to 'excessive speed'
- Speed limit is 20mph or 30mph

4.9 Packaging up works for numerous locations, particularly those requiring lining or high friction surfacing will achieve the best value for money. Sites to be considered include:

- Magdalen Road
- Winter Road / Devonshire Avenue junction
- Lower Farlington Road
- Milton Road/Copnor Road

Other sites will be prioritised as more survey data is collected and analysed.

Speed survey budget

4.10 A fixed budget for automated 7 day speed surveys is required to support the work of the Safer Travel team, as well as colleagues across the Regeneration directorate. PCC have recently begun working alongside partners at Hampshire CC to deliver consistent and usable speed data from sites across the city. Undertaking the work in batches of 10+ and utilising the survey team at Hampshire ensures the best value for money, and will enable a greater number of sites across the city to be surveyed each year.

4.11 Concerns about speeding are frequently raised by members of the public and elected members; the Safer Travel team maintain a list of survey requests. It is essential that operational decision making is based on up to date data, and that sites being considered for intervention are prioritised against other locations using comparable data.

4.12 Survey data is also required to monitor and evaluate infrastructure schemes, which will ensure that effective measures are refined over time and best practice is developed.

5. Integrated impact assessment

5.1 A full integrated impact assessment is included with this report

6. Legal implications

6.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its 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.

6.2 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. Director of Finance's comments

7.1 The cost of these schemes is £150,000 and will be funded from the 2021/22 Local Transport Plan (LTP) allocation in the approved capital programme.

7.2 The cost will cover the design, construction works and a commuted sum associated with the scheme.

.....
Signed by:
Assistant Director of Transport

Appendices:

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
Accident and casualty report 2020	W:\TES\TP\Data Analysis\Data reports\Accident Report

Accident and casualty report - deep dive analysis	W:\TES\TP\LTP\Schemes Information\LTP 21-22 schemes\6) Casualty & Speed Reduction 2021-22\Background research
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The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Signed by:

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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:

Safer Travel

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

Portsmouth City Council Casualty & Speed Reduction LTP 21/22

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 reduce the risks presented to all road users, especially those identified as being most vulnerable through the analysis of available data
- To reduce the number of casualties resulting from accidents
- To increase confidence for vulnerable users in utilising the city's infrastructure, encouraging

sustainable and active modes

- To support and contribute to the objectives outlined in LTP4

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?

No consultation has yet been undertaken - consultation will be undertaken as part of any formal TRO process required to facilitate the proposed changes

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 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?

The changes implemented at high risk locations in the city will reduce the likelihood of motorists driving at speeds in excess of the legal limit, increase awareness of all road users, improve visibility and reduce the potential for traffic collisions along the route.

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

Accident data and feedback from stakeholders, can be monitored post scheme implementation.

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 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?

There are no negative impacts that will result from increasing safety outcomes on the transport network, creating safer places to cross for vulnerable pedestrians and reduced speeds driven along the route. Increased route safety can in turn improve the quality of the homes in the vicinity and provide alternative travel options for residents who do not wish to utilise public or private motorised transport.

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

All schemes will have casualty data and automated speed survey data (including traffic counts) monitored before and after implementation.

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 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?

By reducing risk and increasing confidence in the transport network, we will support residents who wish to make the switch towards active modes of travel. Active travel, contributes to key public health outcomes including improved activity levels and reducing the number of residents leading sedentary lifestyles. The social and physical impacts of increased active travel and better safety outcomes on the travel network will contribute to improved mental and physical health.

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

Monitoring and reducing accidents along the route, and facilitating levels of safer active travel, in turn could lead to greater physical and mental health, and safety within the city.

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 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?

Improving active travel will benefit low-income households by providing a safer range of affordable travel options.

How are you going to measure/check the impact of your proposal?
This will be checked by measuring the uptake in active and sustainable travel.

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 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?

The project will have no impact on the protected characteristics, and have a positive impact providing safer routes and crossing points for vulnerable pedestrians, wheelchair users and make the active travel network more accessible to disabled and less mobile users.

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

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 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 project may encourage greater incidence of safer, active travel, which may in turn reduce dependence on motorised vehicle travel, thereby reducing carbon emissions.

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

User surveys, automated traffic counts and speed surveys pre and post installation

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 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?

Greater and safer active travel will reduce reliance on motorised travel, and associated energy consumption.

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

Counts of all modes of transport pre and post installation in order to document any switch to active modes; survey of stakeholders before and after.

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 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?

Carbon induced climate change is directly linked to the increased threat of flooding in the city. Greater active travel, encouraged by safer crossing points, reduced driving speed and greater safety along the route, would reduce the city's carbon emissions will help to negate further long-term threats from flooding.

How are you going to measure/check the impact of your proposal?
The measures will be based on reported carbon emissions from the BEIS report.

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 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?

N/A

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 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?

By encouraging safer walking and cycling the city's motor based traffic will be reduced, and consequently the air quality will be improved.

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

Air quality will not be directly measured as a result of this project. However car use, and usage of alternative modes will be measured

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 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?

Measures proposed within this budget will achieve the following:

Reduction in motorised traffic speeds

Increased awareness among road users and reduced risk of collision by improving behaviours at key sites

Reallocation of road space to active modes

Improved accessibility for vulnerable road users - shorter crossing distances, safer cycle lanes

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

This will be measured by reviewing annual road usage statistics and the amount of car accidents, pedestrians or cyclists which are

killed or seriously injured along the routes. Stakeholders in the area will be surveyed to assess whether attitudes towards active modes have been improved by the proposed changes

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 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?

N/A

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 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?

By creating a safer transport network that prioritises pedestrians and cyclists, more opportunities will be facilitated for community based interaction, creating space for communities to utilise their environment in a safer and more confident way. This in turn may help to encourage local events and community driven culture, with schools as social hubs within the wider community.

How are you going to measure/check the impact of your proposal?
Attitude surveys of residents and parents before and after implementation

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 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 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?

Providing a safer travel network that prioritises sustainable, active travel, over solely providing car dominated space, will contribute to the vibrancy of the city. Large retail parks and superstores on the outskirts of the city, which are not serviced by public transport, may be impacted by reduced custom. Providing safer infrastructure for walking and cycling will encourage residents to spend more time on their local high street and shop at local businesses.

The low carbon economy has been identified as a growth opportunity for the UK and is forecast to grow from 2% of the UK's total output today to 13% by 2050. Pursuing low-carbon growth and industry will encourage manufacturing, engineering and economic growth in the city.

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

This can be measured by attitude surveys and/or broader city-wide travel data. Economic growth in the low-carbon sector can also be reviewed.

Q8 - Who was involved in the Integrated impact assessment?

Joanna Hamment

This IIA has been approved by: Michelle Love

Contact number: ext 4889

Date: October 2021

Agenda Item 5



Title of meeting: Traffic and Transportation Decision Meeting

Date of meeting: 2 December 2021

Subject: On-Street Residential Chargepoint Scheme - Phase 1 end of trial review

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Central Southsea, Copnor, Drayton & Farlington, Eastney & Craneswater, Fratton, Hilsea, Milton, Nelson, St Jude, St Thomas.

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To provide an end of trial review on the first phase of the On-Street Residential Chargepoint Scheme (ORCS) and recommendations for next steps.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1. **Approves the extension of the current contract with ubitricity for a period of up to three years) from expiry of the existing contract on 5 March 2022, with authority delegated to the Director of Regeneration to finalise the details of any changes to current terms working closely with finance, procurement and legal;**
- 2.2. **Approves that the chargepoint infrastructure, which has been identified with current low usage, should be the subject of marketing and promotional activity with a review in six months to determine their future.**

3. Background

- 3.1. In October 2021 a new Portsmouth Transport Strategy (Local Transport Plan 4) was adopted by Full Council¹, setting out the strategic direction for all forms of

¹ <https://travel.portsmouth.gov.uk/wp-content/uploads/2021/10/Local-Transport-Plan-2021.pdf>

transport in the city over the next seventeen years. One of the strategic objectives of this forward-thinking strategy is to Deliver Cleaner Air and Policy B - Support infrastructure for alternatively fuelled vehicles - demonstrating the need and ambition for delivering electric vehicle (EV) infrastructure.

- 3.2. EV infrastructure provision supports the vision of Imagine Portsmouth² and having a city with easy travel - providing EV infrastructure at residents' homes allows them to conveniently charge their vehicles overnight.
- 3.3. The need to deliver infrastructure for lower emission and zero tailpipe emissions, as outlined in the Portsmouth Transport Strategy is urgent. Air pollution continues to be the largest risk to environmental health in the UK. Epidemiological studies have shown that long- term exposure to air pollution reduces life expectancy and exasperates pre-existing conditions such as respiratory and cardiovascular diseases. In Portsmouth in 2018, around 117 premature deaths were attributable to particulate air pollution³.
- 3.4. Due to ongoing high concentrations of nitrogen dioxide Portsmouth City Council (PCC) has been issued with ministerial directions from central government requiring the authority to take measures to bring air pollution to within legal limits in the shortest possible time. The targeted feasibility study carried out, outlined a combination of measures, which would bring forward compliance, one of which was the rollout of electric vehicle charging points.
- 3.5. Furthermore, the UK government recently released a new 'Transport decarbonisation plan' in July 2021⁴. The plan aims to phase out the sale of new diesel and petrol cars by 2030 (as previously published in a delivery plan setting out key milestones in 2021)⁵. and encourages the uptake of electric vehicles (EV) to meet the demand for the users of the UKs charging infrastructure network and to be on a pathway to achieving net zero emissions from the UK car fleet. As also detailed in the governments 'Ten Point Plan for a Green Industrial Revolution', supporting point 4, which is to accelerate the shift to zero emission for vehicles.
- 3.6. To facilitate the progress in the UK's charging infrastructure and improvement towards air quality, the Office for Zero Emission Vehicles (OZEV) formerly known as the Office for Low Emission Vehicles (OLEV), awarded Portsmouth £100K funding towards 75% of the costs to install 36 chargepoints in residential areas through their On-street Residential Chargepoint Scheme (ORCS). OZEV created the fund specifically for residential areas that do not benefit from off-street parking, to enable residents to charge their electric vehicles close to their home, with the purpose of increasing uptake in electric vehicle use. The grant

² <https://imagineportsmouth.co.uk/>

³ <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/>

⁴ <https://www.gov.uk/government/publications/transport-decarbonisation-plan>

⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/936567/10_POINT_PLAN_BOOKLET.pdf

funding requires the chargepoints to remain in place for a period of three years until the 5th March 2022.

- 3.7. Building upon Phase 1 of Portsmouth's ORCS, Phase 2 will see a further 62 chargepoints installed in residential areas in winter 2021. These are being delivered with the supplier Joju due to the length in time required to resolve contractual issues with ubitricity at that time.
- 3.8. Residents will be able to use both supplier's charge points as both use standard UK type 2 cables. Type 2 charging cables are the European-standard-plug type used by every new electric car to plug into home wall boxes and most public car chargers. Users would need to access the specific chargepoint following the instructions on the chargepoint.
- 3.9. A further bid for OZEV funding for around 120 chargepoints is being developed for a phase 3 of the scheme. These additional phases are based on residential demand, and the need to continue EV infrastructure roll-out to meet the demand and provide for residents who do not have the benefit of off-street EV charging at home.
- 3.10. Approximately ten rapid chargers for taxis and private hire vehicles (PHVs) are also planned to be installed in early 2022 as approved at Cabinet on 2 November 2021⁶.
- 3.11. Early investigations are underway for the provision of electric vehicle charging infrastructure in council owned off-street car parks following the trial of fast 7kw chargepoints in three pay and display car parks in the city.

4. Portsmouth ORCS Phase 1

- 4.1. All chargepoint locations were selected based on resident requests with differing electric vehicle ownership status. Some residents already owned EVs, some were planning to purchase one as soon as the infrastructure was in place and others would take longer but within the timeframe of the trial from the 5th March 2019 to the 5th March 2022.
- 4.2. The solution brought forward by Portsmouth City Council utilised lamp column electricity supply with the benefits of this solution including:
 - Lower purchase and installation costs than free standing charge points
 - Minimal street clutter and more aesthetically pleasing than other solutions
 - No noise emission from the chargepoint

⁶ [Agenda for Cabinet on Tuesday, 2nd November, 2021, 12.00 pm Portsmouth City Council](#)

- Lamp column charge points are easily removed and relocated, should the demand change within the existing area.
- 4.3. The spare capacity within the lamp column electricity supply allows for the chargepoints to provide approximately 5.5kw of electricity for which an average charge cycle for a battery electric vehicle could be expected in six hours (compared to three to four hours for fast or 30 minutes for rapid chargers). Charging times for plugin hybrid vehicles will be less, as the battery size is smaller. With this lower power output, the chargepoints are ideal for residential overnight charging.
 - 4.4. The lamp column solution with a lower power output and its current amperage only allows for single chargepoints. It is not currently possible for two vehicles to be plugged in at any one time to distribute multiple charges from one charge point.
 - 4.5. At the meeting of the Cabinet Member for Traffic and Transportation on 23rd November 2017⁷, it was approved for designated parking bays to accompany electric vehicle charging infrastructure to ensure that EV users could access the chargepoints.
 - 4.6. At the time of installation, not all bays were marked with designated parking bays on the road, as not all requesting residents had purchased their electric vehicle.
 - 4.7. The trial has provided chargepoints for both existing EV owners and those with existing plans to convert. It is also thought that there are some residents who never considered an electric vehicle a viable option due to lack of charging infrastructure but found it became an option once infrastructure was installed in their neighbourhood.
 - 4.8. On the 24th of January 2019 Traffic & Transportation meeting⁸, approval was given for the installation of charge points. These were installed in March 2019, and a list of locations is provided in Appendix A.
 - 4.9. Usage of the chargepoints is monitored across the three-year trial period with the back-office system providing time and duration of both plug in and charging activity and energy consumed at each location. This enables us to understand the utilisation of the chargepoints. It is hoped that installation of electric vehicle charging points will encourage and enable local residents to make the change from their regular petrol or diesel vehicle.

⁷ [https://democracy.portsmouth.gov.uk/documents/s17025/Designated Parking Bays.pdf](https://democracy.portsmouth.gov.uk/documents/s17025/Designated%20Parking%20Bays.pdf)

⁸ <https://democracy.portsmouth.gov.uk/documents/s21455/Electric%20Vehicles%20on-street%20residential%20chargepoint%20scheme%20-%20TRO%20120%202018%20report.pdf>

- 4.10. The data shows overall high usage of charging infrastructure demonstrating the success of the scheme, which at the time of writing this report had seen 31 full months of operation. Usage statistics are outlined in section five of the report.
- 4.11. The contract with ubitricity for the three-year trial expires on 5th March 2022 and can be extended for up to three years on the same terms and conditions.
- 4.12. In November 2019 Portsmouth City Council were nationally recognised for the scheme winning the E-Mobility progress award in the TRANStech Awards, demonstrating it is innovation and trailblazing approach to electric vehicle charging solutions with the only, pay as you go, lamp-column based on-street resident charging solution, benefitting from designated parking pays.
- 4.13. Scheme improvements which have been made are:
- Bay marking size was increased to accommodate larger electric vehicles.
 - Supplier customer service improvements have been made and will continue to be reviewed.
- 4.14. Scheme improvements that could be considered in the future include:
- Marketing and promotion of low usage sites.
 - All aspects of ad-hoc maintenance issues and procedures should be more clearly set out and reviewed.

5. Usage data

- 5.1. The following section outlines the usage data to date. Tables 1 and 2 show the number of charges and kwh of energy consumption respectively since the installation of the first phase in March 2019. It can be seen there has been a monthly increase until the National Lockdown where levels decrease from March 2020. Following the lifting of restrictions monthly levels in 2021 have increased again with most recent data in September 2021 showing a 24% increase in charges, and 35% increase in kwh of energy used from the previous month of August 2021.

Table 1. Combined total number of charges per month from 2019-2022

	2019/20	2020/21	2021/22	% increase in no. of charges from 2019/20-2021/22
Month	No. of charges	No. of charges	No. of charges	
March	*	384	486	*
April	123	125	530	331%
May	235	241	572	143%
June	254	260	532	109%
July	300	353	562	87%
August	320	374	578	81%
September	301	398	729	142%
October	355	440	741	109%
November	429	384	-	-
December	419	491	-	-
January	465	430	-	-
February	429	378	-	-
Total	3630	4258	4730	

Table 2. Combined total kwh usage per month from 2019-2022

	2019/20	2020/21	2021/22	% Increase in kwh usage from 2019/20- 2021/22
%Month	kwh usage	kwh usage	kwh usage	
March	*	3,337	5,732	*
April	1,198	830	6,758	464%
May	2,066	1,880	7,804	278%
June	2,230	2,585	7,494	236%
July	2,995	3,770	7,958	166%
August	3,406	4,717	8,557	151%
September	3,112	5,537	11,806	279%
October	4,052	5,763	12,117	199%
November	4,674	4,751	-	-
December	4,266	6,372	-	-
January	4,421	5,124	-	-
February	4,732	4,152	-	-
TOTAL	37,152	48,818	68,226	

* Data was not available for March 2019 due to installations not completing until later in the month, data usage was captured from April onwards.

- 5.2. The data usage shows a continued increase in usage month on month demonstrating continued demand and uptake of residential EV charging in Portsmouth.
- 5.3. The chargepoints can be categorised in four ways;
- High occupancy and high energy consumption - these are the most critical chargepoints often used by high mileage drivers
 - Low occupancy and high energy consumption - these are often used by high mileage drivers
 - High occupancy and low energy consumption - these charge points have cars plugged in much longer than necessary (overstaying)
 - Low occupancy and low energy consumption - these show areas with low demand, with no or few EVs
- 5.4. Figures 1 and 2 below show the top usage sites from the trial. All sites are broken down individually for the number of total charges and total energy consumed (kwh) used in Appendix B.

Figure 1 - top five locations for total energy consumed (kwh) over the three trial years to date

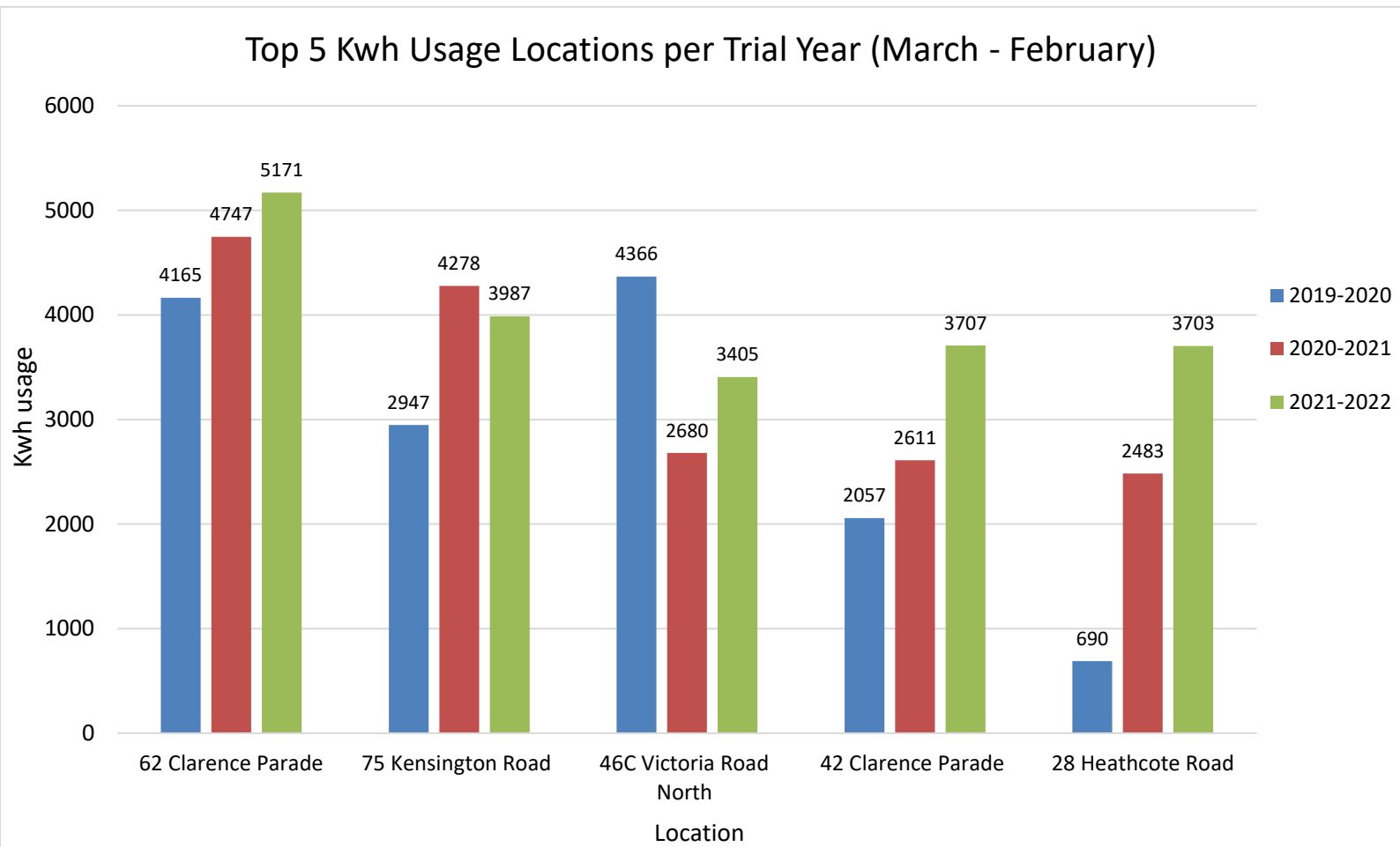
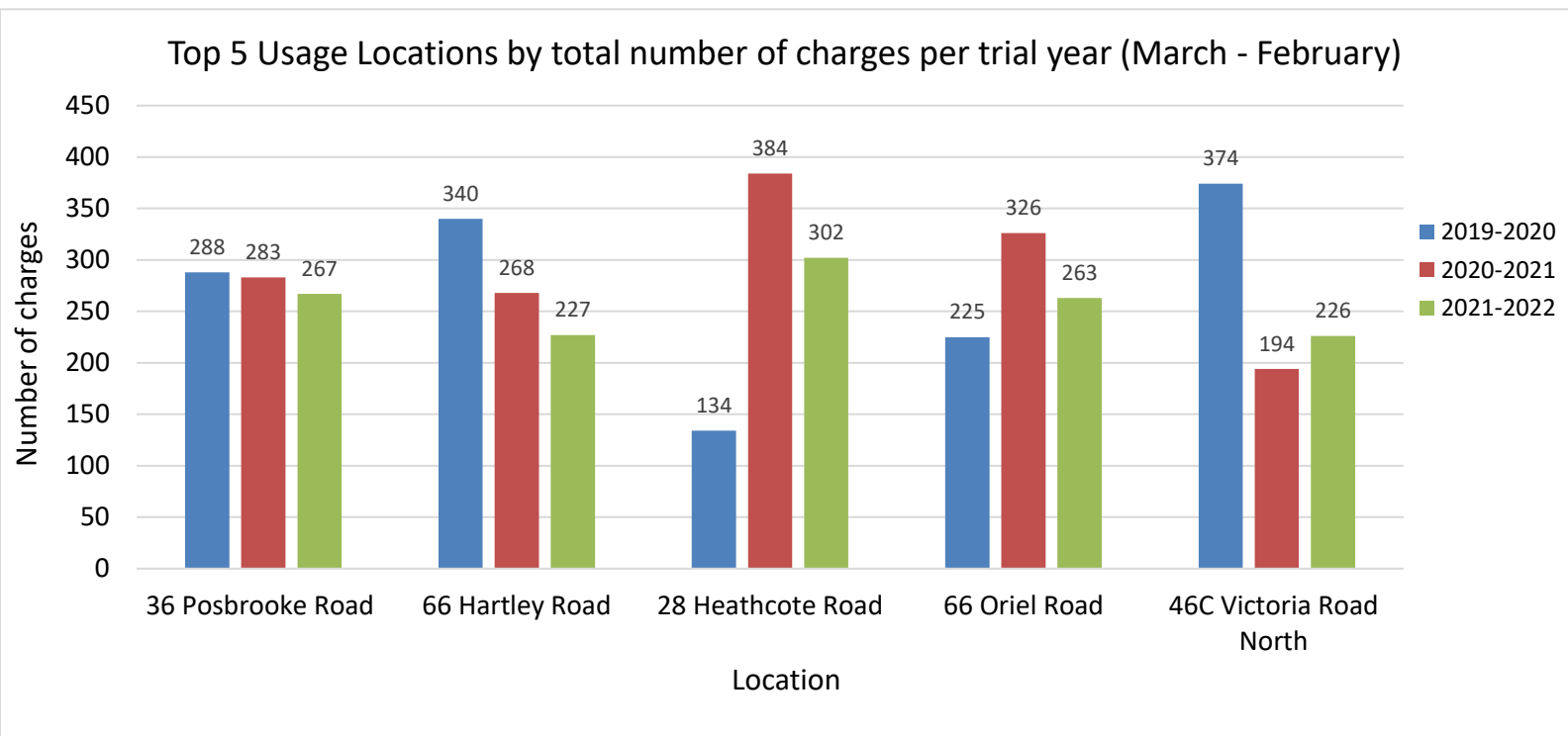


Figure 2 - top five locations for number of charges over the three trial years to date



- 5.5. From Figure 1 it can be seen that the site with the highest level of energy consumption is 62 Clarence Parade with a total of 14,083 kwh used over the trial to date. Furthermore, 4 out of 5 sites have surpassed their energy consumption total from the previous trial year, which either shows that existing EVs in these areas are driving more miles and needing higher levels of charging, or there has been an increase in the number of EVs in these areas.
- 5.6. From Figure 2 it can be seen that to date, over the three-year trial period, 28 Heathcote Road has seen the greatest number of charging events in one trial year receiving 384 in 2020-2021. Heathcote Road continues this trend of having the highest number of charges in the current trial year of 2021-2022 with 302 charges. However, in trial year 2021-2022 there is a greater equal distribution of number of charges for the top five locations with the second highest number of chargepoints being 36 Posbrooke Road with 267 charges.
- 5.7. Figure 2 shows, for 2021-2022, there is already one site (46C Victoria Road North) which has surpassed their total number of charges for 2021-2022 with those from 2020-2021. Furthermore, 66 Oriel Road, 66 Hartley Road and 36 Posbrooke Road are both looking likely to surpass their total number of charges from 2020-2021 in 2021-2022. Albeit there were national lockdowns in 2020-2021, this data does show that more EVs are being charged or existing ones are being charged more frequently, which shows an improved utilisation year on year.

- 5.8. By comparison of Figure 1 energy consumed and Figure 2 number of charging events, you can see that only two sites appear in both, thus demonstrating that there is a level of overstay with vehicles recording a charge event through plugging in their vehicles without always drawing much electricity.
- 5.9. Overall, the most utilised and effective charge point over the trial scheme has been 46C Victoria Road North, as it lies within the top 5 locations both for number of charges and energy consumed, this demonstrates likely high mileage drivers in this area and a chargepoint which is most critical for residents' use. In comparison, it has seen 3575Kwh extra usage to 28 Heathcote Road, which also appears in the top 5 locations for number of charges and energy consumed.

Figure 3 - Bottom five locations for total energy consumed (kwh) over the three trial years to date

Bottom 5 Usage Locations by total Kwh Usage per Trial Year (March - February)

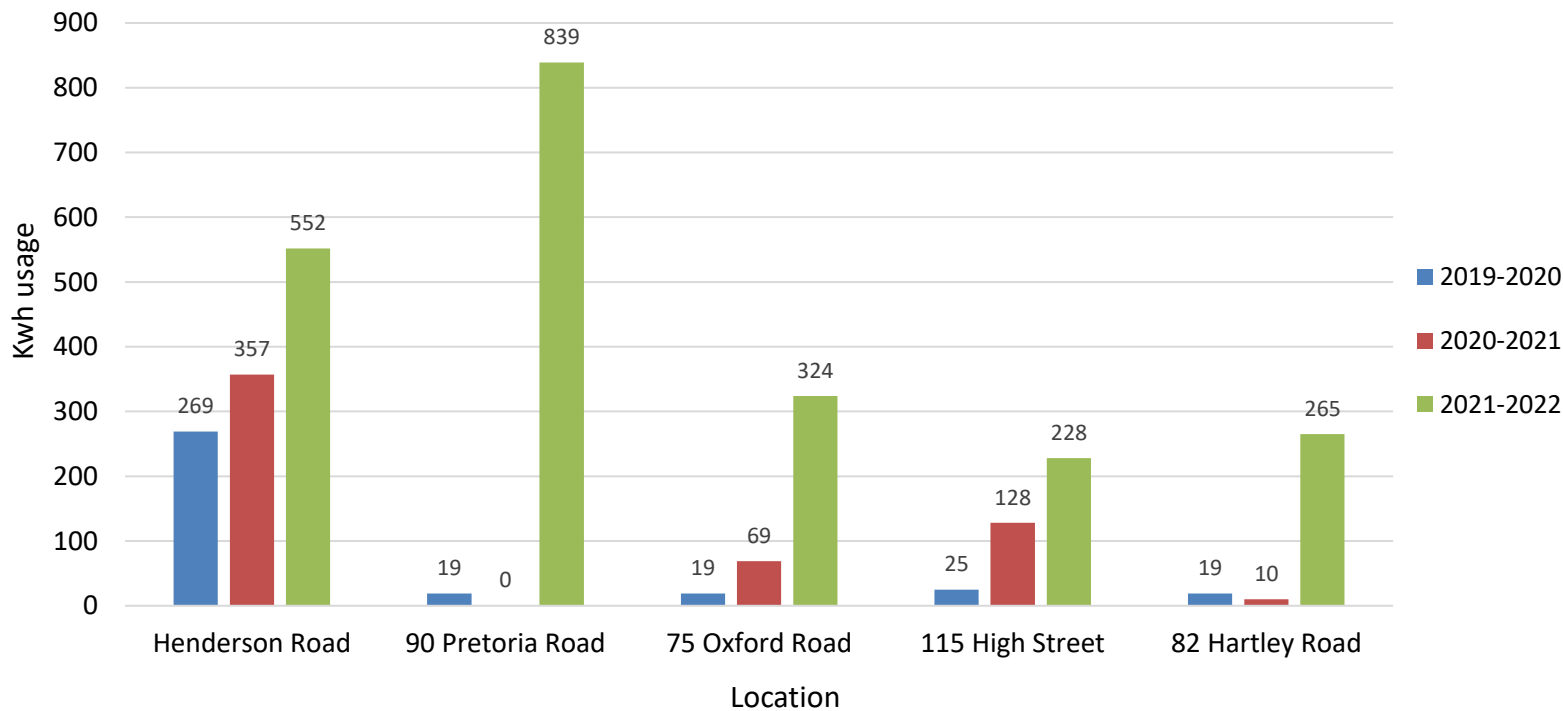
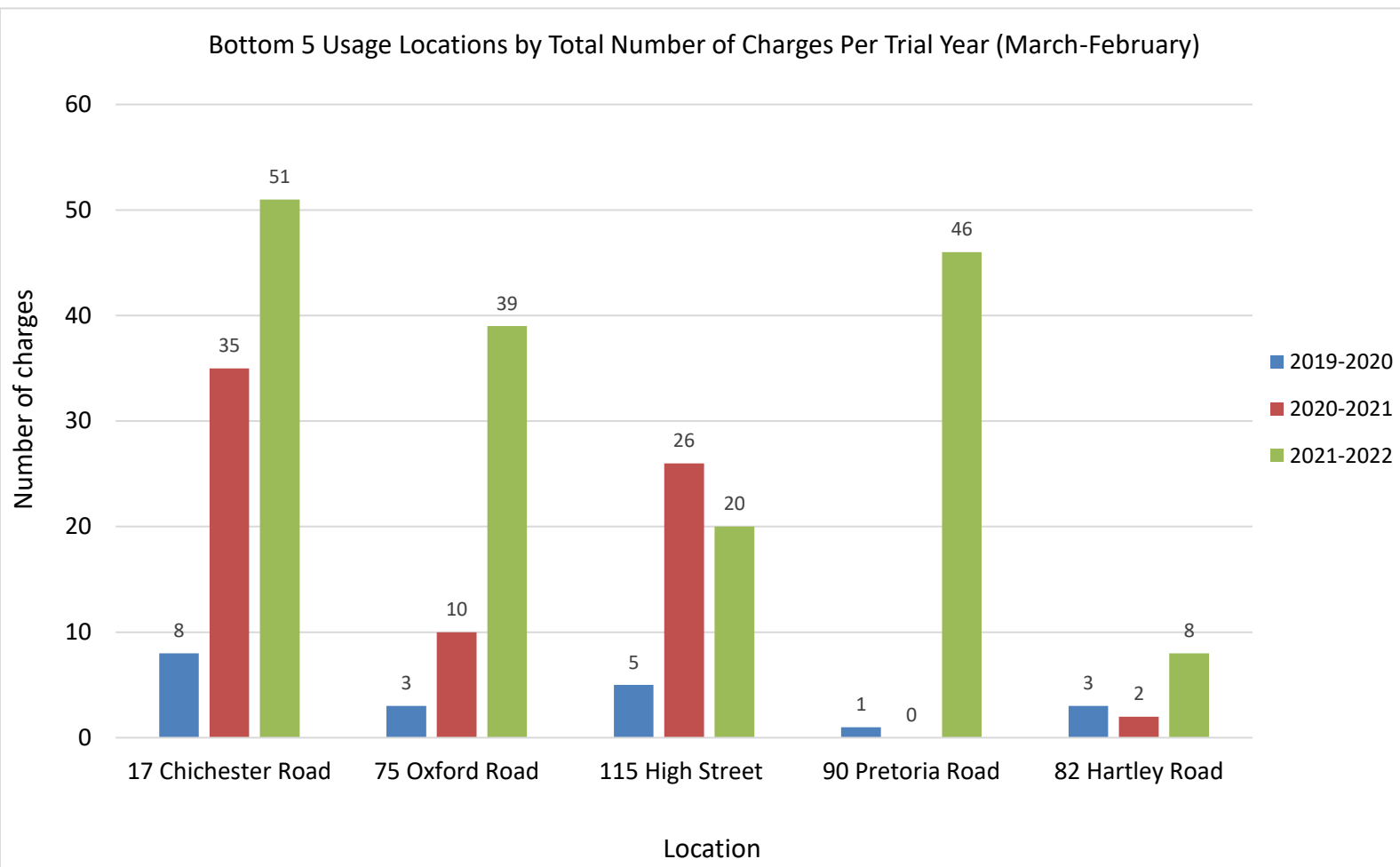


Figure 4 - bottom five locations for number of charges over the three years to date



5.10. Reviewing the data from Figure 4, 82 Hartley Road has the lowest number of overall charges over the three trial years so far (13). This may have been caused because of the exclusion of a designated parking bay which was not put in place due to no residents purchasing an EV or requiring the chargepoint parking bay to be marked out (at the time of writing this report), which has made accessing it difficult. Pretoria Road and 102 Oriel Road parking bays were not marked until February 2021 following resident requests. Other locations in the trial were not all marked at scheme launch but were subsequently when demand was identified through resident request. Furthermore, two locations also do not have their bays marked due to the chargers being accessed by residents with disabled bays. These locations are 58 Glencoe Road and 55 Warren Avenue with the chargepoint located at the end of the bay, so it can be accessed from the adjacent space by other users, although there has been no demand to mark a designated electric vehicle space in addition.

5.11. It is evident from Figure 4 that although the number of charges is low in comparison to other sites, four of the five sites have surpassed their total number of charges from the previous two trial years. This suggests usage for

2021-2022 is improving at these locations and supports our recommendation of promoting these low usage sites further, as there are residents who are using these charge points more frequently now, rather than relocating or removing the chargepoints.

- 5.12. Figure 3 highlights that the locations also found on Figure 4, have seen an increase in energy consumption in the latest trial year, which shows these chargepoints are becoming utilised more with overstaying less.
- 5.13. Appendix C shows the number of overstays (when a car has remained plugged in for more than an hour after charging has finished, during the day (when it would be reasonable for a resident to move their vehicle) from 8am to 8pm) against the number of full charges from the 2019 - 2021
- 5.14. From Appendix C (Figure 3), it is apparent that approximately half of the vehicles charging are overstaying during daytime hours (8am to 8pm) when it would be considered reasonable for a resident to move their vehicle if charging was complete.
- 5.15. In some locations where the resident is the only EV owner in the area, this approach to remaining parked in the EV bay avoids exacerbating existing parking congestion issues. It is noted that in the future there is likely to be an increase in EV take up and multiple residents may require access to some of these chargepoints. Each location with overstay issues will be investigated further and we will work with the residents to ensure there is equitable access to all chargepoints. If required financial disincentives to overstaying could be applied.

6. CO₂e (carbon dioxide equivalent) savings

- 6.1. Calculations have been made using the assumption that an average electric vehicle can travel approximately 4 miles (6.6 km) on 1Kwh of battery charge. It should be noted that there are a lot of variabilities in distance able to be travelled depending on many factors including vehicle type and journey type (local roads/ motorway).
- 6.2. Over the 3 trial years it has been calculated that approximately 122.7 tonnes of CO₂e has been saved by electric vehicles utilising the chargepoints broken down by years as follows;
 - Trial year 2019/20 = approx. 29.7 tonnes of CO₂e saved
 - Trial year 2020/21 = approx..38.4 tonnes of CO₂e saved
 - Trial year 2021/22 (to date) = approx. 54.6 tonnes of CO₂e saved

7. End of trial - options for consideration

7.1. Option 1: Extending the current contract with ubitricity

7.1.1 This option would see the current contract with ubitricity extended by up to 3 years.

7.1.2 The contract outlines that no later than three (3) months before the end of the Contract Period the parties may agree in writing to extend the Contract Period by a further period or periods of up to three (3) years (an "Extension") provided that the total Contract Period does not exceed six (6) years. Any such Extension shall be on the same terms and conditions and at the same rates as under this Contract save for any renegotiation of the Contract Price between the parties which shall be subject to the Public Contract Regulations and any other applicable Laws.

7.1.3 Whilst the contract must remain on largely the same terms following lessons learnt the following amendments should be considered.

- Tariffs

Due to change in legislation the smart cable solution, which was required at tender stage, is no longer essential and ubitricity are phasing this out in the UK. The promotional tariffs available through the smart cable will come to an end. ubitricity charge points can now be used via the Shell recharge app which means account-based billing is still possible and can be developed further to provide an alternative solution to PAY-G.

Any proposals to alter tariffs would need to be carefully considered. Joju are launching Phase 2 of the scheme in November and have committed to meeting the current ubitricity tariff rates to ensure equity for residents who are not then subjected to a post-code lottery in terms of rates paid. It is however noted that the energy market is currently in a challenging state and discussions with ubitricity on any change in existing tariffs would need to be undertaken as priority.

Currently PCC do not receive any revenue share from the chargepoints in order to keep the tariffs low for residents. Whilst this could be considered it is likely due to the current energy market situation this would remain the same in order to continue matching the current tariffs in the city.

- Servicing and maintenance

Annual servicing and electrical certification are currently undertaken by ubitricity at a cost of £100 per charge point per year, totalling £3,600 a year, from council revenue funds. This covers the necessary electrical safety checks and annual servicing of the equipment.

The chargepoints have been under warranty, for the duration of the trial, which expires at the end of the three-year trial.

Ad-hoc maintenance issues are dealt with on a case-by-case basis as they arise and paid for by the council. There is currently no detail of call out rates or other maintenance costs in the contract and this would need to be added in any contract extension to avoid any disputes as maintenance incidents arose.

Consideration should be made as to whether as the sole recipient of income ubitricity should meet in part or full the servicing and maintenance costs, however, it should also be considered that the tariffs for residents would likely be impacted in relation to this with either a plug-in fee applied or higher overall tariffs which would not align with Phase 2 pricing.

All aspects of ad-hoc maintenance issues and procedures should be more clearly set out and reviewed in any contract extension.

- Customer service

Supplier customer service improvements have been made and will continue to be reviewed.

The current contract does not include any key performance indicators (KPIs) in relation to customer service and as such potential KPI's may want to be discussed and added to the contract extension.

- Low usage sites

Marketing and promotion of low usage sites should be a consideration in any contract extension. With the ability to remove or relocate any that do not have a significant increase in usage after an agreed time period.

7.1.4 ubitricity have previously requested novation of the existing contract from the German to UK arm of ubitricity. The UK team currently manage day-to-day operations of the contract. The council was not able to take the novation forward at that time due to lack of assurance through company accounts. Any novation request could be considered again, and we understand the company is now a wholly owned subsidiary of the Shell group. Alternatively, ubitricity is happy that the contract can be extended further with the German company.

7.1.5 Notice of the contract extension would be required by 5th December 2021 and it is anticipated that processes to extend the contract would take up to 3 months meaning a contract extension could be in place by the end of trial on 5th March 2022.

- 7.1.6 This option would not incur any additional capital costs, through making use of the existing infrastructure through the same supplier.
- 7.1.7 This option would maintain the provision of electric vehicle infrastructure for Portsmouth residents, and with a consistent supplier, which is shown to be well used and meets the objectives of the Portsmouth Transport Strategy.
- 7.2. Option 2: Appoint a new supplier to manage and maintain the existing chargepoint infrastructure
 - 7.2.1 This option considers utilising another supplier to manage and maintain the existing phase 1 chargepoint infrastructure, which is owned by PCC.
 - 7.2.2 The current contract does not set out anything that does or doesn't allow for this.
 - 7.2.3 The equipment is open charge point protocol (OCPP) and as such is compatible to be absorbed by any software (from any supplier) to continue the use of charge points. OCPP is an application protocol between electric vehicle charging stations and a central management system. Other data layers such as the UMS billing are also understood to be compatible with other suppliers, however it is understood to be a potentially complex process in converting any equipment.
 - 7.2.4 If a new supplier was appointed, it is anticipated that there could be a gap in service between the chargepoints being switched off by ubitricity and commencement with a new supplier.
 - 7.2.5 Financial costs of this option are relatively unknown as to whether there would need to be any infrastructure upgrades made by any new supplier. If a new supplier was to install all new infrastructure this is estimated to be over £190k including installation and 3 years servicing and certification. Any costs would need to be fully funded by the council as OZEV are unlikely to provide a second grant for the same locations.
 - 7.2.6 Attractive user tariffs would also need to be negotiated with a new supplier alongside future maintenance cost.
- 7.3. Option 3: Remove all phase 1 charge points
 - 7.3.1 This option considers ending the current trial and the chargepoint provision.
 - 7.3.2 Implications of terminating the phase 1 contracts means current Portsmouth residents who own an EV would no longer have the option to charge their vehicle at home.

- 7.3.3 Removal of the charging infrastructure would be contrary to the Portsmouth Transport Strategy, particularly the strategic objective of Deliver Cleaner Air, and Policy B Support infrastructure for alternatively fuelled vehicles which promotes delivery of EV infrastructure.
- 7.3.4 There would be a cost to the council for ubiquity to remove the infrastructure of £200 per charge point for removal of each smart socket with higher costs likely to be incurred for removal of the bollards and reinstatement of the highway.
- 7.3.5 ubiquity have stated that they would not be interested in buying back the chargepoints, they indicated there would be no resale value. The council would also therefore incur disposal costs.
- 7.3.6 There would also be costs to the council of removing signing and lining.
- 7.3.7 The timescale removal of infrastructure could be expected to be approximately 6 weeks from the end of the contract.

8. Reasons for recommendations

- 8.1. To deliver our Air Quality Local Plan, under ministerial directive, a continuation of the provision for the first phase of ORCS chargepoints remains an effective way in helping to improve the air quality in the city and reduce nitrogen dioxide emissions.
- 8.2. The continuation of the phase 1 chargepoints will support the government's Transport Decarbonisation Plan and help meet the government target of ending the sale of new petrol and diesel cars by 2030, providing the necessary infrastructure.
- 8.3. Continued provision of EV charging infrastructure supports the visions of both the Portsmouth Transport Strategy and Imagine Portsmouth.
- 8.4. Extending the use of the first phase chargepoints is the most cost-effective and consistent way for our residents who do not have access to off-street parking to charge their EVs.
- 8.5. The data usage demonstrates the chargepoints are well utilised. Keeping them in place will continue to promote the continued and increased use of electric vehicles in our city.
- 8.6. For the locations that do not achieve as much usage as their counterparts, we will work to improve the utilisation of these chargepoints, ensuring all residents are aware of the infrastructure available to them. Raising awareness may also reduce competition for the higher demand sites and incorporate a more even distribution of charges between all phase 1 sites.

9. Integrated impact assessment

- 9.1. An IIA has been produced for this scheme and hasn't identified any negative impacts, but has outlined how it impacts positively on the following sections:

Section B - Environment and Climate Change

- B1 - Carbon emissions
- B3 - Climate change mitigation and flooding
- B5 - Air Quality

Section C - Regeneration of our city

- C1 - Culture and Heritage
- C3 - Economy

10. Legal implications

Procurement

- 10.1. Option 1 - a fully compliant procurement was undertaken in 2017 - 2018 and ubitricity was chosen as the Council's preferred contractor. The initial term of the contract was 3 years with an option to extend the contract for up to 3 additional years. As a result, no further procurement would be necessary if Option 1 was chosen as the preferred option. Although no further procurement may be needed, the Council remains under a duty to ensure that best value is achieved. The Council's Contract Procedure Rules would also need to be followed. It is also worth noting that any extension would dependent upon both parties reaching a mutually acceptable agreement.
- 10.2. Option 2 - this option would necessitate a new procurement being undertaken and the advice from Procurement and Legal Services should be sought accordingly.
- 10.3. Option 3 - no further procurement would be necessary as the removal of the chargepoints falls within the terms of the existing contract.

Traffic

- 10.4. It is understood that the Council is also considering changing the locations of the least used chargepoints which may or may not include appropriate designated electric vehicle parking bays being marked. As a result, this may necessitate Traffic Regulation Orders (TROs) being put in place.
- 10.5. If it was deemed that a TRO is required, then legal advice should be sought to ensure that the necessary processes and rules are being followed as prescribed under the Road Traffic Regulation Act 1984 (as amended), the

Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 and of all other relevant legislation and regulations from time to time in force.

11. Director of Finance's comments

- 11.1. As the report shows for each charge point that is installed in the City there is an annual overhead to the Council of £100 per charge point. For now the Council have been able to accommodate the cost of this within its revenue budget.
- 11.2. The cost of installing chargepoints has so far been met primarily from Central Government, with a contribution from the Council. None of this cost has been met from an operator, or the users of these chargepoints.
- 11.3. Any income from Chargepoints charged through the charging mechanism has been received by the Operator and this new expanded scheme will work in the same way, with any profits accruing to the operator whilst the City Council pay for the maintenance of these units. As the report states the usage of these chargepoints has been fairly low so any profits made by the operator are likely to be fairly insignificant.
- 11.4. During this trial the costs have been quite modest, however as the report suggest the Council may expand the scheme by 60 units and then a further 100 chargepoints the Council can not afford to fund this from its current revenue budget and therefore a more commercial model will need to be developed and adopted before the scheme could be expanded.

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Signed by:

Appendices:

Appendix A: Phase 1 electric vehicle chargepoints installed in March 2019

Appendix B: Phase 1 chargepoint usage data

Appendix C: Phase 1 overstay data

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
ORCS Phase 1 report to Traffic & Transportation Cabinet Member	https://democracy.portsmouth.gov.uk/documents/s21455/Electric%20Vehicles%20on-street%20residential%20chargepoint%20scheme%20-%20TRO%20120%202018%20report.pdf
Designated parking bays - Report to Traffic and Transportation Cabinet Member	https://democracy.portsmouth.gov.uk/documents/s17025/Designated Parking Bays.pdf
ORCS Phase 1 mid-point review report to Traffic and Transportation Cabinet Member	https://democracy.portsmouth.gov.uk/documents/s28562/TT%2029%20Oct%2020%20-%20EV%20Phase%201%20report%20with%20appx%20A.pdf
ORCS Phase 2 report to Traffic and Transportation Cabinet Member	https://democracy.portsmouth.gov.uk/documents/s28559/TT 29 Oct 20 - EV phase 2 report with appx A-E.pdf
Rapid chargepoints for taxis and private hire vehicles report to Cabinet	Agenda for Cabinet on Tuesday, 2nd November, 2021, 12.00 pm Portsmouth City Council

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

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 Signed by:

Appendix A: Phase 1 electric vehicle charge points installed in March 2019

53 Adair Rd	82 Hartley Rd	83/85 Pretoria Rd
51 Adames Rd	Havant Road (alongside 15 Chichester Rd)	28a Priory Cres
Astley St (North of King Street Junction)	32 Heathcote Rd	36 Posbrooke Rd
Balfour Road (alongside 56 Kirby Rd)	Henderson Rd (opposite Cockleshell Community Centre)	Racton Ave (opposite Lordington Close)
Clarence Parade (opposite Lennox Mansions)	122 Henderson Rd	7 Selsey Ave
Clarence Parade (opposite Stacey Court)	High St (25 Crown Court)	2 St Catherine St
92 Eastfield Rd	Hunter Rd (alongside 29 Hatfield Rd)	Taswell Rd (opposite Wimbledon Park Sports Centre)
131 Essex Rd	74 Kensington Road	48 Victoria Rd N
16 Florence Rd	183 Laburnum Grove	55 Warren Ave
1 Fordingbridge Rd	66 Oriel Rd	95 Warren Ave
58 Glencoe Rd	102 Oriel Rd	Westbourne Road (alongside 268 Chichester Rd)
68 Hartley Rd	75 Oxford Rd	23 Wimbledon Park Rd

Appendix B: Phase 1 Charge point data

Figure 1. Total amount of kwh usage for all Phase 1 locations

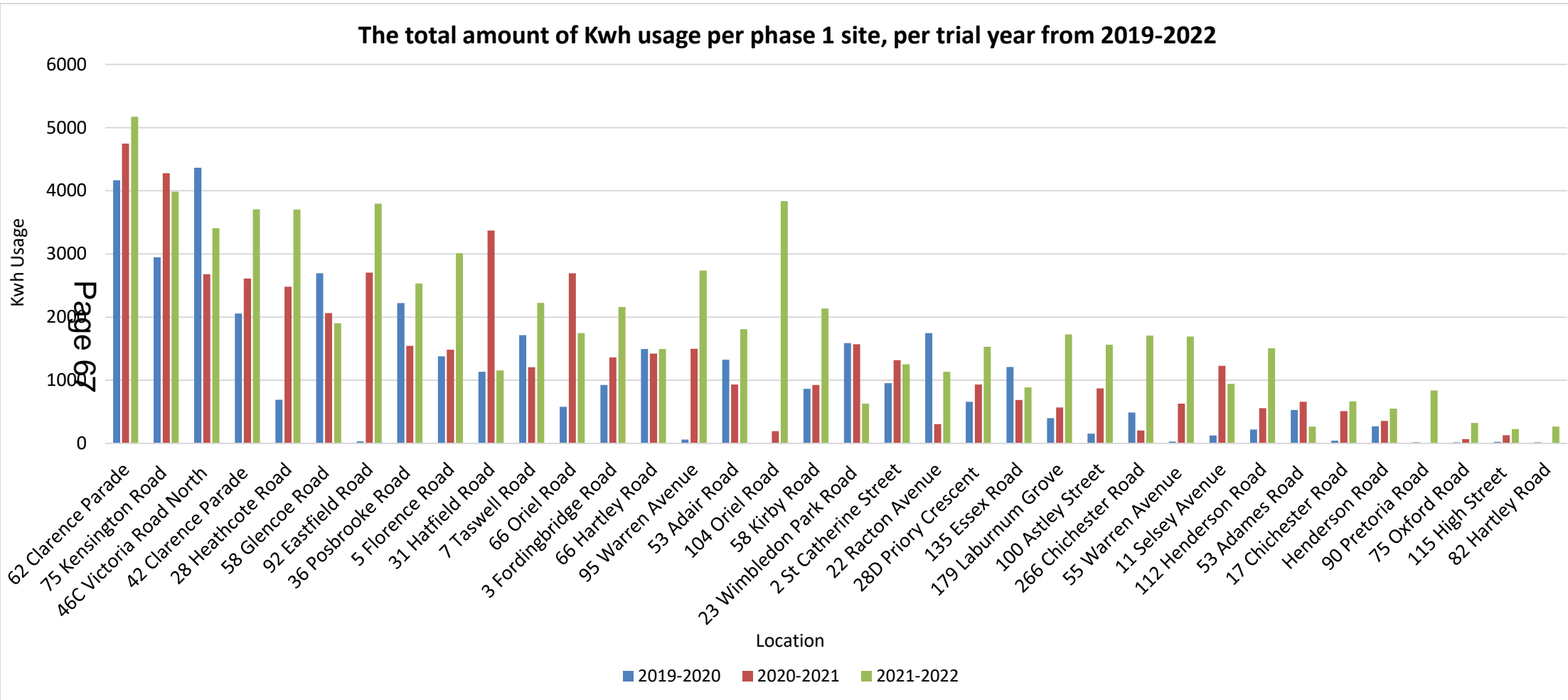


Figure 2. Total Number of Charges for All Phase 1 Locations Per Trial Year (March - February)

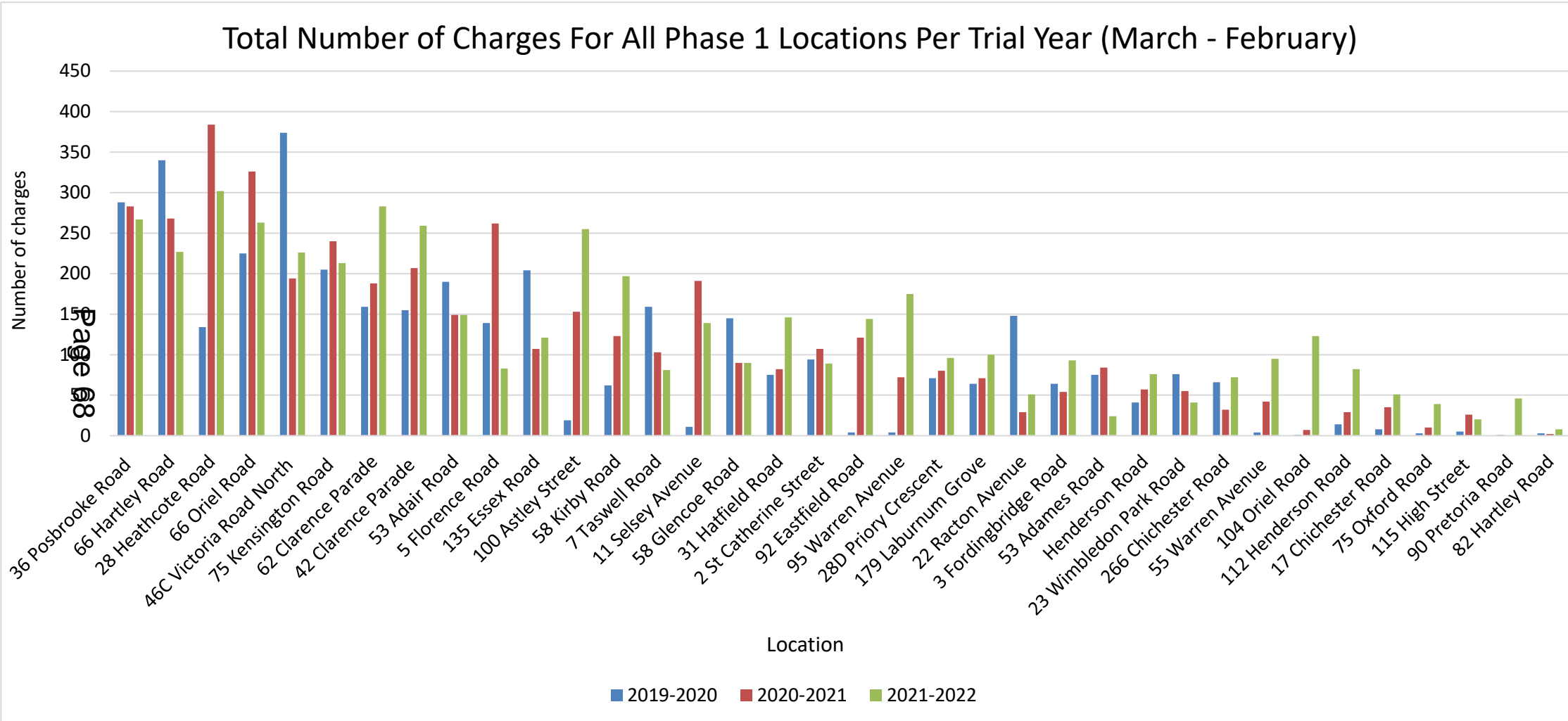


Figure 3. The number of overstays against the number of charges from 2019 - 2021 calendar year during the day

*Overstay = When a car has remained plugged in after it has been fully charged, for over 1 hour during the day from 8am to 8pm

Overstay Duration (No. of charges during the day)	2019 (March - December)	2020 (Full year)	2021 (January - October)
No overstay	1,169	1,638	2,116
1-3 hours	134	287	374
3 - 6 hours	93	123	207
6 - 12 hours	282	494	806
12 - 24 hours	551	768	865
24 + hours	41	131	93
Total Number of overstays	1,101	1,803	2,345
Total number of charges	2,270	3,441	4,461

Figure 4. Number of overstay between 12-24 hours per calendar year

	2019 (March to December)	2020 (Full year)	2021 (January - October)	TOTAL
66 Hartley Road	166	124	139	429
66 Oriel Road	95	158	116	369
36 Posbrooke Road	65	88	99	252
53 Adair Road	52	69	60	181
100 Astley Road	0	27	93	120
42 Clarence Road	23	43	50	116
7 Taswell Road	42	42	14	98
135 Essex Road	19	29	27	75
46C Victoria Road	27	29	16	72
5 Florence Road	4	21	27	52
28 Heathcote	0	29	23	52
11 Selsey Road	0	17	34	51
31 Hatfield Road	3	14	30	47
75 Kensington Road	2	21	18	41
179 Laburnum Road	8	13	18	39
22 Racton Road	15	8	4	27
2 St Catherine Street	4	10	12	26
266 Chichester Road	8	5	6	19
58 Kirby Road	2	4	11	17
3 Fordingbridge Road	7	1	8	16
104 Oriel Road	0	2	13	15
62 Clarence Parade	2	3	9	14
92 Eastfield Road	0	2	11	13
112 Henderson Road	1	0	10	11

23 Wimbledon Park Road	4	0	2	6
53 Adames Road	0	3	2	5
28D Priory Crescent	1	1	2	4
115 High Street	0	0	3	3
17 Chichester Road	1	0	2	3
75 Oxford Road	0	2	0	2
58 Glencoe Road	0	2	0	2
55 Warren Avenue	0	0	2	2
90 Pretoria Road	0	0	2	2
95 Warren Avenue	0	1	1	2
Henderson Road	0	0	1	1
TOTAL	551	768	865	2,184

Figure 5. Number of overstays 24+ hours per calendar year

	2019 (March to December)	2020 (Full year)	2021 (January - October)	TOTAL
66 Hartley Road	7	34	30	71
66 Oriel Road	15	28	4	47
135 Essex Road	2	12	16	30
100 Astley Road	0	3	19	22
7 Taswell Road	10	11	0	21
36 Posbrooke Road	0	18	3	21
53 Adair Road	2	9	3	14
266 Chichester Road	1	5	1	7
28D Priory Crescent	1	4	1	6
179 Laburnum Road	0	2	2	4
17 Chichester Road	1	1	2	4
42 Clarence Parade	1	2	0	3
112 Henderson Road	0	0	3	3
62 Clarence Parade	0	1	1	2
2 St Catherine Street	0	0	2	2
31 Hatfield Road	1	0	1	2
46C Victoria Road	0	0	2	2
5 Florence Road	0	1	1	2
11 Selsey Avenue	0	0	1	1
28 Heathcote Road	0	0	1	1
TOTAL	41	131	93	265

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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:

Transport Planning

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

On-Street Residential Chargepoint Scheme (ORCS) Phase 1

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

- Existing
- New / proposed
- Changed

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

Using funding from the Office of Zero Emission Vehicles (OZEV), formerly Office for Low Emission Vehicles (OLEV), PCC will deliver 36 chargepoints in locations where residential demand has been identified and off-street parking is not available. The aim of this scheme is to encourage the uptake of electric vehicles in Portsmouth where street layouts are a barrier to ownership. The scheme uses lamp-

column electricity to provide the charge for an overnight recharge of most standard electric vehicles. Where the lamp column is not adjacent to the kerbside, a satellite bollard is installed. The scheme offers both pay as you go and subscription payment options. Once electric vehicle ownership has been identified a dedicated bay is marked on street, vehicles must be plugged in, in order to not receive a PCN.

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?

TRO consultation was undertaken on the 11th December 2018 until the 6th January 2019. All feedback was taken into account which meant the original 41 proposed electrical vehicle chargepoints were cut down to 36.

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 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?

Charging cables auto lock to prevent removal. Chargepoints have internal software that can remotely track status, such as, damage (criminal or otherwise).

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

Reports of criminal damage will be monitored, there are currently no issues with crime relating to the chargepoints installed during phase 1.

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 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?
N/A

A - Communities and safety	Yes	No
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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 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?

Encourage the uptake of electric vehicles over more polluting traditionally fuelled vehicles.

How are you going to measure/check the impact of your proposal?
Chargepoint usage data and DVLA vehicle registration statistics.

A - Communities and safety	Yes	No
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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 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?

The scheme is based on residential demand.

How are you going to measure/check the impact of your proposal?
Locations will be monitored as an ongoing exercise, if it is considered an issue that areas of the city are not being served by this scheme, mitigating measures could be put in place.

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 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?

Satellite bollards on the footway can increase hazards for visually impaired residents. No complaints have been received in regards to the phase 1 chargepoints since their installation in March 2019. Bollards are installed in such a way that there is no reduction in footway width due to the bollard being no larger than existing lamp columns.

How are you going to measure/check the impact of your proposal?
Ongoing assessment of resident feedback

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 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?

By encouraging the uptake of electric vehicles the scheme will help reduce toxic tailpipe emissions in the city and help improve the surrounding air quality.

How are you going to measure/check the impact of your proposal?
Ongoing measuring of NO2 levels in the city. Usage data from the chargepoints.

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 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?

Electricity will be required to charge the vehicles.

How are you going to measure/check the impact of your proposal?
Back office online facilities enable PCC officers to monitor usage of chargepoints across the city.

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 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 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?

The scheme has been designed to have minimal impact on the streets of Portsmouth with subtly retro-fitted sockets into lampcolumns and slimline bollards which have as little aesthetic impact as possible.

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

N/A

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 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?

Encouraging the uptake of electric vehicles will reduce exhaust emissions and improve the air quality.

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

NO2 levels are continually monitored in the city. Chargepoint usage data. DVLA vehicle registration statistics.

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 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?

Electric vehicles are more sustainable than traditionally fuelled vehicles as they emit zero emissions.

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?

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 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? N/A

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 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?

Consideration is made when installing in conservation areas

How are you going to measure/check the impact of your proposal?
Manchester style bollards have been used and no negative feedback has been received.

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 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?

N/A

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 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?

Provision of EV charging demonstrate the ambition of the city and encourages investment

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

Q8 - Who was involved in the Integrated impact assessment?
Oliver Taviner
Hayley Chivers

This IIA has been approved by:

Contact number:

Date: