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# NOTICE OF MEETING

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## **CABINET MEMBER FOR TRAFFIC & TRANSPORTATION**

**THURSDAY, 27 JANUARY 2022 AT 4.00 PM**

## **COUNCIL CHAMBER - THE GUILDHALL**

Telephone enquiries to Tel: 023 9284 1704

Email: [democratic@portsmouthcc.gov.uk](mailto:democratic@portsmouthcc.gov.uk)

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### **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, and if eligible, have received a booster.
- If symptomatic you must not attend and self-isolate following the stay-at-home guidance issued by UK Health Security Agency.
- All attendees are required to wear a face covering while moving around within the Guildhall and are recommended to continue wearing a face covering in the Council Chamber except when speaking.
- Although not a requirement, attendees are strongly encouraged 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.

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## **CABINET MEMBER FOR TRAFFIC & TRANSPORTATION**

Councillor Lynne Stagg (Liberal Democrat)

### **Group Spokespersons**

Councillor Simon Boshier, Conservative

Councillor Graham Heaney, Labour

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(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](http://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.**

## **AGENDA**

### **Risk Assessment: Council Chamber**

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Car Club Provision (Pages 5 - 28)**

#### Purpose

The report aims to:

- Provide the results of the resident and business car club surveys undertaken between 13 September and 11 November 2021.
- Recommend priority locations for a car club, to take forward through the tender process.
- Provide updated timescales for the delivery of a car club in Portsmouth.

**RECOMMENDED that the Cabinet Member for Traffic and Transportation:**

1. **Notes the results of the resident and business car club survey.**
  2. **Approves the procurement exercise for a car club, to initially prioritise the wards of St Jude, Central Southsea, Eastney and Craneswater, and St Thomas.**
  3. **Notes that a report with the car club scheme details will be brought back to Traffic & Transportation, following the tender exercise in summer 2022.**
- 4 **Electric vehicle On-street Residential Chargepoint Scheme (ORCS): parking proposals under TRO 137/2021 (Pages 29 - 56)**

Purpose

To consider the public responses to TRO 137/2021, proposed designated electric vehicle charging bays in two locations across two roads. Objections were received to proposals within TRO 137/2021, and therefore a report to the Cabinet Member is required for decision to be made at a public meeting.

**RECOMMENDED that the Cabinet Member for Traffic & Transportation:**

1. **Provides formal consent for the installations of the designated electric vehicle charging bays detailed in Appendix A of the report.**
- 5 **TRO 119/2021 Mayfield School waiting restrictions (Mayfield School build out scheme, LTP Safer Routes to School 20/21) (Pages 57 - 72)**

Purpose

To consider the public response to the proposed waiting restrictions on Mayfield Road, which will facilitate an improved crossing facility for the new school entrance.

**RECOMMENDED that the Cabinet Member for Traffic and Transportation:**

1. **Agrees that the proposed waiting restrictions are introduced to the south side of Mayfield Road as proposed under TRO 119/2021.**

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<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Decision Meeting
<b>Date of meeting:</b>	27 <sup>th</sup> January 2022
<b>Subject:</b>	Car Club Provision
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1 To provide the results of the resident and business car club surveys undertaken between 13<sup>th</sup> September and 11<sup>th</sup> November 2021.
- 1.2 To recommend priority locations for a car club, to take forward through the tender process.
- 1.3 Provide updated timescales for the delivery of a car club in Portsmouth.

## 2 Recommendations

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

- 2.1 **Notes the results of the resident and business car club survey**
- 2.2 **Approves the procurement exercise for a car club, to initially prioritise the wards of St Jude, Central Southsea, Eastney and Craneswater, and St Thomas.**
- 2.3 **Notes that a report with the car club scheme details will be brought back to Traffic & Transportation, following the tender exercise in summer 2022.**

## 3 Background

- 3.1 A car club is a scheme in which people pay to become a member, and then have access to a shared car that can be used for personal or business use on a pay-as-you-use basis. Car club vehicles generally have a dedicated parking bay located close to homes or workplaces, enabling easy access.

- 3.2 Portsmouth City Council recognises the need for sustainable transport options to help improve air quality and reduce carbon emissions. Measures which reduce the reliance on the private car, such as car clubs, will support this. Car clubs already in operation have been shown to reduce car ownership as members of the car club often get rid of second or third vehicles. Car clubs have also been demonstrated to lead to a reduction in total miles driven by members as well as delivering further benefits to air quality due to better euro standards of the vehicles being driven compared to vehicles that are privately owned.<sup>1</sup>
- 3.3 Reducing reliance on the private car can also help to reduce congestion and residential parking issues. The recently adopted Portsmouth Transport Strategy (LTP4)<sup>2</sup> recognises that a key part of reducing demand to own private cars will be to provide residents with the confidence that they have alternative transport modes available to make various trips, such as access to a car club. Policy C within the Transport Strategy has a focus on making parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes, such as car clubs.
- 3.4 At the Traffic and Transportation meeting in July 2020<sup>3</sup> a report set out details on the benefits of a car club, highlighted case studies, and outlined how a car club supported other Portsmouth City Council (PCC) plans and strategies. Approval was given for the development of a car club for Portsmouth, including further research and market testing followed by the undertaking of a procurement process to establish a car club provider. Approval to appoint a preferred supplier was given subject to a satisfactory financial appraisal approved by the Section 151 Officer that demonstrates that the Car Club is financially viable.
- 3.5 Following this approval the research was put on hold, due to rising levels of Covid-19, and potential concerns of people using shared vehicles. Once restrictions were lifted, resident and business surveys were undertaken in September 2021.

#### **4 Car Club Survey - Methodology**

- 4.1 Two targeted research surveys were undertaken; one for residents and members of the public, and one for businesses to better understand demand for a car club in Portsmouth.
- 4.2 The surveys were open for a four week period on 13<sup>th</sup> September 2021 closing on 11<sup>th</sup> November 2021.
- 4.3 A number of marketing and communications channels were used to promote the surveys and maximise engagement. This included PCC email marketing, PCC social media, including Facebook, Twitter and LinkedIn, a press release and a targeted letter drop to all houses and businesses in Central Southsea, St Jude and St Thomas wards.

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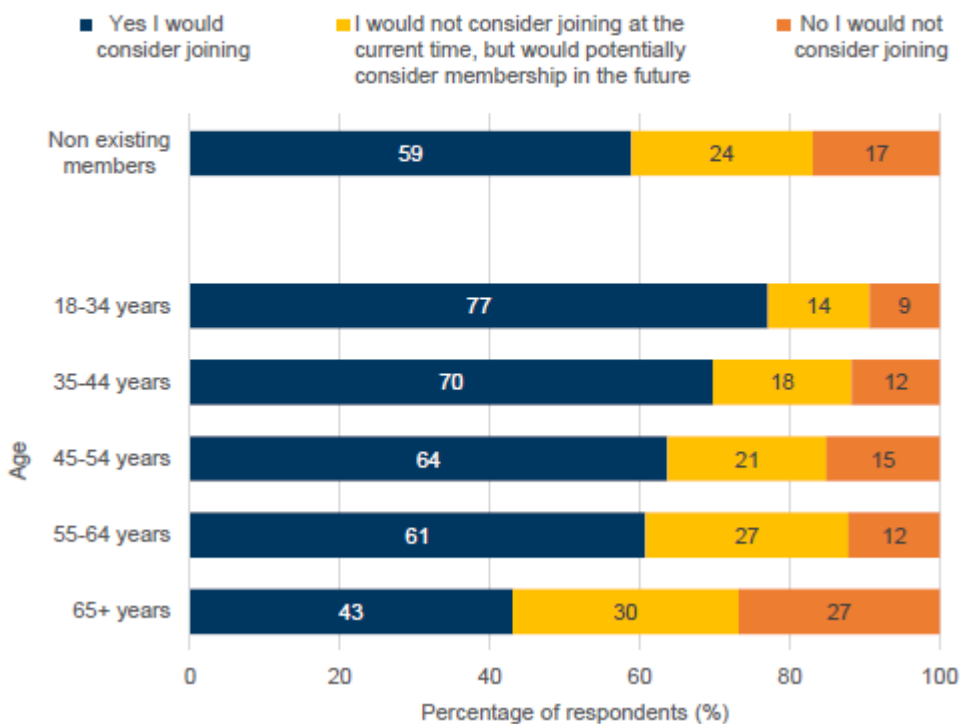
<sup>1</sup> CoMo UK, Car Club Annual Report 2020: <https://como.org.uk/wp-content/uploads/2021/06/CoMoUK-England-and-Wales-Car-Club-Summary-Report-2020.pdf>

- 4.4 The wards included in the letter drop were selected from previous research, which was undertaken in 2019 as part of the Local Air Quality Plan. This included which areas of the city may have high potential for the successful operation of a car club based on the characteristics and demographics of these areas. These three wards were highlighted as having a 'very high' potential for a car club in this assessment. Whilst the development of a car club is not being taken forwards directly as part of the Clean Air Zone mitigation measures, as private vehicles are not directly impacted by the class B Clean Air Zone, PCC are keen to progress with a car club for the city. This will complement the other mitigation measures being taken forwards in the Local Air Quality Plan, to help reduce harmful emissions from road traffic and to offer a range of sustainable travel options for residents and businesses.
- 4.5 The aims of the car club consultation were:
- to understand the appetite for a car club within Portsmouth
  - to identifying the level of interest by geographical location
  - to gain an understanding whether the pandemic is affecting current interest levels
  - to gain an insight into the potential barriers of using a car club
- 4.6 In total, 879 people responded to the residents' survey and 60 businesses participated in the business survey. It is not possible to accurately measure the statistical robustness of this sample because the total population of residents and business employees that could become car club members within Portsmouth is not known. However, a response of this level provides reliable local insight that can be used to inform the decision making around launching car clubs.
- 5 Main survey key results**
- 5.1 The key results of the main car club survey have been detailed in a summary report, (Appendix A).
- 5.2 As shown in Figure 1, the majority of respondents who do not already belong to a car club would consider joining a car club in their area of the city (59%) with just under a quarter (24%) indicating they would not consider joining a car club at the current time, but would potentially consider joining in the future. 17% of respondents would not consider joining a car club. Younger respondents (18 to 34 year olds) show the most interest in joining a car club at the current time.

**Figure 1: Likelihood to consider joining a car club in your area of the city**

*Q: **By sample and age***

*Base: Those not already belonging to a car club (792) | 18-34 years (96) | 35-44 years (119) | 45-54 years (146) | 55-64 years (173) | 65+ years (179)*

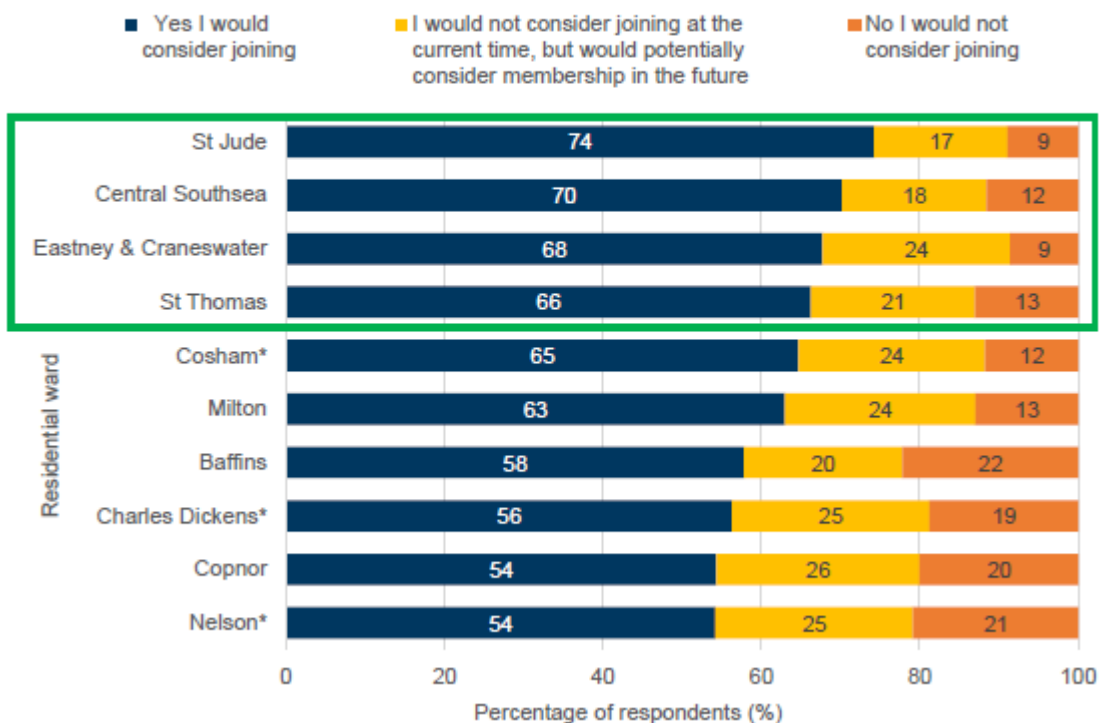


5.3 Figure 2 illustrates that the top four wards by interest in joining a car club were St Jude, Central Southsea, Eastney and Craneswater and St Thomas.



**Figure 2: Likelihood to consider joining a car club in your area of the city by residential ward**

Q: **By residential ward** Base: St Jude (101) | Central Southsea (104) | Eastney & Craneswater (93) | St Thomas (77) | Cosham (17\*) | Milton (54) | Baffins (45) | Charles Dickens (16\*) | Copnor (35) | Nelson (24\*) | \*caution small base



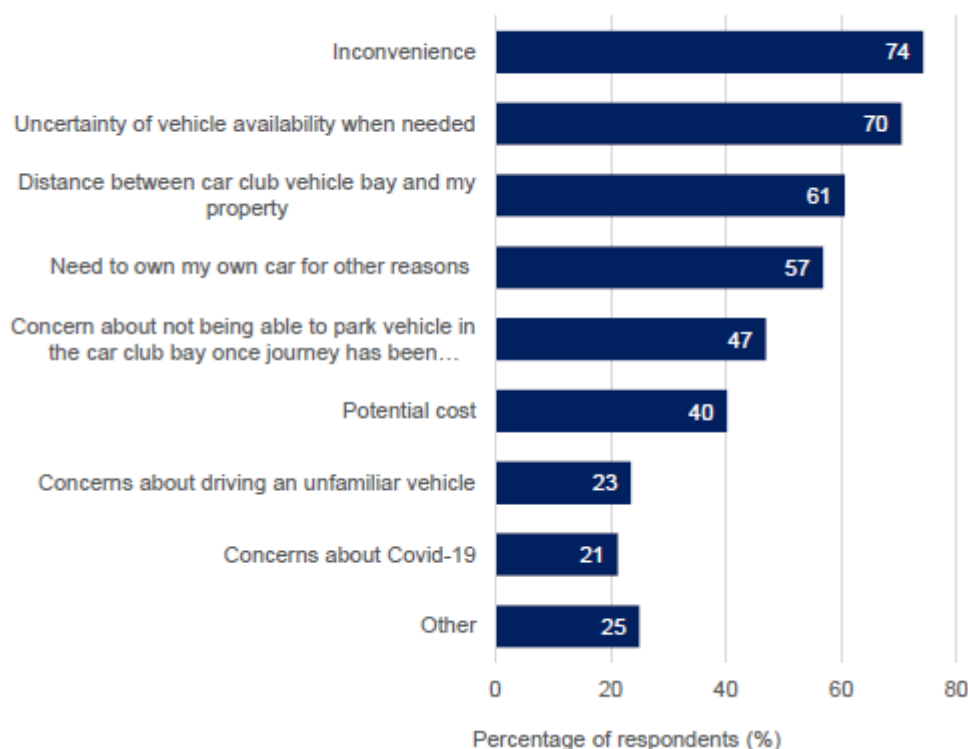
- 5.4 Almost half (44%) of respondents who would consider joining a car club at present and have a car registered to their address would consider getting rid of their vehicle. This increases to 50% of those with two or more vehicles registered to their address and 51% of those aged 45-54 years. Those who would consider joining a car club in the future are more likely to want more information before deciding whether to get rid of their car (60%).
- 5.5 The three wards that were selected for the letter drop rated highly in terms of the proportion of residents who would consider getting rid of their car if they joined a car club. Milton and Eastney and Craneswater also scored highly in this question.
- 5.6 As shown in Figure 3, in the main survey, the key reason that was given by respondents for not considering joining a car club was inconvenience (74%), followed by uncertainty about vehicle availability (70%). Concerns were also raised

around the distance of the car club bay (61%), and the need to own a private car for other reasons (57%). Concerns around Covid-19 were mentioned by 21% of respondents.

**Figure 3: Why would you not consider joining a local car club?**

Q: *Why would you not consider joining a local car club?*

Base: *Would not consider joining a car club (132)*



- 5.7 Respondents who would not consider joining a car club at the current time but would potentially consider membership in the future were given the opportunity to expand on the reasoning for why they would not consider joining a car club at present. A number of reasons were given including already owning or leasing a vehicle. Other reasons given included a car club not suiting needs or personal circumstances, wanting to see how a car club works before signing up, inconvenience/lack of freedom, potential cost and not wanting to share vehicles with others.
- 5.8 In terms of motivations and key features that respondents would like to see in a car club, the key motivations mentioned included environmental benefits and having easy access to a car without needing to own one. Key features included the system being easy to use and book vehicles, car club being cheaper than alternative modes of travel and parking provision for car club vehicles.

- 5.9 On preferences that respondents may have regarding the car club, over half of those interested in joining a club think they would use it 'often' or 'frequently'. The most popular size of vehicle amongst respondents were small or medium cars and electric vehicles were the most popular choice, by 48% of respondents, with 35% selecting a hybrid vehicle type. 41% of respondents had no preference over vehicle type.

## **6 Business survey key results**

- 6.1 The key results of the business car club survey have been detailed in a summary report, (Appendix B). Whilst the PCC focus of the car club would be on residential membership, businesses would be encouraged to sign up to the scheme directly with the car club supplier. It was felt important to gather information on local business views on a scheme to help inform this element of the scheme between businesses and the supplier.
- 6.2 Almost half of respondents who responded to the question in the business survey of whether they would consider joining a car club for business purposes said they would consider joining (47%) and a further 19% would consider joining in the future. 34% would not consider joining. 15% of those interested in joining a car club at present are 'very likely' to join, with requests for further information by some, before making a decision about how likely they would be to join, particularly those who indicated they may be interested in joining in the future. It should be noted that there was a small sample size for this question.
- 6.3 Businesses who would not consider joining a car club are being put off by uncertainty around issues such as vehicle availability, the distance to the vehicle bay as well as concerns about sharing vehicles due to Covid-19. High costs of using a car club would also deter some business use. Again, there was a small sample size for this question.
- 6.4 Affordability, convenience and having electric vehicles are important features to encourage business sign up. This is a further question which has a small sample size. Initial indications are that businesses would want more information before deciding whether to join a car club.
- 6.5 In terms of employee numbers and parking spaces, the majority of businesses who responded to the survey had less than 10 employees (60%). Just over half of businesses who responded have private parking spaces (55%) and parking provisions are limited with almost two thirds of businesses with spaces having less than 10 (65%). This question had a small sample size.

## **7 Potential details of a car club**

- 7.1 The results of the car club surveys will help to inform the specification taken forward to tender. The final detail will then be further developed with the preferred car club supplier once appointed following a full procurement process.

- 7.2 It is proposed that the tender for the car club scheme is focussed on the four wards in the city which came highest in the survey question about *likelihood to consider joining a car club in your area of the city by residential ward*. The four wards that scored highest were St Jude (74%), Central Southsea (70%), Eastney and Craneswater (68%) and St Thomas (66%). St Jude, Central Southsea and St Thomas were also the three wards that received the targeted letter drop following 2019 research indicating their high potential for a car club. The fourth ward, Eastney and Craneswater is a neighbouring ward to them. Whilst these four wards are to be taken forward at this stage it is anticipated that the car club scheme will initially start on a small scale, which may require a high density of vehicles in a small geographical area, this would be determined through the procurement process and subsequent discussions with the appointed supplier. It is hoped that as interest in the scheme grows, the number of locations and vehicles available would increase over time.
- 7.3 A further question on *consideration of getting rid of a private vehicle by interest in joining a car club either at present or future, by ward* would support the inclusion of St Jude (52%) and Central Southsea (49%) as these wards had the two highest responses to this question. Eastney and Craneswater came joint fourth with St Thomas, both with 40%.
- 7.4 There is some uncertainty over the exact number of vehicles that will be able to be included in the scheme until the procurement process is completed and further specific information is gathered from suppliers, however from initial research it is expected that at launch the car club may have around six to eight vehicles. The consultation indicated that vehicle availability is important to respondents, with 73% stating that they would be put off joining if there was uncertainty around this, so it will be important to ensure that there is adequate cover of vehicles in the locations selected.
- 7.5 A further barrier selected by respondents was apprehension of the distance to a car club bay, with 69% stating that that distance to the bay could prevent them from joining. It will therefore be important to carefully consider the locations of car club parking bays to ensure maximum coverage for the neighbourhoods selected. 49% of respondents who would consider joining a car club would consider 2-5 minutes to be an acceptable walk time to access a car club bay, with 48% considering 5-10 minutes to be acceptable. A fifth of respondents would consider a walk of less than 2 minutes to be acceptable and one in 10 respondents would consider walking over 10 minutes to reach the car club bay.
- 7.6 73% of respondents who would consider joining a car club indicated that they would want to be able to park in a car club bay, and a potential barrier to joining a car club is concern of not being able to park in a car club bay when a journey has ended, with 44% of respondents giving this response. It will therefore be important to ensure that each car club vehicle has a designated parking bay which is enforced.
- 7.7 It is proposed that the vehicles included in the car club fleet would be electric cars. Respondents in the survey who were either an existing car club member or who would consider joining a car club selected electric vehicles as the most preferred

vehicle type, with 48% selecting this option. Hybrid vehicles were selected by 35% of respondents with 11% selecting petrol vehicles. 41% had no preference on vehicle choice. Using electric vehicles in the fleet would support the council's target to achieve net-zero carbon emissions by 2030, with a climate emergency declared by the council in March 2019. With the government banning the sale of diesel and petrol cars by 2030, it is also important to support a move towards electric vehicles, supporting sustainable transport options and helping to improve air quality. Appropriate EV charging facilities will be provided at the car club parking bay locations, exclusively for the use of the car club vehicle to enable the vehicles to be charged efficiently before their next booking. It is noted that the use of pure EVs will incur time when the vehicles cannot be used between bookings to ensure they are charged. If the tender process highlights this as a particular issue then hybrid vehicles may be considered.

- 7.8 It is proposed that a mixture of small and medium sized vehicles are included in the fleet, as feedback in the surveys showed that 58% of respondents would prefer to drive a small sized car club vehicle, with 51% preferring a medium sized vehicle.
- 7.9 Regarding the booking and use of vehicles, this element would be further considered through the procurement process, as it will be important to ensure that the system is easy to use. 86% of respondents felt that the most important feature of a car club would be that it is easy to use and book vehicles. Information on the cost of joining the car club and vehicle hire would be determined through the procurement process. It is known that potential costs of using the scheme were considered to be a possible barrier to 52% of respondents, and this element will be carefully considered with the preferred car club provider. We will work closely with the PCC Finance and Legal teams during the procurement process to ensure that costs to members are kept as attractive as possible whilst not requiring on-going support from the council.
- 7.10 The development of the car club scheme was initially delayed due to the pandemic, and potential concerns around sharing vehicles. 21% of respondents cited concerns about Covid-19 as a potential barrier, with 58% of respondents who would consider joining a car club stating they would want reassurance that the vehicles would be cleaned in between use. This would be considered as part of the tender process.

## **8 Next Steps**

- 8.1 A full procurement process will be undertaken to appoint a car club provider for the city in winter 2021/22 with a supplier appointed in April/May 2022.
- 8.2 The details of the scheme, including the exact location of parking bays and number of vehicles to be introduced, will be determined with the appointed car club supplier.
- 8.3 Following this, a report will be brought back to Traffic and Transportation in early summer 2022 detailing the scheme and seeking permission for designated car club parking bays to be brought forward in Portsmouth prior to formal Traffic Regulation Order (TRO) consultation. The TRO would be formally advertised.

8.4 It is anticipated that the car club will be fully operational late summer 2022.

## **9. Integrated impact assessment**

9.1 An Integrated Impact Assessment (IIA) has been undertaken for the car club and is attached in Appendix C of this report. As the car club is developed a further IIA will be undertaken once the detail is understood.

9.2 Within the IIA, the car club development impacts positively on the following sections:

Section A - Community safety  
A3 - Health

Section B - Environment and climate change  
B1 - Carbon emissions  
B5 - Air Quality

Section C - Regeneration of the city  
C3 - Economy

## **10. Legal implications**

10.1 The procurement of a Car Club provider will need to be undertaken in accordance with the requirements of the Council's Contract Procedure Rules and the relevant regulations governing the award of public contracts.

## **11. Director of Finance's comments**

11.1 The costs associated with the tender process will be met from existing cash limited budgets and staff.

11.2 There is currently no funding available to support a Car Club in Portsmouth, so before any decision can be made to award a contract the exact nature of the business model and financial appraisal will need to be approved by the Section 151 officer.

.....  
Signed by: Tristan Samuels, Director of Regeneration

**Appendices:**

Appendix A - Main car club survey results - online consultation report  
<https://yourcityyoursay.portsmouth.gov.uk/car-club-consultation-2021/>

Appendix B - Business car club survey results - online consultation report  
<https://yourcityyoursay.portsmouth.gov.uk/car-club-consultation-2021/>

Appendix C - Integrated Impact Assessment

**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
<sup>1</sup> CoMo UK, Car Club Annual Report 2020	<a href="https://como.org.uk/wp-content/uploads/2021/06/CoMoUK-England-and-Wales-Car-Club-Summary-Report-2020.pdf">https://como.org.uk/wp-content/uploads/2021/06/CoMoUK-England-and-Wales-Car-Club-Summary-Report-2020.pdf</a>
<sup>2</sup> Portsmouth Local Transport Plan 4 (LTP4)	<a href="https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/">https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/</a>
<sup>3</sup> Car club report from Traffic and Transportation meeting in July 2020	<a href="#">Car Club.pdf (portsmouth.gov.uk)</a>

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

.....  
 Signed by:

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# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

[www.portsmouth.gov.uk](http://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) :**

Portsmouth Car Club

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

- Existing
- New / proposed
- Changed

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

The aim of a car club scheme in Portsmouth would be to provide a sustainable travel option for residents in Portsmouth, with a focus on certain areas of the city. This scheme would support the aims of the Local Transport Plan 4, particularly Policy 17 which has a focus on making parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes such as

car clubs. It would also support the council's target to achieve net-zero carbon emissions by 2030. Whilst the Portsmouth City Council (PCC) focus of the car club would be on residential membership, businesses would be encouraged to sign up to the scheme directly with the car club supplier.

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?

Consultation was carried out in the form of two research surveys, one for residents and members of the public and one for businesses. The surveys were launched for a four week period on 13th September 2021 closing on 11th November 2021. The surveys were open to all on the PCC website, and was also promoted through a number of marketing and communications channels including Facebook, Twitter, LinkedIn and a press release. Additionally, a targeted letter drop was carried out to houses and businesses in the wards of Central Southsea, St Jude and St Thomas. A total of 879 people responded to the main survey and 60 businesses responded in the business survey. A key result of the main survey was that the majority of respondents who do not already belong to a car club would consider joining a car club in their area of the city (59%), just under a quarter (24%) would not consider joining a car club at the current time but would potentially consider membership in the future, and 17% would not consider joining a car club. 70% of respondents considering joining at present are 'very likely' (36%) or 'quite likely' (34%) to join (36%) whilst those considering joining in the future want more information before making a decision (64%). It is proposed that the tender for the car club scheme is focused on the four wards in the city which came highest in the survey question about likelihood to consider joining a car club in your area of the city by residential ward. The four wards that scored highest were St Jude (74%), Central Southsea (70%), Eastney and Craneswater (68%) and St Thomas (66%). Other details to be considered in the tender, following the survey results, are that electric vehicles are included in the fleet and that vehicle sizes included are small and medium cars. Whilst the PCC scheme will not focus directly on business membership, with businesses instead being encouraged to sign up directly with the supplier, the key result from the business survey was that almost half of respondents who responded to the question of whether they would consider joining a car club for business purposes said they would consider joining (47%) and a further 19% would consider joining in the future. 34% would not consider joining.

## 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](mailto: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?

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

## 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](mailto: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](mailto: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?

A car club would help to reduce private car dependency and provide the option of a sustainable mode of travel for residents in the areas of the city in which it is introduced. Encouraging a move to more sustainable travel options such as a car club would help to reduce carbon emissions and levels of air pollution, particularly if the vehicles used are electric vehicles. This would have a positive impact on the health of Portsmouth residents. It is anticipated that the car club scheme will initially start on a small scale, however it is hoped that as interest in the scheme grows, the number of locations and vehicles available would increase over time.

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

The levels of car club membership will be monitored, to determine the level of interest in the scheme.

**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](mailto: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 car club will require a individual membership with associated usage costs. During the tender process and after supplier appointment it will be considered as to whether it is possible to offer any discounted memberships to those meeting certain low income criteria.

How are you going to measure/check the impact of your proposal?  
This detail will be understood through the tender process.

**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](mailto: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?

consulted on before being implemented. The tender process will identify whether it would be possible for the supplier to provide an alternative adapted vehicle with advance booking.

How are you going to measure/check the impact of your proposal?  
Detail will be determined through tender process and consultation.

## 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](mailto: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 car club would support a reduction in private car dependency through the promotion of an alternative, sustainable travel option. It is hoped that over time, members of the car club scheme would consider getting rid of a private vehicle, and instead just use the car club vehicles. It is anticipated that electric vehicles will be used in the car club fleet, further helping to reduce carbon emissions within the city.

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

Whilst difficult to specifically measure the impact had by an individual scheme, information on levels of car club membership will help indicate the success of this scheme. A further survey could be conducted of car club members in the future, to find out how many have reduced their private car ownership due to being a member of the car club. Mileage of any trips using electric vehicles can be used to estimate carbon savings.

## 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](mailto: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?

If the car club includes electric vehicles this will increase energy usage, however, through the tender process we will try and ensure that any new electric vehicle chargers will utilise green energy sources.

How are you going to measure/check the impact of your proposal?  
This will be determined through the tender process.

**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](mailto: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?

The car club scheme will have a focus on reducing private car dependency and supporting more sustainable travel in shared electric vehicles, which would support the work towards achieving carbon neutrality.

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

Whilst difficult to specifically measure the impact had by an individual scheme, information on levels of car club membership will help indicate the success of this scheme. A further survey could be conducted of car club members in the future, to find out how many have reduced their private car ownership due to being a member of the car club. Mileage from any electric vehicle trips can be used to estimate carbon savings.

**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](mailto: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?

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?

**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](mailto: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 a reduction in private car ownership through the availability of sustainable shared vehicles (as is proposed in the car club), would support improvements to air quality. A reduced number of private vehicles, and potentially an electric vehicle fleet of cars being used in the car club, would help work towards reducing local levels of air pollution.

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

Whilst difficult to specifically measure the impact had by an individual transport scheme, levels of air quality in the city are recorded and assessed, giving an indication of overall improvements to the levels of air pollution. Mileage of any electric vehicles can be used to calculate emission savings.

**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](mailto: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?



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](mailto: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?

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

**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](mailto: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?

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

**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](mailto: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?

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](mailto: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?

Whilst the focus of the car club by PCC would be on residential use, businesses would be encouraged to sign up to the car club directly with the car club supplier, providing them with a sustainable travel option for staff.

How are you going to measure/check the impact of your proposal?  
Levels of business use in the car club would be monitored.

**Q8 - Who was involved in the Integrated impact assessment?**  
Kirsty Routledge, Hayley Chivers

**This IIA has been approved by:** Felicity Tidbury

**Contact number:** 02392 688261

**Date:** 10/01/2022

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<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Decision Meeting
<b>Date of meeting:</b>	27 <sup>th</sup> January 2022
<b>Subject:</b>	Electric vehicle On-street Residential Chargepoint Scheme (ORCS): parking proposals under TRO 137/2021
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Wards affected:</b>	Eastney & Craneswater
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1 To consider the public responses to TRO 137/2021, proposed designated electric vehicle charging bays in two locations across two roads. Objections were received to proposals within TRO 137/2021, and therefore a report to the Cabinet Member is required for decision to be made at a public meeting.

## 2. Recommendations

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

- 2.1 **Provides formal consent for the installations of the designated electric vehicle charging bays detailed in Appendix A.**

## 3. Background

- 3.1 Portsmouth City Council is required to comply with the Ministerial Directive as written in the 1995 Environment Act (Portsmouth City Council) Air Quality Direction 2020. This directive includes the requirement to implement the local plan for reduction of roadside nitrogen dioxide emissions by 2022 at the latest. As part of this, the Portsmouth Clean Air Zone was launched on November 29<sup>th</sup> 2021. Electric vehicle charging infrastructure is a part of both the local and national strategy for the improvement of air quality.
- 3.2 Furthermore, the UK government recently released a new 'Transport decarbonisation plan' in July 2021. 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) 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.

- 3.3 The Office for Zero Emission Vehicles (OZEV) created a fund to enable local authorities to provide Electric Vehicle (EV) chargepoints specifically for residential areas that do not benefit from off-street parking. This enables residents to convert to electric vehicles with the knowledge they are able to charge their electric vehicles close to home. In 2018 Portsmouth City Council bid to this fund and were successful in receiving £100k for 75% of the costs of installation and infrastructure for 36 chargepoints in phase 1. Portsmouth City Council were the winners of the 2019 TransTech e-mobility progress award for Phase 1.
- 3.4 In 2021 Portsmouth City Council started installation on the second phase of ORCS following successfully receiving £229,860 for 75% of the costs for installation and infrastructure. Following approval at the meeting of the Cabinet Member for Traffic and Transportation in 29<sup>th</sup> October 2020, 60 chargepoints have been approved to be installed, with 20 already in place and the remaining planned to be installed in Winter 2021. Two chargepoints proposed required the Traffic Regulation Order to be resubmitted and are the subject of this report.
- 3.5 The scheme is a trial and as part of the grant funding conditions the charge points must remain in place for 3 years. The trial is not only looking at providing charge points for existing EV owners but also promotes EV charging with the hope of encouraging people to convert to electric vehicles. It is accepted that some of the chargepoints will initially have low usage levels due to requesting residents not purchasing a plug-in vehicle until they have confidence that the infrastructure is in place to allow them to charge the vehicle.
- 3.6 Over recent years there has been a rise in the number of electric vehicles in Portsmouth and with government's ambition the rate of increase is expected to grow.
- At the end of Q2 2021, of the 505,077 licensed Ultra low emission vehicles (ULEVs) in England, 6,507 were licensed in Portsmouth. Increasing from 2,948 in the same quarter from the previous year.<sup>1</sup>
  - By comparison, Southampton had 728 ULEVs licensed at the end of Q2 2021, increasing from 475 in Q2 2020.<sup>2</sup>
- 3.7 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

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<sup>1</sup> Vehicle Licensing statistics

<sup>2</sup> Vehicle Licensing statistics

travelled depending on many factors including vehicle type and journey type (local roads/ motorway).

- 3.8 Over the 3 trial years it has been calculated that approximately 122.7 tonnes of CO<sub>2</sub>e (carbon dioxide equivalent) has been saved by electric vehicles utilising the chargepoints broken down by years as follows;
- Trial year 2019/20 = approx. 29.7 tonnes of CO<sub>2</sub>e saved
  - Trial year 2020/21 = approx.38.4 tonnes of CO<sub>2</sub>e saved
  - Trial year 2021/22 (to date) = approx. 54.6 tonnes of CO<sub>2</sub>e saved
- 3.9 To meet and facilitate the expected growth of plug-in vehicles in Portsmouth charging infrastructure is required. The residential chargepoint infrastructure utilizes the existing electricity supply from street lamp columns.
- 3.10 The benefits of this solution include:
- Lower purchase and installation costs than free standing charge points
  - Minimal street clutter
  - No noise emission from the chargepoint
  - Lamp column charge points are easily removed and relocated, should the demand change within the existing area.
  - No new electricity connection required
- 3.11 The spare capacity within the lamp column electricity supply allows for the chargepoints to provide approximately 5.5kwh 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.
- 3.12 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 and dynamic or distribution of charging to be applied.
- 3.13 The On-Street Residential Charge point scheme funding will be used to replicate the award winning standard set during phase 1 of this scheme, utilising lamp column electricity supply. This solution sees the chargepoint retrofitted directly into the lamp column where it is located next to the kerb. In cases where the lamp column is at the back of the pavement a satellite bollard will be installed at the front of pavement. The electricity supply from the lamp column to the bollard will be fed under the pavement. The satellite chargepoints do not need to be located directly adjacent to the lamp column, nor do chargepoints need to be central to the parking bay (the charging point on each car varies by make/model). The chargepoints will require planned maintenance annually.

- 3.14 The chargepoints will continue to be accessible via 'Pay As You Go', the PayG option is accessed with a standard charging cable by scanning a QR code on a smartphone or other device. A discreet sign with the QR code and user instructions will be attached to the chargepoint.
- 3.15 During development of Phase 1 of the scheme it was planned not to mark designated electric vehicle charging bays for the chargepoints, this was due to the fact that other authorities at the time were using this approach, however due to feedback received regarding accessing the chargepoints in areas of parking congestion the provision of designated bays was approved by the Cabinet Member for Traffic and Transport at the meeting of 23 November 2017.
- 3.16 Phase 1's consultation also identified parking congestion concerns with the implementation of charging bays where no immediate EV ownership was known and as such designated charging bays were only marked immediately where residents already owned an electric vehicle. In the instance that they required the charging infrastructure to be in place to enable them to convert to an electric vehicle, the parking bay was marked subsequently once the resident notified the Council of vehicle purchase.
- 3.17 The designated electric vehicle parking bays are available for use by any electric vehicle owner and are not restricted to a specific user. The parking bays are enforceable, and Penalty Charge Notices (PCNs) can be issued if a vehicle is not connected to the electricity supply. Where situated in a Residents' Parking Zone (RPZ) the parking zone restrictions do not apply to the electric vehicle parking bay. Residents are notified on how to report on misuse of the electric vehicle parking bays.
- 3.18 Joju was selected as the supplier for Phase 2 of this project through the Hampshire County Council Southern Central EV Charging Framework.
- 3.19 In October 2020, approval was given at the Traffic & Transportation meeting to proceed with the installation of 64 charge points following the statutory 21-day consultation.
- 3.20 The locations approved were based on known interest, with the aim of reducing impact on parking congestion, as the space would be used by residents currently parking in the area i.e., not an additional burden on capacity. However, the final position of the chargepoints has been considered alongside many other factors including suitability of lamp columns (not all lamp columns are able to serve electric vehicle chargepoints), pavement widths, and conservation areas. These lamp columns were not always in the same street due to a lack of suitable infrastructure (most notably due to the historic nature of some of the city's columns.)
- 3.21 The method for identifying locations for electric vehicle (EV) charging points for Phase 2 has been based on resident's request for one close to their home.



- 3.22 All new sites have been carefully selected to best meet the needs of the requesting resident and also the other residents in the road. This can include installing additional EV charging points on roads which already have one. Where residents have felt the existing charge points are in high use and they are not able to access them and/or they are currently not located in close enough proximity to their property.
- 3.23 Since October 2020, two sites are no longer proceeding;
- Gloucester Terrace, outside of No.9, and
  - Festing Grove, outside of No.73.
- 3.24 Gloucester Terrace was removed following additional site surveys undertaken by the supplier Joju, which found the lamp column to be unsuitable for charging infrastructure due to specification of the heritage style of column. Gloucester Terrace is in close proximity (less than 2 minutes' walk) from the charge point outside of 45-61 Norfolk Street in Kings Road.
- 3.25 Festing Grove was removed following request by the interested resident due to concerns around the safety of charging their vehicle in this location. Festing Grove has another charge point in the same street outside of 23/25 which is less than 5 minutes' walk away.
- 3.26 The October 2020 report also outlined the following for not immediately proceeding with installations at the two sites and that they would be subject to future TROs:
- Highland Street would be readvertised due to the site of Highland Road (South side, outside No.24) being included in the first TRO 75/2020 consultation. There was no known demand in this area, the address was incorrectly recorded in place of Highland Street.
  - Waverley Grove, South side outside No.2 is submitted to a future TRO with the following location 'North side outside Waverley Court'.
- 3.27 With known demand at both Highland Street and Waverley Grove after final checks a TRO for the correct locations was advertised.

## 4 Consultation

- 4.1 In November 2021 the proposed two remaining sites for designated electric vehicle parking bays were ready for formal consultation via Traffic Regulation Order (TRO). An accompanying letter was also undertaken to all properties in both roads with chargepoints proposed, this amounted to 54 properties in Highland Street and adjoining Morley Road and 84 properties in Waverley Grove.
- 4.2 The TRO consultation was for two designated electric vehicle parking bays, one each in Highland Street and Waverley Grove as set out in Appendix A. The TRO was advertised for a period of 21 days from 4 November 2021 to 25 November 2021. With an extension given to the 7<sup>th</sup> December following the letter on 23<sup>rd</sup> November to encourage further response from residents.
- 4.3 As summarised in Table 1; 6 objections were received to the formal TRO 137/2021 consultation across 2 roads and 2 responses in support of proposals were received.

**Table 1 - TRO 137/2021 consultation summary**

TRO Road location	Support	Objection
Highland Street	1	1
Waverley Grove	1	5

- 4.4 Each street received one response in support of the proposal, with Highland Street receiving one objection. Waverley Grove received five objections which can broadly be categorized as parking and associated personal safety concerns. Appendix B shows all anonymised responses received.

## 5 Next Steps

- 5.1 If approved to proceed the installation of the chargepoints is planned to commence in February 2022.

## 6 Reasons for recommendations

- 6.1 To deliver our Air Quality Local Plan, under ministerial directive, a continuation of the provision for the second phase of ORCS chargepoints remains an effective way in helping to improve the air quality in the city and reduce nitrogen dioxide emissions.
- 6.2 The installation of the remaining two sites as part of phase 2 of the On-Street Residential Charge point Scheme 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.

- 6.3 The information and concerns received from residents, along with the preliminary IIA, have informed the recommendations. All responses are included but redacted at Appendix B.
- 6.4 By providing the necessary infrastructure of charging electric vehicles, the Council will be removing barriers to charging, which is particularly important in Portsmouth where streets have terraced housing without off-street parking.
- 6.5 The objections received for Highland Street and Waverley Grove were carefully considered and the feedback around parking and personal safety was taken into consideration, but it was determined they should be taken forward.

## **7 Integrated Impact Assessment**

- 7.1 An Integrated Impact Assessment has been undertaken and is attached as a separate document.

## **8 Legal Implications**

- 8.1 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 objective of securing the expeditious movement of traffic on the authority's road network.
- 8.2 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.
- 8.3 Traffic Regulation Orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs. A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.
- 8.4 A proposed TRO must be advertised and the statutory consultees notified and given a 3- week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any comments received from the public and/or the statutory consultees during the consultation period.

8.5 The TRO proposed for implementation in this report is required in order to introduce the parking restrictions necessary for the effective operation of the electric vehicle charging bays.

**9 Director of Finance's comments**

9.1 As set out in the October 2020 report 75% of the cost of this £306,000 scheme will be funded from a grant from the DfT, with the remaining 25% being funded from the Council as approved by the City Council in the Main budget dated February 2020.

9.2 The charging points will be maintained by the preferred supplier from the date of installation for the first three years, after that point the Council will need to either have them removed or identify a source of funding for their maintenance.

9.3 There is no cost to the Council for the cost of electricity, the supplier will pay for this and then charge this on to their customer.

.....  
Signed by: Tristan Samuels, Director of Regeneration

**Appendices:**

Appendix A: The public proposal notice and plans for TRO 137/2021

Appendix B: Public views submitted

Appendix C: Integrated Impact Assessment

**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
Electric vehicle On-Street Residential Charge point Scheme (ORCS): parking proposals under TRO 120/2018	Portsmouth City Council website: <a href="https://democracy.portsmouth.gov.uk/documents/s21455/Electric%20Vehicles%20on-street%20residential%20chargepoint%20scheme%20-%20TRO%20120%202018%20report.pdf">https://democracy.portsmouth.gov.uk/documents/s21455/Electric%20Vehicles%20on-street%20residential%20chargepoint%20scheme%20-%20TRO%20120%202018%20report.pdf</a>
Electric vehicle On-Street Residential Charge point Scheme (ORCS): Phase 2	Portsmouth City Council website: <a href="https://democracy.portsmouth.gov.uk/documents/s28559/TT%2029%20Oct%2020%20-%20EV%20phase%202%20report%20with%20appx%20A-E.pdf">https://democracy.portsmouth.gov.uk/documents/s28559/TT%2029%20Oct%2020%20-%20EV%20phase%202%20report%20with%20appx%20A-E.pdf</a>
Vehicle Licensing statistics	Government website <a href="https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01">https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01</a>
ORCS scheme Carbon Savings	Portsmouth City Council website <a href="https://democracy.portsmouth.gov.uk/documents/s35542/ORCS%20end%20of%20Phase%201%20TT%20FINAL.pdf">https://democracy.portsmouth.gov.uk/documents/s35542/ORCS%20end%20of%20Phase%201%20TT%20FINAL.pdf</a>
Consultation response emails	Transport Planning Team, PCC

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

.....  
Signed by:

**Appendix A: Public proposal notice for TRO 137/2021**

THE PORTSMOUTH CITY COUNCIL (HIGHLAND STREET AND WAVERLEY GROVE)  
(ELECTRIC VEHICLE RECHARGING PARKING PLACES) (NO.137) ORDER  
2021

4 November 2021: Notice is hereby given that Portsmouth City Council proposes to make the above Order under section 45 of 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 enabling powers and in accordance with part III of schedule 9 to the 1984 Act, to effect:

*A) ELECTRIC VEHICLE PARKING BAYS*

Parking bays, signage and electricity supply point (adjacent lamppost or unit) would not be installed until the applicants have an electric vehicle.

HIGHLAND STREET West side, opposite No.23	WAVERLEY GROVE North side, opposite No.2
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To view this public notice or the draft order on Portsmouth City Council's website, visit [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) and search 'traffic regulation orders 2021'. For those without access to a computer, a printed copy of the draft order including the statement of reasons can be requested by calling 023 9268 8501.

Persons wishing to object to these proposals may do so by sending their representations via email to [transportplan@portsmouthcc.gov.uk](mailto:transportplan@portsmouthcc.gov.uk) or by letter to Dan Hughes, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref: **TRO 137/2021** by **25 November 2021** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

Pam Turton, Assistant Director of Regeneration (Transport)  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

**Appendix B: Public views received**

HIGHLAND STREET, West side, opposite No.23	
Support	<p>I am writing to you in regards to TRO 137 2021 highland street electric vehicle recharging parking bay. I am 100% for this proposal. The reasons are stated below</p> <ol style="list-style-type: none"> <li>1) On street electric vehicle recharging points are in great demand in local area and in other areas in Portsmouth, so much so that a few residents have resorted to charging their car from their houses, also it is extremely difficult to find a charging point when required as all the ones in local area are already being used.</li> <li>2) I believe this parking bay will not impact on parking as since residential parking schemes, came in the percentage of not finding a parking space close to your home is under 10% and with more on street charging this will also encourage people to go electric as infrastructure is there.</li> <li>3)The demand for on street charging is going to increase with the government stating diesel and petrol cars will no longer be available to buy new.</li> </ol> <p>Once again I am in favour of electric vehicle recharging parking bay in highland street and waverley Grove.</p>
Objection	<p>I am emailing you as I have just exchanged on a house in highland street. If this parking space is put in I will never be able to park, as a single woman this doesn't seem fair or particularly safe.</p> <p>I work in sustainability and I completely agree in greener modes of transport if I could I would choose to have an electric vehicle and I do choose to avoid driving altogether when at all viable. However, with the cheapest electric vehicle going for £20,000 and not having a</p>





	<p>strong second hand market yet this would mean saving an equivalent of another deposit of a house and will not be a viable option for me meaning I will never be able to park. I also would like to point out that the lower carbon option is to have less cars on the road and you still give parking permits for households to have multiple cars going as far as giving a third and subsequent permits where space allows. With parking on only one side of highland street there is little space compared with neighbouring streets.</p> <p>I do understand that people with more money will be able to make the greener choice of having an electric vehicle which is great for society and the environment but I was wondering why the council could not put the charging point in the council garages that can be rented from them of which there are some meters from the proposed electric vehicle parking space on the same side of the road as the house applying for the spot with the entrance on tokar street similar distance to the house as the proposed spot.</p> <p>Looking forward to hearing from you</p>
<p>WAVERLEY GROVE, North side, opposite No.2</p>	
<p>Support</p>	<p>Good to hear your plans for Waverley Grove road. Specially because I plan to get electric vehicle next year. Probably more than one point of charge on the road would be perfect . Those are great news for my road and the city.</p>
<p>Objection</p>	<p>We have just received a letter stating about a proposed electric car charging point which will reserve a parking space. We do not like this idea as it is already hard trying to find a parking space on or near this road and I feel this will make the issue worse. I live on Waverley Grove, and there have been times where the nearest place I could park my car in the evenings, when I finish work, is outside of my permit zone. This</p>



means I need to make sure I wake up early enough to not get a ticket and hope there is a space near my flat. I know other people also need to park their cars further away who live on this road. I think the proposed space will cause more parking issues.

---

I currently live down Waverley Grove and have just recieved the letter through regarding the electric charge points.

Although it is good news to hear you guys are starting to think about electric charge points throughout the city and to be honest I am all for it, and completely understand electricy is the way forward. My concern at this time, is that down Waverley Grove, im yet to see a fully electric car parked down here needing the use of one every day. There are a few hybrids, and i understand that electric cars are the future and there will be a time for more charging points, i just dont think now is the right time. The electric charge point down Wimbledon Park road has been there for a few years now is vacant 90% of the time, the Tesla down there only charges their car every so often. Leaving that space unused, i dont want this to be the case down Waverely Grove as parking is already an issue, sometimes i have to park my van with tools in, two roads down. In addition to this, my partner also drives and often has to park far away from our home too, this is becoming an increasing worry for me as there has also been a recent sexual assault in our area too. The fact waverley grove is all flats and we get the traffic from waverley road parking down here also, i really dont think a charging point



thatll be vacant alot of the time is a great idea at the moment.

I write in objection to the above proposal on the basis of additional risk to my daughters safety who lives in a flat in Waverley Grove, and very often cannot park anywhere near her flat already.

Waverley Grove is full of houses of multiple occupation there are already massive parking issues in that road, with regular altercations. Already any resident arriving home late at night has no chance to park even close to their flats, so it is already unacceptable that female residents are having to walk long distances on dark nights from their cars to their homes. Placing a charging point in that road renders yet another parking place unaccessible making a bad situation worse. There has been a sexual assault in Wimbledon Park the other week which raises the risk levels for female residents walking the streets late at night in that area even further. Again this is totally unacceptable. It's clear transport plan council workers don't live in areas of houses of multiple occupancy and have no perception of the challenges residents face. Otherwise the would consider more carefully the risks that are already present and mitigate those before they add more.

Despite all of the above there is already a charging point on Wimbledon Road that is regularly unused perhaps the Waverley Grove resident might like to charge their car there and take a short walk home, thus freeing up one more parking space in Waverley Grove.



The Council should also consider siting these charging points in places where there are no houses, like old bridge road or on the seafront which is usually empty at night. Instead of exacerbating the parking issues that are already prevalent in Southsea?

Can you please re-site or refuse this planning application it is totally unacceptable.

Whilst it's good to hear that Portsmouth are investing in improving air quality, I think it's prudent that the location of charge points are considered very carefully.

Waverley Grove is made up solely of houses broken into flats with no individual houses. This means due to the high amount of residents in the road that parking is already a real struggle. I currently pay for two parking permits which has made little to no difference to this area and I rarely get to park in my road. In addition, the lack of parking in the nearest stretch of Waverley Road means Waverley Grove takes on a lot of spill over parking.

Due to the parking issues I often have to park in Wimbledon Park Road and see that the charging point is empty and this loses a parking space within that road. This simply isn't something that can be afforded in Waverley Grove. Rather than waste another space could the potential electric vehicle owner use this charge point to make sure it is utilised?

I think it would be more sensible to acquire a space on a road of houses, such as St Ronans Road, for a location where there is the



possibility of less people trying to park. Or perhaps another space on Wimbledon Park Road along the stretch near the park where there are no houses. Another option would be on Old Bridge Road where again, there are no houses. There are other areas nearby that will have less of an impact that should be considered.

As a young female, I am severely concerned that this is one space removed from near my property. I already often have to park roads away and fear for my own safety whilst walking back in the hours of darkness. This is only exacerbated by the recent sexual assault in the area and rise in assaults in the city. There will only be frustration added to this if the charge point is not utilised.

I really hope my views are considered as I object to Waverley Grove as an option for a charge point.

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Further to your circular dated 23 Nov 21, I am quite surprised that because one resident has said they 'may' purchase an electric vehicle, you are prepared to accommodate such a personal requirement. Presumably if I want one, you'll install one for me too ? I presume this charging space will take away an on street parking space ...not the best of ideas.. and it becomes a personal space for the person who has an electric vehicle. Once plugged in, who knows if a vehicle is charging or just using the space as a free, personal space ? As you know, this is what is happening all around the area. I just don't see how my son can visit me in his

	<p>Tesla, only to find a 'resident' permanently plugged in and parked there. You have no way of controlling how long a vehicle is parked there....and even if the car is fully charged, the owner would only have to say ....'its just finished charging, I'll move it'. How do you ensure that it does not become a 'personal' parking space? Also you are actually encouraging even more cars to park in the already very restricted road...they could come from anywhere to use the point , so you are not only taking a local parking place away, but potentially actually encouraging another car to park in the area...double whammy.</p> <p>I think an electric charging bay/bank somewhere is a much fairer plan.</p>
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**Appendix C: Integrated Impact Assessment**

See separate attached PDF document for this Assessment.

(End of report)

# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

[www.portsmouth.gov.uk](http://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) :**

Electric vehicle On-street Residential Chargepoint Scheme (ORCS): parking proposals under TRO 137/2021

**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 for Low Emissions Vehicles (OLEV) Portsmouth City Council will deliver circa 60 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 utilises lamp column electricity in order to

provide the charge necessary for an overnight recharge of most standard electric vehicles, where the lamp column is not 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. TRO 137 relates to both Highland Street, opposite No.23 and Waverley Grove, opposite No.2 which form a part of this scheme.

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?

Consultation began November 4th 2021 and ended November 25th 2021. Responses were received up until December 7th 2021 due to a two week extension for responses to a letter drop.

## 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](mailto: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](mailto: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

<b>A - Communities and safety</b>	<b>Yes</b>	<b>No</b>
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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](mailto: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?

n/a

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

n/a

<b>A - Communities and safety</b>	<b>Yes</b>	<b>No</b>
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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](mailto: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](mailto: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. The same bollards were installed as part of phase 1 of this scheme in 2019 and the beginning of phase 2 in November 2021 and no complaints have been received. Bollards are installed in such a way that there is no reduction in footway width due to the bollard being no bigger 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](mailto: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 uptake of electric vehicles this scheme will aid in the reduction of exhaust emissions in the city.

How are you going to measure/check the impact of your proposal?  
Ongoing measuring of NoX levels in the city.

**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](mailto: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](mailto: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?

Encouraging uptake of electric vehicles will reduce exhaust emissions, aiding in climate change mitigation.

How are you going to measure/check the impact of your proposal?  
Continual NoX emissions monitoring in the city.

**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](mailto: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?

This scheme has been designed to have minimal impact on the streets of Portsmouth

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](mailto: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 electric vehicle ownership will reduce exhaust emissions in the city, improving air quality.

How are you going to measure/check the impact of your proposal?  
NoX levels are continually monitored in the city.

**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](mailto: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 personal vehicles and therefore not considered more or less safe to other road users.

How are you going to measure/check the impact of your proposal?  
Collision data is monitored continually.

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](mailto: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](mailto: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?

Where bollards are to be installed, a discreet black bollard is used as to not introduce street furniture that could disturb the aesthetic of a street.

How are you going to measure/check the impact of your proposal?  
Similar 'Manchester style' bollards were used in Phase 1 of this scheme, 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](mailto: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](mailto: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?

Schemes such as this show that Portsmouth is a forward facing city, looking to support innovative technology to encourage growth and regeneration.

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

n/a

**Q8 - Who was involved in the Integrated impact assessment?**

Daniel Hughes, Hayley Chivers

This IIA has been approved by:

Contact number:

Date:



# Agenda Item 5



Portsmouth  
CITY COUNCIL

**Title of meeting:** Cabinet Member for Traffic and Transportation Decision Meeting  
**Date of meeting:** 27 January 2022  
**Subject:** TRO 119/2021 Mayfield School waiting restrictions (Mayfield School build out scheme, LTP Safer Routes to School 20/21)  
**Report by:**  
**Wards affected:** Copnor  
**Key decision:** Yes  
**Full Council decision:** No

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**1. Purpose of report**

**1.1** To consider the public response to the proposed waiting restrictions on Mayfield Road, which will facilitate an improved crossing facility for the new school entrance.

In this report, TRO means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 119/2021  
Appendix B: Public views submitted  
Appendix C: Confirmation of communications approach

**2. Recommendations**

**2.1 That the proposed waiting restrictions are introduced to the south side of Mayfield Road as proposed under TRO 119/2021**

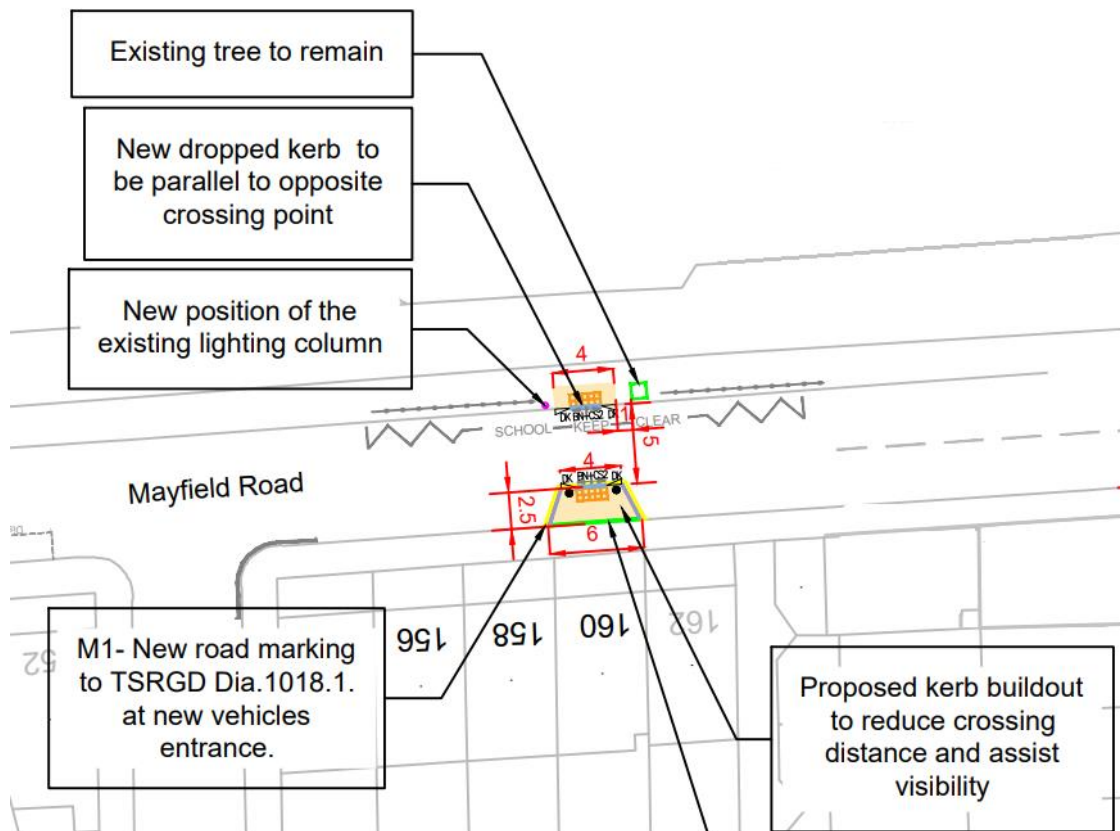
**3. Background**

**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

The environment around Mayfield School has a complex variety of issues including unsafe parking near the junction, poor sight lines for pedestrians, extensive building works and a newly established new entrance. The change

in layout of the school in 2021 and resultant changes in desire lines for students accessing the site require intervention to provide a safer area to cross the road. TRO 119/2021 supports the construction of a build out in line with no.160 Mayfield Road. These build outs will shorten the distance required for pedestrians to cross to the new school entrance, improve sight lines for those crossing and reduce the width of the carriageway at this location, reducing the speeds of motorised traffic. The new 'school keep clear' markings will ensure that visibility and space for students around the new entrance is retained.



**3.2** Supporting students who walk to school contributes to the objectives outlined in LTP 4- it is important that students and parents have confidence in the walking environment around the school in order to continue travelling to the site sustainably. A legible and safe walking environment will also encourage new students and their parents to consider walking as their primary method of travelling to school, rather than contributing to the considerable number of private car drop offs and on street parking in the area.

**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.



#### 4. Consultation and notification

- 4.1 Statutory 21-day consultation and notification under TRO 119/2021 took place 23 October to 13 November 2021.
- 4.2 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.3), although any comments received are given due consideration. Appendix B contains the full representation received in response to the proposed change on Mayfield Road. Further details on the steps taken to communicate the order can be found in Appendix C.
- 4.3 In addition to the legal requirement of publishing the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed at affected locations and copies were posted to any adjacent residential properties.

#### 5. Consultation response

- 5.1 One objection was received to the proposed introduction of waiting restrictions on Mayfield Road, made on the following grounds:
- Impact on parking provision in the area
  - Noise and privacy impact on residents of concentrating foot traffic at the build out site
  - Impact on adjacent existing disabled bay

Please note, only objections material to the proposals contained within the TRO are included above. The full objection is reproduced at Appendix B and has been responded to by the project team.

#### 6 Reasons for recommendations

- 6.1 It is considered that the issues set out in paragraph 3.1 outweigh any potential loss in parking, as noted in paragraph 5.1. The number of students crossing at the site at key time periods is high, as is the number of private cars dropping off or picking up students or parking on street in the area. This risk of conflict between pedestrians and cars in the area without an identified crossing point is high; this risk is considered to outweigh any potential increase in noise or impact on privacy at the site, or reduction of available on street parking.
- 6.2 The site of the crossing **must** match the desire line associated with the new school entrance, otherwise it will not be used, and young people in particular are likely to continue crossing on the desire line without the benefit of safe

infrastructure. As such the proposed location of the build out and 'school keep clear markings' is considered appropriate.

**6.4** The impact on the adjacent disabled bay is considered to be minimal - the buildout will prevent other vehicles from parking up close to the disabled bay which may result in more loading / unloading space for any vehicles using it.

**7. Integrated impact assessment**

**7.1** A full IIA is included with this report

**8. Legal implications**

**8.1** 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) 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.

**8.2** 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.

**9. Director of Finance's comments**

**9.1** The cost of this scheme will be funded from the Safer Routes to School LTP budget within the approved capital programme.

.....  
Signed by:

**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:

<b>Title of document</b>
Appendix A: The public proposal notice for TRO 119/2021

**THE PORTSMOUTH CITY COUNCIL (MAYFIELD ROAD) (PROHIBITION OF WAITING) (NO.119) ORDER 2021**

22 October 2021: Notice is hereby given that the Portsmouth City Council ("the Council") proposes to make the above Order under sections 1, 2 and 4 of the Road Traffic Regulation Act 1984 ("the Act"), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and of all other enabling powers, and in accordance with Parts III and IV of Schedule 9 to the Act. The effect would be as follows:

**A) PROHIBITION OF WAITING AT ANY TIME (double yellow lines)**

**1. Mayfield Road**

South side, a 6m length around a new kerb build-out outside No.160

**CITY COUNCIL'S REASONS FOR THE ORDER**

To support the "Safer Routes to School" policy in relation to the new Mayfield School building, taking into account Planning consent. The extended footway (kerb build-out) requires double yellow lines to prevent vehicles parking on it, and its purpose is to reduce the distance for pedestrians crossing the road to and from the school premises.

To view this public notice or the draft order on Portsmouth City Council's website [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) search 'traffic regulation orders 2021'. For those without access to a computer, a printed copy of the draft order including the statement of reasons can be requested by calling 023 9268 8501.

Persons wishing to object to these proposals may do so by sending their representations via email to [TROteam@portsmouthcc.gov.uk](mailto:TROteam@portsmouthcc.gov.uk) or by post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 119/2021** by **13 November 2021** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

Pam Turton, Assistant Director of Regeneration (Transport)  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix B: Public views submitted (anonymised)

Response 1

Dear Sirs,

I write concerning the letter I have received from you today about order No 119.

I have a number of concerns and questions which I would welcome engagement on.

1.What is the safer routes to school plan about Mayfield School and where can a copy be accessed?

- a.I ask this as the school has been operational since September with none of these provisions in place and no additional mitigation with their absence so what is the documented and assessed need?
- b.In communications with **\*\*redacted\*\***, School Place Planning and Capital Strategy Manager, he advised me that they are revisiting options for onsite parking and pick up and drop off – with this in mind is the establishment of this infrastructure premature?
- c.Taking Points A & B how has the school's operational needs been assessed against the proposed plans?

2.What has impact assessment been done for the provision of parking in the area with the accumulative introduction of new measures linked to the new school site? Did you consider / suggest any mitigation to aid local residents and what are these and when will they be acted on?

3.Order No 119 states 6m length outside No 160 – what is the width of the property, and is your listing is going to exceed the width of that site impacting my house (**\*\*no. redacted\*\***).

4.What mitigation is in place for noise and impact on privacy for residents with the concentration of foot traffic at this point – the noise from the school at break times is already exceeding 75dBI

5.One of the residents is registered disabled and has a marked bay just next to the site of your proposed structure – what mitigation have you put in place to ensure you don't impact their access and quality of life.

6.From my experience to date, measures for this school are considered individually. Consequently, resources are deployed in an irrational manner, which greatly disadvantages the quality of life for residents.

This measure strikes of token street dressing when the clear reality has already been demonstrated since September that whatever systems are put in place, parents dropping kids off will ignore them and endanger other students and local residents.

Mayfield Road is like the wild west at the start and end of the school day. This proposal is a token element of street dressing to shown an attempt to address significant issues in the hope that the council will have some mitigation when someone is seriously injured. They can say that they did all they could.

Appendix C: Confirmation of communications approach, located here:

W:\TES\TP\LTP\Schemes Information\LTP 20-21 schemes\7.) Safer Routes to School\Mayfield School\TRO

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](http://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 Safer Routes To School LTP 20-21

**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 make routes to school safer for pupils, by installing infrastructure to make active travel safer, increase confidence in active travel, for example installing VAS signage to reduce speed along the route, zebra crossings, pedestrian refuge islands

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](mailto: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 safer routes infrastructure implemented at key routes to school will reduce the likelihood of motorists driving at speeds in excess of the legal limit, 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 school/pupils/parents, 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](mailto: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 routes to schools' safety, 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](mailto: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, particularly when incorporated into the school run, contributes to key public health outcomes including improved activity levels and reducing the number of residents leading sedentary lifestyles. Making these changes around schools and supporting an active school run will help to foster healthy travel behaviours from an early age. The social and physical impacts of an active school run 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](mailto: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](mailto: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](mailto: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?

The progress will be measured using the data released by the Department for Business, Energy & Industrial Strategy (BEIS). The strategy also proposes holding a carbon audit of PCC which will be used to review the progress of the council itself.

## 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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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 supporting a more active school run, more opportunities will be facilitated for community based interaction, both around schools and their wider communities. 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](mailto: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](mailto: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 to school for 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:

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