



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION (SPECIAL)

MONDAY, 13 DECEMBER 2021 AT 4.00 PM

COUNCIL CHAMBER - SECOND FLOOR, THE GUILDHALL

Telephone enquiries to Karen Martin 0239284 1704

Email: karen.martin2@portsmouthcc.gov.uk

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

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Boshier, Conservative

Councillor Graham Heaney, Labour

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.
- Those not participating in the meeting and wish to view proceedings are encouraged to do so remotely via the livestream link

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

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

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

AGENDA

Meeting Information: Risk Assessment for Council Chamber

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Trial to allow Portsmouth City Council licensed Private Hire Vehicles (PHVs) in bus lanes in Portsmouth (Pages 3 - 20)**

Purpose of report

- 1.1** The purpose of this report is to detail the commitment made at Full Council on the 9th November 2021, to undertake a minimum 3 month trial to allow Portsmouth City Council licensed Private Hire Vehicles (PHV's) in bus lanes in Portsmouth.

RECOMMENDED

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

- 2.1 Confirms the commitment at Full Council on the 9th November 2021, to undertake a trial to allow access for Portsmouth City Council licensed Private Hire Vehicles to use bus lanes in Portsmouth;**
- 2.2 Notes that a working group will be established, which would include transport operators, such as representatives from the local bus companies and Private Hire Vehicle (PHV) operators, and other interested parties to implement and input into the trial;**

2.3 Delegates authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to release funding to undertake the monitoring and evaluation of this trial as the details are developed, this will be funded from the Parking Reserve;

2.4 Notes that a report will be taken to Licensing Committee for further comments and input into the trial.

4 Portsmouth supported bus services- contract extensions

This report will be to follow.

Members of the public are permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting nor records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

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

This meeting is webcast (videoed), viewable via the Council's livestream account at <https://livestream.com/accounts/14063785>

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Coronavirus Risk Assessment for the Council Chamber, Guildhall

Date: 21 October 2021(based on Government Autumn and Winter Plan and associated Guidance published September 2021)

Review date: Next time Government guidance is updated

Author: Lynda Martin, Corporate Health and Safety Manager, Portsmouth City Council

Coronavirus Risk Assessment for the Council Chamber, Guildhall

Manager's Name and Job Title completing Risk Assessment:	Lynda Martin Corporate Health and Safety Manager	Risk Assessment Dept:	Corporate Services	Date:	21 October 2021	Signature:	
		Location:	Council Chamber, Guildhall				

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
Risk of exposure to Covid-19 virus - Ventilation	Staff, contractors and attendees	<ul style="list-style-type: none"> • The capacity for the Guildhall Council Chamber for all attendees (including members of the public) has been calculated to be maximum of 30 people to accommodate 2 m social distancing. • Improvements in ventilation permits up to an additional 30 attendees. Members of the public will be advised to follow Covid safety recommendations. If 2m social distancing cannot be maintained then face coverings should continue to be worn and should only be removed when addressing the meeting. • The actions taken to maximise ventilation in the Guildhall Council Chamber includes: <ul style="list-style-type: none"> ○ The removal of internal casement secondary glazing windows. ○ Large casement windows will be opened. ○ Pedestal fans - positioned in each of the wing areas and along the back wall behind the pillars, maximum speed and modulation setting. ○ High level doors and window - the double doors to the high level galleries and the gallery corridor window will be opened. 	Security staff will be available to ensure numbers are not exceeded. Staff will ensure windows are open and fans switched on.	In place
Risk of transmission of virus - Risk mitigation	Staff, contractors and attendees	<ul style="list-style-type: none"> • The Guildhall takes its responsibility to help limit the risk of infection seriously and has the following measures and requirements in place, attendees should: <ul style="list-style-type: none"> • Be double vaccinated. • Have a negative Asymptomatic / lateral flow device within 48 hours of a meeting. • Wear face coverings at all times, unless exempt. • Follow Track & Trace requirements - track and trace QR posters will be displayed to allow check in. • Not attend if their result is positive attendees must and follow government guidance regarding isolation: https://www.gov.uk/government/publications/covid-19-stay-at-home-guidance/stay-at-home-guidance-for-households-with-possible-coronavirus-covid-19-infection. 	The Guildhall Trust and PCC Facilities Team to implement and monitor.	In place
Risk of transmission of virus - Hygiene and prevention		<ul style="list-style-type: none"> • Wash hands for 20 seconds using soap and water or hand sanitiser. • Maintain good hygiene particularly when entering or leaving. • Hand sanitiser will be located at the entrance of the building. • Hand sanitiser and wipes will be located in the meeting room. • Additional cleaning measures are in place, door handles, surfaces, etc. • No refreshments will be provided. Attendees should bring their own water bottles/drinks. • All attendees should bring and use their own pens/stationery. • Doorways marked, where possible, with entry and exit channels. 	The Guildhall Trust and PCC Facilities Team to implement and monitor.	In place

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
		<ul style="list-style-type: none"> Only one person should use the lift at a time. Attendees should follow entry/exit signage to and around the building. Each speaker to have their own microphone. No sharing of microphones. 		
PPE	Staff, contractors and attendees	<ul style="list-style-type: none"> All attendees must wear a face covering and are encouraged to bring their own. Face coverings to be available at the entrance to the Guildhall if required. Gloves, anti-bacterial wipes and bin bags to be provide to all events staff. Sanitiser available at the entrance and exit of the building and in reception areas. <p>The following guidance on using face coverings should be followed:</p> <ul style="list-style-type: none"> Wash/sanitise hands prior to fitting the face covering Avoid touching face or mask, to not contaminate the covering Change face covering if it becomes damp or contaminated Continue to wash hands regularly 	Posters displayed Guidance provided in advance of meeting to all attendees.	In place
Financial Risk	Staff, contractors and attendees	<ul style="list-style-type: none"> The council meeting may need to be cancelled at short notice if the Covid-19 situation changes due to local outbreaks, local sustained community transmission, or a serious and imminent threat to public health. Contact details of all attendees held by the event manager to enable easy efficient cancellation. Technology in place to move to virtual council meeting if required and permitted by legislation. 	Financial commitments minimised wherever possible. PCC Insurance department aware of council meeting.	In place

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Updates	<ul style="list-style-type: none"> This risk assessment is a live document and will be updated as new information becomes available. All managers should feel free to adapt the measures contained within this risk assessment when assessing the risks for their own department's work activities/ premises.
Further information	<ul style="list-style-type: none"> Further government information on support during the coronavirus pandemic can be found here HSE guidance, on working safely during the coronavirus pandemic can be found here Staff wellbeing advice during the coronavirus pandemic can be found here

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Agenda Item 3



Title of meeting: Traffic and Transportation Cabinet meeting

Date of meeting: 13th December 2021

Subject: Trial to allow Portsmouth City Council licensed Private Hire Vehicles (PHV's) in bus lanes in Portsmouth

Report by: Tristan Samuels, Director of Regeneration

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 The purpose of this report is to detail the commitment made at Full Council on the 9th November 2021, to undertake a minimum 3 month trial to allow Portsmouth City Council licensed Private Hire Vehicles (PHV's) in bus lanes in Portsmouth.

2. Recommendations

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

- 2.1 **Confirms the commitment at Full Council on the 9th November 2021, to undertake a trial to allow access for Portsmouth City Council licensed Private Hire Vehicles to use bus lanes in Portsmouth;**
- 2.2 **Notes that a working group will be established, which would include transport operators, such as representatives from the local bus companies and Private Hire Vehicle (PHV) operators, and other interested parties to implement and input into the trial;**
- 2.3 **Delegates authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to release funding to undertake the monitoring and evaluation of this trial as the details are developed, this will be funded from the Parking Reserve;**
- 2.4 **Notes that a report will be taken to Licensing Committee for further comments and input into the trial.**

3. Background

- 3.1 Taxis and private hire vehicles are an important mode of transport for many, providing 24-hour on-demand travel across the city. This trial would support this mode transport option, potentially enabling improved journey times through access to the priority lanes.
- 3.2 As outlined in the recently adopted Portsmouth Transport Strategy 2021-2038, 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. This will include access to public transport, taxis and private hire vehicles and other sustainable transport options.
- 3.3 As committed to at Full Council on the 9th November 2021, a trial of Portsmouth City Council (PCC) private hire licensed vehicles in Portsmouth bus lanes will be established.
- 3.4 A closely monitored trial will provide information and data to understand the potential impacts of other users of bus lanes i.e., bus delays and cycle safety. This will be reported back in a report to Traffic and Transportation.
- 3.5 The trial will be undertaken under an Experimental Traffic Regulation Order (ETRO), which will provide the opportunity for residents and stakeholders to be consulted throughout the duration of the trial. This consultation information will feed into the review of the trial.

4. Bus lanes in Portsmouth

- 4.1 Portsmouth currently has 53 bus lanes in the city, providing a combined total of 9.8 km of dedicated right of way. A plan showing the bus lanes in the Portsmouth administrative boundary is outlined in appendix A.
- 4.2 The vehicle types permitted to use each bus lane are specified in the relevant Traffic Regulation Order (TROs). This currently includes buses, Hackney Carriages (taxis), cyclists and emergency service vehicles travelling under blue lights are permitted to use the bus lanes in Portsmouth, as well as rental e-scooters through the DfT e-scooter trial operating in Portsmouth until 31st March 2022.
- 4.3 Bus lanes are traffic lanes reserved for the use of buses and other authorised vehicles which are to be given priority. They provide a dedicated right of way, enabling buses to avoid queues of traffic and other sources of delay, and address the problem of bus travel times becoming substantially longer and less reliable and attractive than those possible by car.

4.4 Under the 1985 Road Traffic Act, the Local Transport Authority is accountable to the Traffic Commissioner for any action that it has taken which negatively impacts on bus punctuality.

5. Monitoring

5.1 There are several ways that this trial could be monitored, including the use of Automatic Number Plate Recognition (ANPR) cameras and enumerators. The most viable option to obtain data and determine if other vehicles are using the bus lanes would be to use enumerators at dedicated locations across the city. These locations will be developed with the working group and could be moved during the trial if concerns are reported back during its operation.

5.2 To ensure robust information, it is proposed that data is collected before and during the trial. This will provide a baseline of evidence and will be reported back to Traffic & Transportation with the results of the trial.

5.3 Alongside this monitoring, further information and data will be collected and analysed including:

- Accident data in bus lanes and on the approaches and exits
- Near miss data from cyclists
- Satisfaction - PHV, Hackney drivers, local bus drivers, vulnerable road users (i.e. cyclists) and emergency services under blue lights
- Journey time data - Buses Real Time Information data.

6. Other considerations

Bus Gates

6.1 There are currently two types of bus gates in the city; a detector which is present in the road at the M275, and via a camera at the top end of Commercial Road. There is also a bus gate on Winston Churchill Avenue. These will require reconfiguration to ensure access for PHVs during the trial.

Bus links

6.2 Hackney Carriages are not permitted to use the following bus lanes/links within the Portsmouth administrative boundary, and it is therefore not proposed that PHVs are permitted during the trial. These links include:

- Furze Lane Link
- Cosham Interchange East and West link

Signage

6.3 To clearly indicate which vehicles are permitted to enter the bus lanes during the trial, all current bus lane signage will need to be updated to show "authorised

vehicles". An audit will be conducted to establish the exact number of bus lane signs that will require changing.

- 6.4 All the signs that are used on the highway have to comply with the designs set out in the Traffic Signs Regulations and General Directions 2016 (TSRGD).

7. Next Steps and timeframes

- 7.1 Following the trial, a report will be brought back to Traffic & Transportation with the analysis and findings. Time is required ahead of the trial to undertake an audit of the current bus lane signage, produce and install replacement signs at all bus lane locations and develop the ETRO.
- 7.2 If the trial is approved, a working group will be arranged to make recommendations to the Cabinet Member for monitoring locations.
- 7.3 A report will be taken to the next Licensing Committee for further comments and input into the trial.
- 7.4 The trial is expected to launch in March 2022. This timeframe will be refined in liaison with the working group and Cabinet Member for Traffic & Transportation.
- 7.5 Details of the trial scheme will be developed, and an application for an ETRO will be made. It is estimated that the trial will launch in the city in March 2022, for a minimum 3-month period.

8. Reasons for recommendations

- 8.1 Taxis and private hire vehicles are an important mode of transport for many, providing 24-hour on-demand travel across the city. This trial would support this mode transport option, potentially enabling improved journey times through access to the priority lanes.
- 8.2 As outlined in the recently adopted Portsmouth Transport Strategy 2021-2038, 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. This will include access to public transport, taxis and private hire vehicles and other sustainable transport options.
- 8.3 A closely monitored trial will provide information and data to understand the potential impacts of other users of bus lanes i.e., bus delays and cycle safety. This will be reported back in an interim report to Traffic and Transportation.
- 8.4 The trial will be undertaken under an ETRO, which will provide the opportunity for residents and stakeholders to be consulted throughout the duration of the trial. This consultation information will feed into the review of the trial.

9. Integrated impact assessment

- 9.1 An Integrated Impact Assessment (IIA) has been undertaken as part of the development of a trial and is attached in appendix B of this report. As the trial is developed a further IIA will be undertaken once the detail is understood.
- 9.2 Within the IIA, the concept of this trial impacts positively on the following sections:

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

10. Legal implications

- 10.1 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:
securing the expeditious movement of traffic on the authority's road network;
and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 10.2 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.
- 10.3 An experimental traffic order (ETRO) may be made for the same reasons as a standard traffic regulation order, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising or facilitating the passage on the road of traffic. ETROs may last for up to a maximum of 18 months.
- 10.4 An order may specifically include provisions prohibiting, restricting or regulating the use of a road or any part of the width of a road by any specified class of traffic. The existing traffic regulation orders will need amending to permit the use of private hire vehicles.
- 10.5 There is no statutory requirement to consult before making an ETRO but notice of the order must be given in the prescribed form. Specified documents must also be placed on deposit. The order cannot come into force until the expiry of 7 days from the date that notice was given.
- 10.6 If it is intended to make the ETRO permanent after the trial period has passed the notice should contain the prescribed statement set out in Schedule 5 of the Local Authorities Traffic Orders Procedure Regulations 1996. A statement of the reasons for making the order will also have to be placed on deposit.

10.7 Any person or body may object to the ETRO being made permanent by no later than 6 months from the order coming into force.

11. Director of Finance's comments

11.1 The trial is estimated to cost approx. £110,000. This includes £38,000 to install signage at the bus lanes and to update the traffic management signs along M275. £35,000 to collect the data by using traffic enumerators at 10 locations for a 4-week period. £37,000 to produce and submit the Experimental Traffic Regulation Order (ETRO) and to cover Legal and Project Management fees. This will be funded from the parking reserve.

11.2 There could be further costs associated with reversing any changes to signage or lining if the trial is not a success. The costs are unknown at this stage.

11.3 There is a financial risk associated with the trial and its full implementation, as a result of allowing private hire vehicles to use bus lanes that this has an effect on bus journey times, if this occurs the Bus Operators could make a claim to the Traffic Commissioner if they are unable to keep bus reliability targets.

.....
Signed by:

Appendices:

- Appendix A - Portsmouth Bus Lane locations
- Appendix B - Integrated Impact Assessment (IIA)

Background list of documents: Section 100D of the Local Government Act 1972

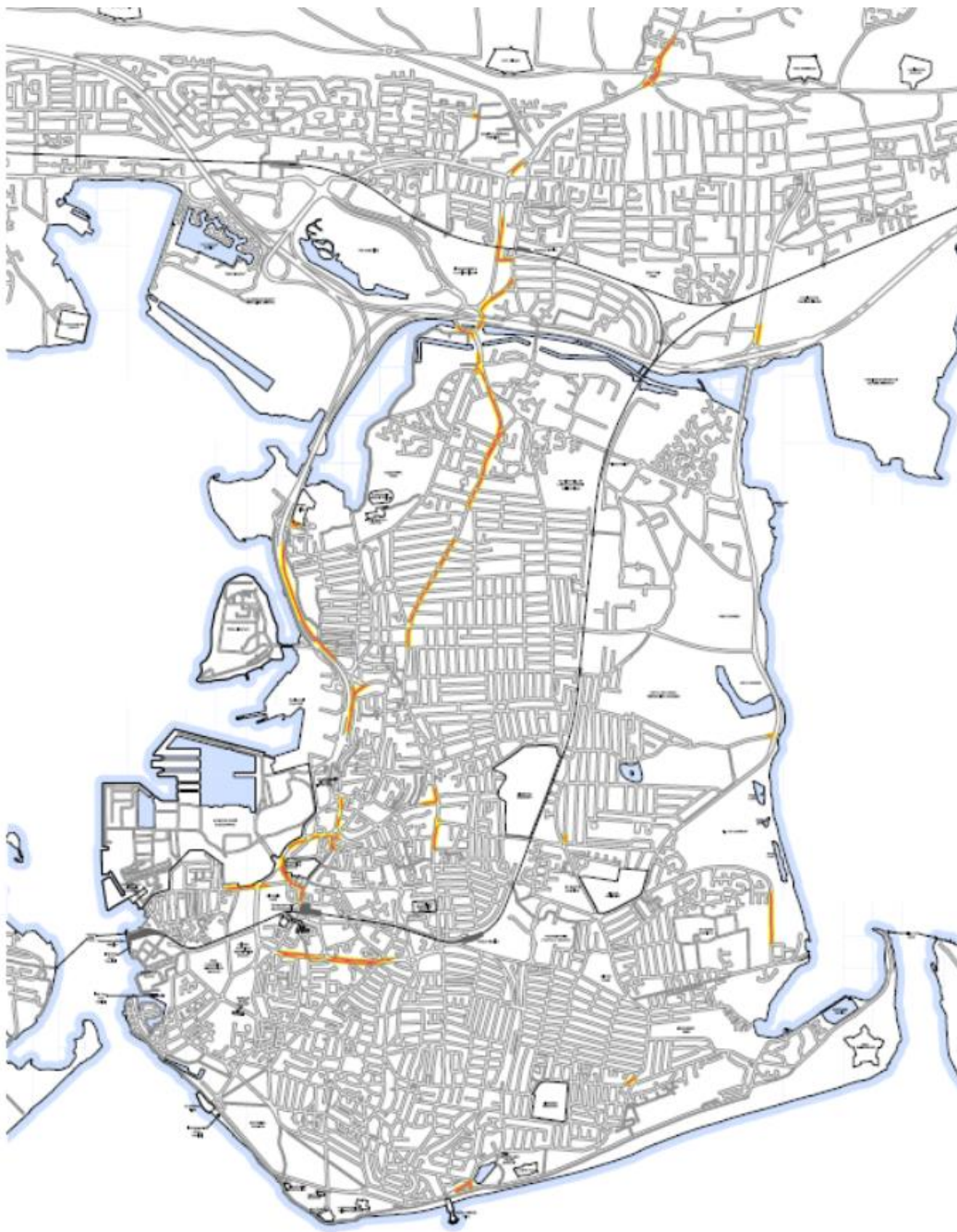
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

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

.....
Signed by:

Appendix A - Portsmouth bus lane locations



Scale AD 1:25,000 A20 x 140 (best scale depends on margin)
A1 1:12,500 A20 x 70

Map is reproduced from Ordnance Survey 1:25,000 Series (all the land area of 1980-2010) Crown copyright reserved. No part of this publication may be reproduced without permission in writing from the Ordnance Survey. Produced by Portsmouth City Council Highways Department. Series 1/25,000 AD 2010 11/12

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity This can be found in Section A5

Directorate:

Regeneration

Service, function:

Transport Planning

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

Trial of allowing Private Hire Vehicles (PHV's) to access bus lanes in Portsmouth

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

- Existing
- New / proposed
- Changed

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

This trial will assess the impact of allowing Private Hire Vehicles (PHV's) to access bus lanes in the city, for a trial period. All bus lanes will be included in the trial, apart from two bus lanes/links in which Hackney Carriages are not permitted; Furze Lane and Cosham Interchange East and West link. Evidence gathered will provide information on the impact this measure would have on other modes of

transport in terms of service delivery, potential delays and disruption, and safety. Particular consideration will be given to the impact on bus services and safety of other road users.

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 been carried out on this proposed trial scheme to date, as the scheme is in its initial stage of seeking approval to progress with the trial. If approval is given to progress with the trial, a working group will be established, to include transport operators and other relevant groups, to assist in discussions on progressing with the details of the scheme. An Experimental TRO (ETRO) would be required for the trial period, to allow for the addition of PHV's to use the bus lanes. The ETRO would be in place for a minimum of 3 months, enabling consultation to take place concurrently with the scheme so that people can experience its effects first hand and provide feedback.

A - Communities and safety **Yes** **No**

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

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 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
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Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

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

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty -Will it consider income deprivation and reduce poverty?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

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?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

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?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This measure may have an impact on reducing congestion at peak times on the roads included in the trial area, through removing PHV's from traffic queues on these roads. This will be determined further throughout the trial.

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

Whilst difficult to specifically measure the impact had by individual transport schemes, any data collected during the trial will be assessed, to help determine the impact of the trial

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This measure may have a very small impact on reducing congestion at peak times on the roads included in the trial area, through removing PHV's from traffic queues on these roads. This impact would be likely to be small however.

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

Whilst difficult to specifically measure the impact had by individual transport schemes, any data collected during the trial will be assessed, to help determine the impact of the trial

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

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 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?

This measure may have a small impact in improving air pollution through helping to reduce traffic congestion at peak periods, by allowing PHV's to access bus lanes, taking them out of the queuing traffic on the main section of road. The impact on reducing air pollution would be very small however.

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

Whilst difficult to specifically measure the impact had by individual transport schemes, levels of air quality in the city are recorded and assessed, giving an indication of overall improvements to the levels of air pollution.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

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

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

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 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 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 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?

Q8 - Who was involved in the Integrated impact assessment?

Kirsty Routledge
Felicity Tidbury

This IIA has been approved by: Pam Turton

Contact number: 9283 4614

Date: 02/11/2021