



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

WEDNESDAY, 8 MARCH 2023 AT 2.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Allison Harper 023 9268 8014
Email: democratic@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 Graham Heaney, Labour
Councillor Scott Payter-Harris, Conservative

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

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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

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 Supported Bus Services (Pages 5 - 26)

Purpose of Report

The purpose of this paper is to seek approval to maintain public transport links for residents in response to the deregistration of three supported and one commercial bus service.

Recommendations

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

- 1. Approves the tender of the current supported bus service contracts to start 30 July 2023. To delegate authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to procure contracts on the above supported bus routes;**
- 2. Approves the tender of a replacement for the currently commercial bus service 18 to start 30 July 2023. To delegate authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to procure contracts on the above bus route;**
- 3. Approves funding for the 13/14 and 22 bus services from 2 April 2023 to 29 July 2023 to maintain transport links for residents, the cost to be met firstly from any underspends in the 2023/24 Concessionary Fares revenue budget and any balance from the Parking Reserve;**
- 4. Approves the use of Portsmouth Bus Service Improvement Plan (BSIP) expenditure to enhance services including 13, 14, 18, 22 and 25 subject to investigation of options as detailed in the Portsmouth BSIP. To delegate authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to procure contracts on the above supported bus routes to enhance services;**
- 5. To procure any necessary local bus services as a result of commercial de-registrations or the cessation Bus Recovery Grant in March 2023 to 28 October 2023 with delegated authority to the Director of Regeneration in consultation with Cabinet Member for Traffic and Transportation and Section 151 Officer;**
- 6. Notes that a paper will be brought back to a Traffic and Transportation Cabinet meeting in June 2023, following the completion of the procurement process to re-tender the contracts and recommend awards. This paper would also deal with any short-term procurements as a result of commercial de-registrations or the cessation of Bus Recovery Grant in March 2023.**

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Public health guidance for staff and the public due to Winter coughs, colds and viruses, including Covid-19

- Following the government announcement 'Living with Covid-19' made on 21 February 2022 and the end of universal free testing from 1 April 2022, attendees are no longer required to undertake any asymptomatic/ lateral flow test within 48 hours of the meeting; however, we still encourage attendees to follow the public health precautions we have followed over the last two years to protect themselves and others including vaccination and taking a lateral flow test should they wish.
- We strongly recommend that attendees should be double vaccinated and have received any boosters they are eligible for.
- If unwell we encourage you not to attend the meeting but to stay at home. Updated government guidance from 1 April 2022 advises people with a respiratory infection, a high temperature and who feel unwell, to stay at home and avoid contact with other people, until they feel well enough to resume normal activities and they no longer have a high temperature. From 1 April 2022, anyone with a positive Covid-19 test result is still being advised to follow this guidance for five days, which is the period when you are most infectious.
- We encourage those attendees with an underlying health condition to wear a face covering while moving around crowded areas of the Guildhall.
- Although not a legal requirement, attendees are strongly encouraged to keep a social distance and take opportunities to prevent the spread of infection by following the 'hands, face, space' and 'catch it, kill it, bin it' advice that protects us from coughs, colds and winter viruses, including Covid-19.
- 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.
- Those not participating in the meeting and wish to view proceedings are encouraged to do so remotely via the livestream link.

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Agenda Item 3



Title of meeting: Cabinet meeting of Member for Traffic & Transportation.

Date of meeting: 8th March 2023

Subject: Supported Bus Services

Report by: Tristan Samuels, Director of Regeneration

Report Author: Peter Shelley, Transport Development Manager

Wards affected: All wards

Key decision: Yes

Full Council decision: No

1. Purpose of paper:

The purpose of this paper is to seek approval to maintain public transport links for residents in response to the deregistration of three supported and one commercial bus service.

2. Recommendations:

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

2.1 Approves the tender of the current supported bus service contracts to start 30 July 2023. To delegate authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to procure contracts on the above supported bus routes;

2.2 Approves the tender of a replacement for the currently commercial bus service 18 to start 30 July 2023. To delegate authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to procure contracts on the above bus route;

2.3 Approves funding for the 13/14, 18 and 22 bus services from 2 April 2023 to 29 July 2023 to maintain transport links for residents, the cost to be met firstly from any underspends in the 2023/24 Concessionary fares revenue budget and any balance from the Parking Reserve;

- 2.4 Approves the use of Portsmouth Bus Service Improvement Plan (BSIP) expenditure to enhance services including 13, 14, 18, 22 and 25 subject to investigation of options as detailed in the Portsmouth BSIP. To delegate authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to procure contracts on the above supported bus routes to enhance services;**
- 2.5 To procure any necessary local bus services as a result of commercial de-registrations or the cessation Bus Recovery Grant in March 2023 to 28 October 2023 with delegated authority to the Director of Regeneration in consultation with Cabinet Member for Traffic and Transportation and Section 151 Officer;**
- 2.6 Notes that a paper will be brought back to a Traffic and Transportation Cabinet meeting in June 2023, following the completion of the procurement process to re-tender the contracts and recommend awards. This paper would also deal with any short-term procurements as a result of commercial de-registrations or the cessation of Bus Recovery Grant in March 2023.**

3. Background

- 3.1** The Transport Act 1985 outlines the statutory duty and powers of Portsmouth City Council, to consider the provision of bus routes where there are no commercial services, but there is demand from residents and visitors who otherwise would be unserved by public transport.
- 3.2** Portsmouth has a relatively compact bus network, which has been facilitated by previous investment, which is planned to continue through South East Hampshire Rapid Transit (SEHRT) and the National Bus Strategy, including bus priority, a comprehensive real time passenger information (RTPI) offer and good on street bus infrastructure. However, the commercial public transport network has been impacted significantly since the COVID pandemic, as ridership levels have not returned to pre-pandemic levels.
- 3.3** The council currently subsidises bus services 12,13/14, 22 and 25. These routes cover large residential and commercial areas of the city which otherwise do not benefit from a bus service. These routes provide essential travel links for those residents not served by the commercial bus network, which have been identified through proactive consultation exercises and feedback from the public.
- 3.4** All Portsmouth City Council supported bus contracts were awarded through a competitive tender in 2016. At the decision meeting of the Cabinet Member of Traffic & Transportation in December 2021, approval was given for the extension of all five existing supported bus service contracts from 1st January 2022 up to

31 December 2022. This was due to continued uncertainty of the effects of the pandemic and awaited announcement of the Bus Service Improvement Plan funding. The extension was also subject to approval of a waiver by procurement and legal, which was given in December 2021.

- 3.5 At the meeting of the Cabinet Member for Traffic and Transportation in July 2022 permission was given to extend the local bus tenders to 31 July 2023 to progress the procurement process and to deal with the emerging financial impact locally of the nationwide network review which was initiated by the Department for Transport. The contract history was set out in detail in the December report.
- 3.6 At the meeting of the Cabinet Member for Traffic and Transportation in December 2022 permission was given to extend the local bus tenders to 28 October 2023 to progress the procurement process and to deal with the effect on operators of rising staff and material costs, and the ongoing impact of the pandemic on passenger numbers and the viability of bus services.
- 3.7 As recognised in the December report, uncertainty over the continuation of the Bus Recovery Grant beyond March 2023 could lead to a further reduction in commercial bus services. On 23 December 2022, local bus operator, First Solent gave notice on their contracts for supported services 13/14 and 22 after 1 April 2023. The 13/14 are currently funded by the council on Sundays and the 22 daily. First stated that they would require council funding seven days a week for the 13/14 and increased funding if they were to continue running the 22. First announced that they would also be de-registering currently commercial service 18 from the same date and would require council funding if that service was to continue.
- 3.8 First Solent is now part of a wider management area which has looked again at costs and as part of this is ceasing all operations in Southampton after 18 February 2023. The new costs to continue the 13/14 and the 22 are higher than those previously reported while the additional cost of funding the 18 represents a significant extra cost. First Solent have calculated their costs on the basis the Bus Recovery Grant will cease after March. For this reason, after discussion with the council's procurement service, it is proposed to revert to a contract re-tender date of the end of July to maintain essential transport links and ensure best value for council taxpayers.

4 Services Affected

- 4.1 Portsmouth City Council currently supports the following bus services outlined in table 1, except for service 18. Supported services 12 and 25 are unaffected by First Solent's deregistrations.

Table 1:

Bus service	Route
12	Tipner - North End - Chichester Road - Fratton Way
13/14	City Centre - Fratton - Milton - Baffins
22	Highbury - Cosham - - Drayton - Farlington
25	The Hard - Old Portsmouth - Southsea - Eastney - Hayling Ferry
Commercial Service	
18	Paulsgrove - QA Hospital - Cosham - North End - Fratton - Southsea

- 4.2 In view of the timescale, and for continuity, it is proposed to maintain existing timetables with options for improvements invited through the tender process with the exception of the 18 where terminating journeys at Southsea shops would allow a 30 minute timetable rather than the current 35 minute timetable to be provided. In the case of the 13/14, additional journeys are provided at peak-times for students attending the Tangier Road campus of Portsmouth City College. The college already provides a number of buses for students and continuing the current extra journeys until July 2023 will allow the college time to make arrangements for the new academic year.

5 Reasons for recommendations

- 5.1 The proposals will maintain essential transport links for residents
- 5.2 Undertaking a competitive tender process will ensure best value for council taxpayers.

6 Integrated Impact Assessment

- 6.1 An Integrated Impact Assessment is found in Appendix B and identifies the following impacts:
- The supported bus services improve quality of life and mental health for those who may be isolated without them.

- The continuation of the supported services will support those protected characteristics who utilise the services particularly gender, age and disability.
- The continuation of supported bus services supports modal shift from private car and supports cleaner air.
- Some services may support individuals in accessing employment, education and training.

7. Procurement implications

- 7.1 As noted within the Legal section below the services in question fall within the scope of the Public Contracts Regulations (2015) and the Council's own Contract Procedure Rules.
- 7.2 Whilst there is time to accommodate a fully compliant tendering process the timescales are tight and there is little room for any delay. Procurement will prioritise the tendering of this contract and allocate resource, although this may have some impacts upon the progression of other procurement activities.
- 7.3 It is noted that the contracts have not been tendered for some time, as such it is key that over the coming weeks work is focused into the development of an effective specification, contract terms, performance monitoring model, tendering strategy and detailed procurement timetable. This will help to ensure that the council's current and future requirements can be effectively met through the new contracts.
- 7.4 Procurement will work directly with the service and legal colleagues to refine the council's requirements through collaborative workshops, peer review with fellow local authorities and market sounding with suppliers.

8. Legal implications

- 8.1. The Council has a duty under the Transport Act 1985 ("TA") "to secure the provision of such public passenger transport services as the Council consider it appropriate to secure to meet any public transport requirements within the city which would not in their view be met apart from any action taken by them for that purpose".
- 8.2. To secure the duty, the Council has the power to enter into agreements for the provision of service subsidies, but this is limited to where the service would otherwise not be provided to a particular standard but for the subsidy. "Standard" in this instance meaning the frequency or timing of the service, the days or times of day the service is provided and the vehicles used to provide the service.

- 8.3. The exercise of the power by the Council is conditional on a competitive tender being undertaken, which must have consideration for a "combination or economy, efficiency and effectiveness" and "the reduction or limitation or traffic congestion, noise or air pollution". These agreements must not exceed 8 years.
- 8.4. The Council does have the power to subsidise services, without competitive tender, where the subsidy is urgently required for the purpose of maintaining an existing service. Were this decision challenged, the court would likely consider the ordinary meaning of the word urgent i.e. requiring immediate action or attention, when deciding whether the conditions have been met, and would also consider things such as the Council's own conduct when deciding whether such circumstances were urgent. If the Council was unable to evidence this then that would expose the Council to legal, financial, and reputational risk until the services are re-tendered, or the non-compliant subsidy is withdrawn.
- 8.5. The Council must ensure that any route it chooses to subsidise on an urgent basis is subject to competitive tender and must invite tenders for the provision of the subsidised service as soon as possible. Any agreement entered into which is exempt from the tender process, may only remain in force for a period of 3 months after the tenders have been received as part of the tender process.
- 8.6. These services are standard services under the Public Contract Regulations 2015 ("PCR") and so the Council must procure the services in accordance with Part 2 of PCR. The timetable for the procurement proposed is challenging with there likely to be little contingency should matters be delayed.

9. Director of Finance's comments

- 9.1 The cost to maintain the 13/14,18 and 22 routes from 2 April to 29 July 2023 will be met firstly from any underspends in the 2023/24 Concessionary fares revenue budget.
- 9.2 This is in accordance with DfT guidance which states that any underspends arising from a revision of the Concessionary Fares reimbursement methodology will be earmarked in the first instance to fund reinstating any bus service withdrawals during 2023/24.
- 9.3 Should the forecast underspends in the Concessionary fares revenue budget not cover the cost of the recommendations set out in this report, the balance will be sought from the Parking Reserve.

.....
Signed by:

Appendices:

Appendix A - Route Maps for the bus services in this report

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
Portsmouth supported bus services - Report to Cabinet Member for Traffic and Transportation, December 2022	Report presented to the Cabinet Member or Traffic & Transportation on Thursday 8th December 2022
Portsmouth supported bus services. Report to Cabinet member for Transport and Transportation July 2022	Agenda for Cabinet Member for Traffic & Transportation on Thursday 28th July, 4:00pm Portsmouth City Council.
Portsmouth's Bus Service Improvement Plan (BSIP)	Public transport - Travel Portsmouth
Bus Back Better	Bus back better - GOV.UK (www.gov.uk)

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

.....
Signed by:

Service 18



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) :

Portsmouth supported bus services

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

- Existing
- New / proposed
- Changed

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

Maintain supported bus services 13/14 and 22 and commercial bus service 18 until 29 July 2023 to allow a re-tendering exercise to take place.

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?

A supported bus service on-bus survey and interviews was undertaken to understand passenger needs. In addition to this a workshop and on-line survey was undertaken with Portsmouth Councillors. Boarding data has been provided by the bus operator and surveys will be carried out on service 18.

In addition to this previous surveys including the 2021 Bus Service Improvement Plan resident survey, Transport, Environment and Community Safety 2021

This information will inform the tender process.

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?

N/A

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

N/A

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

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

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

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

N/A

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

N/A

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

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

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

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

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

The supported bus services improve quality of life and mental health for those who may be isolated without them.

Portsmouth City Council has a statutory duty under the Transport Act 1985 Act, to consider the provision of bus routes where there are no commercial services, but there is demand from residents and visitors who otherwise would be unserved by public transport.

Portsmouth has a relatively competitive bus network which has been facilitated by previous investment and is planned to continue through SEHRT and the National Bus Strategy including bus priority, a comprehensive Real Time Passenger Information (RTPI) offer and good on street bus infrastructure. This has ensured that commercial operation is the norm across the densely populated urban conurbation. However, the councils amount of supported services has increased due to commercial withdrawals in the bus network, in particular since the COVID pandemic.

Portsmouth City Council currently subsidises bus services 12, 13/14, 22 and 25. These routes cover large residential and commercial areas of the city which otherwise do not benefit from a bus service. The current supported bus network has evolved through responding to commercial network withdrawals by bus operators over several years.

To assist bus operators during the Covid pandemic the Government Covid Bus Service Subsidy Grant (CBSSG) in October 2020 was superseded by Bus Recovery Grant (BRG) in July 2021. This has been now extended to March 2023. There has since been uncertainty around funding for bus services with the future of the Bus Service Operator Grant (BSOG) being unclear. These challenges have led to a reduction in frequency of commercial services across Portsmouth, including key corridors.

In April 2022 the Department for Transport outlined the CBSSG would cease in October 2022 and asked all local transport authorities to undertake a "network review" with the local bus operators to ascertain which services would continue be impacted by this.

First Solent advised on 23 December 2022 that it could no longer run the 13/14 and 22 after 1 April 2023 without increased funding

from the council and would require funding from the council for the previously commercial service 18 from the same date if that was to continue.

The council is acting to maintain the commercial and tendered bus services whilst tenders are carried out.

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

We will be monitoring through the performance indicators of the LTP and the Portsmouth BSIP in relation to

- a) total bus patronage
- b) bus passenger satisfaction

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

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

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

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

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

N/A

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

N/A

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?

Local bus services have a disproportionate proportion of passengers that have protected characteristics as outlined by the Equalities Act 2010. A survey of passengers in Portsmouth revealed that tendered bus services carries 15% more women than males. Results also indicate a high use by older people (47% using senior concessionary pass) and 18% of people identify themselves as disabled.

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

The continuation of the supported services until July 2023 will support those with protected characteristics who utilise the services. The new tendered services from July 2023 will seek to minimise any impact on those with protected characteristics.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

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

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

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

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

The services are extended until July 2023. Any minor negotiations may impact carbon emissions but this would not be expected to be significant.

How are you going to measure/check the impact of your proposal?
It is not expected that the effects of any change will be measurable.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

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

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

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>
<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

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

N/A

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

N/A

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

N/A

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

N/A

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

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

Local bus travel is the largest form of sustainable transport in the UK journeys on which are 50% more carbon effective than single car occupancy. The continuation of supported bus services until July 2023, supports modal shift from private car.

How are you going to measure/check the impact of your proposal?
We will monitor bus patronage levels

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?

The proposal allows the continuation of the current supported bus network and commercial service 18 until July 2023. This contributes towards the Vision of the Portsmouth Transport Strategy (LTP4) and the strategic objectives of transform public transport and deliver cleaner air.

How are you going to measure/check the impact of your proposal?
We will be monitoring through the performance indicators of the the Portsmouth Transport Strategy and the Portsmouth BSIP particularly in relation to:

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

N/A

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

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

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

NA

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

NA

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

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

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

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

N/A

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

NA

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?

Some services may support individuals in accessing employment.

How are you going to measure/check the impact of your proposal?
Bus patronage figures and future origin/destination data.

Q8 - Who was involved in the Integrated impact assessment?

Peter Shelley - Transport Development Manager
Hayley Chivers - Transport Planning Manager

This IIA has been approved by:

Contact number:

Date:

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